



WEEKLY REPORT TO THE CITY COUNCIL

November 18, 2021

Members of the City Council
City of Tacoma, Washington

Dear Mayor and Council Members:

ITEMS OF INTEREST

1. Assistant to the City Manager Anita Gallagher and Tacoma Public Utilities Government Relations Manager Clark Mather provide the attached Council Action Memorandum outlining the **State and Federal Priorities for 2022**.
2. Resiliency Grants: **The second round of Resiliency Grants completed funding on October 23, equity impacts improved from round one.** A total of 118 grants of \$10,000 were awarded to small Tacoma business owners. The funding was made available through Community Development Block Grant funds and supported micro-enterprise businesses – five employees or fewer, including the owner(s) – that had a household income no greater than 80% of the area median income.

Although recipients for both rounds are selected via lottery method, improved outreach for the second round resulted in greater equity impacts. The first round of Resiliency Grants in 2020, funded 64 grants, 33 (51%) were in low- or very low-equity opportunity areas per the Tacoma Equity Index Map. For the second round, 46 of 54 (85%) grant recipient businesses were in low- or very low-equity opportunity areas. For an overall impact of 67%. Of the 118 total recipients, about two-thirds made a selection for race other than white and 65 businesses were woman-owned. Staff continues to identify ways to contribute to anti-racist transformation goals with the current round of ARPA-funded grants.

3. Please see the attached City of Tacoma **Weekly Meeting Schedule**.
4. Interim Police Chief Ake provides the attached **Weekly Crime Report**.
5. City-funded Temporary and Emergency Shelter Performance: The City posts weekly information about its Temporary and Emergency Shelter locations including current census, number of available beds and exits to housing. **This information can be found at <https://cms.cityoftacoma.org/NCS/City%20Authorized%20Emergency%20Shelter%20Sites/Weeklydataupdate.pdf>** and is updated weekly.
6. Planning and Development Services Director Peter Huffman reports that on November 17, 2021, PDS staff provided the **Planning Commission an informational briefing of permitting activities during 2016-2021** and recently completed major projects. Attached for the City Council's information is the briefing packet that was provided to the Planning Commission.

7. Senior Meal Delivery: Access to healthy meals is important to our senior population and the City has adjusted contracted services during the COVID-19 pandemic to ensure seniors can still access food while senior centers are not operating. The City's contracted partner ensured pickup and delivery of **234 for the week of November 8-12, 2021.**

For over 35 years low income seniors have been invited to a complimentary holiday meal at the Lobster Shop. Due to the pandemic, the Lobster Shop has not offered this opportunity for the past two years. Korean Women's Association will distribute 100 \$25 gift cards to Lighthouse and Beacon Activity Center participants who struggle with finances, paying bills, and significant health issues to assist with their holiday meals.

8. Beacon Center Update: **Phase 1 of the remodel work at the Beacon Activity Center has begun.** The current budget for the remodel is \$3.5 million and was specifically designed to support a safer, more welcoming, functional space for the young adult shelter, and also for seniors when the facility re-opens for senior activities.

The remodel will also allow expansion of services for the young adult shelter (current capacity 40). The first phase of the remodel has begun, which includes the addition of gender-neutral showers and restrooms for young adults (single occupancy), laundry facilities, kitchen storage with separate kitchenette, access improvements including a wheelchair lift to allow for the stage area to be accessed for additional storage and case management, security improvements, and interior cosmetic improvements (painting, floor refinishing, etc).

In addition to the dedicated funding for the remodel, **the City has \$1.6 million budgeted for the operations of the young adult shelter in 2021-2022.** Contract negotiations are currently underway with Life Enrichment Group to assume shelter operations at Beacon Activity Center in December. Contracted services and Beacon remodel total \$5.1 million in resources dedicated to Beacon in 2021-2022.

9. Isolation and Quarantine Center Operation Stand Down: **Between September 27, 2021 – November 4, 2021, the Tacoma-Pierce County Health Department (TPCHD) partnered with City of Tacoma to provide 24-hour isolation for people that test positive for COVID-19 and needed a safe place to isolate at Lighthouse Activity Center.** A total of 17 individuals were served and were made aware of pre-established support services available in our community (such as: addiction and treatment services, clothing and food banks, and other services that they could access through the shelters). Individual case management was not available to follow up with the guests to confirm they accessed the resources but TPCHD did provide all the information and direction that they could for guests to follow up on their own. The guests were discharged after their isolation period was over and offered transportation to either their prior living place or an alternate location at their request. At discharge, the guests were provided with a letter stating that they completed their isolation period and post-COVID instructions. (Lighthouse will now be cleaned and sanitized, and it may be necessary to utilize the space as a temporary warming center over the cold months, if there is a need and after Council and community engagement.)

10. **Rental Assistance: The rental assistance portal is open! Residents may find more information at <https://www.piercecountywa.gov/7142/Rental-Assistance>.** The program provides up to 12 months of assistance dating back to March 2020 and serves households up to 80% of Pierce County Area Median Income. Applicants may also qualify for utility assistance through the program. The City remains committed to reducing racial disparities in our service delivery and for this reason has a goal of providing at least 45% of the assistance to households headed by persons of color. In 2020, 638 households received assistance from the Tacoma Rental Assistance Program. Of those 638, 78% were households with the head of household identifying as a person of color. In 2021, 62% of households served to date are headed by persons of color.

In 2021, the City has provided 638 households with \$4,374,869 in rental assistance (**this is an increase of 31 households and \$118,708 in assistance over last report**) and 1,390 households with \$1,688,194 with utility assistance (**this is an increase of 46 households and \$56,170 in assistance over last report**). TPU has fully expended their portion of Emergency Rental Assistance 1 (ERA 1) funds and is now utilizing Emergency Rental Assistance 2 funds. We expect the remaining portion of our ERA 1 funds (dedicated to rental assistance) to be expended by mid-November. The City's Rental Assistance Fund at the Greater Tacoma Community Foundation has received 28 gifts totaling \$30,820.

STUDY SESSION/WORK SESSION

11. **The City Council Session of Tuesday, November 18, 2021, will be conducted virtually.**

The meeting can be heard by dialing (253) 215 – 8782 or through Zoom at: www.zoom.us/j/89496171192 and entering the meeting ID 894 9617 1192; and passcode 896569 when prompted. This meeting will be broadcast on TV Tacoma and live streamed on Facebook.

Discussion items will include: (1) **Transit-Oriented Development Advisory Group Update**; (2) **City Manager's Goals and Performance Check-in**; (3) **Other Items of Interest - Council Consideration Request: Electric Fence & Manuel Ellis Investigation Update**; (4) **Committee Reports**; (5) **Agenda Review and City Manager's Weekly Report**.

On our first agenda item, the City Council will receive a **briefing on the Transit-Oriented Development Advisory Group (TODAG)**, focusing on the group's Progress Reports No. 2 and No. 3. The City Council will also discuss some operating issues, including whether the TODAG should continue to operate

On our second agenda item, staff will prepare the Mayor and City Council for the **City Manager's goals and performance check-in meeting**.

Under other items of interest, the below items will be discussed:

- **Council Action Memorandum Council Member Robert Thoms** – adding an application to the 2022 Land Use Regulatory Code Amendment process to consider increasing districts where electric fences are allowed.

- **Manuel Ellis Investigation Update**

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

MARK YOUR CALENDARS

13. There are no new events currently.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth Pauli".

Elizabeth Pauli
City Manager

EAP:ram



TO: Elizabeth Pauli, City Manager
FROM: Anita Gallagher, Assistant to the City Manager, City Manager's Office
Clark Mather, Community and Government Relations Manager, Tacoma Public Utilities
COPY: City Council; City Clerk
SUBJECT: Resolution—State and Federal Priorities for 2022 [November 23, 2021]
DATE: November 23, 2021

SUMMARY AND PURPOSE:

A Resolution adopting the citywide state and federal priorities for the Washington State Legislature and U.S. Congress.

COUNCIL SPONSORS:

Mayor Victoria Woodards

BACKGROUND:

The City of Tacoma's State and Federal Legislative Agendas are developed through engagement with operational departments and divisions, policymakers, and other stakeholders to determine a set of priority issues to which City advocacy resources will be devoted for the coming year.

Each year, the Public Utility Board and Tacoma City Council adopt a slate of priority issues that the City of Tacoma would like to see addressed by the Legislature and Congress. Identifying this set of issues fosters efficient and effective communication to State and Federal policymakers and provides transparency to the public about State and Federal issues that are most important to the City Council.

Briefings were provided to the City Council on September 28 and October 12. The Public Utility Board received a briefing on October 27. On November 17, the Public Utility Board approved a Resolution adopting the State and Federal Legislative Agendas for Tacoma Public Utilities. A briefing was provided to the Joint Study Session of the Public Utility Board and City Council outlining the full citywide legislative agenda on November 9, 2021. The requested Resolution provides the City Council with the opportunity to adopt the citywide legislative agenda for 2022.

COMMUNITY ENGAGEMENT/ CUSTOMER RESEARCH:

Given the broad range of topics discussed in the City's State and Federal Agendas, the Government Relations team received input from many stakeholder groups. Some of these groups included non-governmental organizations, low-income housing advocates, immigrant rights advocates, transportation and transit advocates, and local economic development organizations. The City also incorporated key priorities to support from the Tacoma Anchor Institutions Network, which is actively working to build a unified approach to better serve the most vulnerable in our communities. Community outreach data collected as part of the recent biennial budget development process on the priorities was informative for the state and federal priorities. Input and feedback from state legislators and state agencies was also considered in the development of the agendas.



City of Tacoma

City Council Action Memorandum

2025 STRATEGIC PRIORITIES:

Equity and Accessibility: (*Mandatory*)

As directed by Resolution 40622 as enacted by the City Council, the 2021 State and Federal Legislative Agendas were developed using the theme of anti-racist systems transformation. There are numerous priorities contained in the agendas to achieve a greater level of equity in our community, from better transportation and transit access to police reform, and requests for aid to help the most vulnerable in our community during the COVID-19 pandemic, such as rental and utility assistance.

Identify which Tacoma 2025 strategic goals your legislation most relates to, and then identify the [Equity Index Score](#) for those goals in the geography your proposal will affect. Select the indicator(s) this legislation is most related to, then briefly explain how this legislation will impact the selected indicator(s) and/or improve the Equity Index Score. *Use the dropdowns below and refer to guide for more information.*



Economy/Workforce: *Equity Index Score:* Select Index Score.
Increase the number of infrastructure projects and improvements that support existing and new business developments.
Increase the percentage of people relocating to the city and affordability of housing compared to neighboring jurisdictions.

Education: *Equity Index Score:* Select Index Score.
Increase the number of adults with post-secondary degrees or certifications.
Select an indicator.

Civic Engagement: *Equity Index Score:* Select Index Score.
Select an indicator.
Select an indicator.

Livability: *Equity Index Score:* Select Index Score.
Improve access and proximity by residents to diverse income levels and race/ethnicity to community facilities, services, infrastructure, and employment.
Decrease the percentage of individuals who are spending more than 45% of income on housing and transportation costs.

Explain how your legislation will affect the selected indicator(s).
See attached state and federal agendas for details on the priorities.

ALTERNATIVES:
Presumably, your recommendation is not the only potential course of action; please discuss other alternatives or actions that City Council or staff could take. Please use table below.

Alternative(s)	Positive Impact(s)	Negative Impact(s)
1. The City Council could choose not to adopt the state and federal agendas.		Government Relations team would lack policy direction on how to engage at the state and federal policy levels to achieve the City’s objectives. State and federal policymakers would lack awareness of how to help the City, which could result in less funding coming to the City.



City of Tacoma

City Council Action Memorandum

EVALUATION AND FOLLOW UP:

Performance on state and federal advocacy is evaluated based on the progress in achieving the goals stated on the State and Federal Legislative Agendas. This includes meaningful progress or passage of policy bills, modification of federal rules needed to help the City achieve its objectives, and funding requests fulfilled.

STAFF/SPONSOR RECOMMENDATION:

The Government Relations team recommends City Council adoption of the State and Federal Legislative Agendas. Once approved, staff can solidify the City's position on issues with the appropriate policymakers and actively lobby for those priorities. Such action is needed prior to the start of the second year of the 117th Congress and the 2022 Washington State Legislative Session, which begins on January 10, 2022.



FISCAL IMPACT:

Please provide a short summary of the fiscal impacts associated with the grant, agreement, policy action, or other action.

Fund Number & Name	COST OBJECT (CC/WBS/ORDER)	Cost Element	Total Amount
1. N/A	N/A	N/A	N/A
2.			
TOTAL			

What Funding is being used to support the expense?

Are the expenditures and revenues planned and budgeted in this biennium’s current budget?

Choose an item.
Please enter Explanation.

Are there financial costs or other impacts of not implementing the legislation?

Choose an item.

Will the legislation have an ongoing/recurring fiscal impact?

Choose an item.

Will the legislation change the City’s FTE/personnel counts?

Choose an item.
Please enter Explanation.

ATTACHMENTS:

List attachments using bullet points.

CITY OF TACOMA 2022 FEDERAL PRIORITIES

GENERAL GOVERNMENT

Responding to the COVID-19 Pandemic

The City of Tacoma successfully advocated for direct federal relief for State and local governments in 2021 and was allotted \$61 million in aid over 2 years to support existing City emergency programs addressing income, housing, and food insecurity of residents and financial distress of small businesses, nonprofits, and venues. The City received a first tranche of American Rescue Plan funds in May of this year and will receive the second tranche in May 2022 to support ongoing recovery. The City supports flexibility of fund dispersal at the discretion of local governments, which are on the frontlines of COVID-19 and disaster recovery. The City will prioritize working with local partners to meet the needs of Tacoma residents and businesses, and with the federal government to meet reporting requirements.

Together, We Will Change—Systems Transformation

The City hopes to work together in partnership with federal policy makers to advance reforms that address the disparate impacts of systems and institutions on communities of color. As part of this, the City calls on Congress to advance transformation policies with regard to policing and the criminal justice system, economic security, immigration, housing, climate justice, and infrastructure to better support communities that historically have not been well-served by existing systems and policies. The City finds the following reforms of great importance:

Policing and Criminal Justice Transformation

Tacoma is undertaking an effort to analyze our existing policies in the Police Department and we are working to implement new initiatives and policies at the local level. We support comprehensive police reform legislation at the federal level that can align with our local and state efforts. **The City urges Congress to continue discussion on legislation such as the George Floyd Justice in Policing Act.**

The City also supports several other issue-specific bills that seek **to implement sentencing reform and provide financial incentives for states and cities to implement independent investigations and body-worn camera programs**, for example:

- Enhancing Oversight to End Discrimination in Policing Act
- Police Training and Independent Review Act
- Justice Safety Valve Act

Economic Security

Community members are asking leaders to not only address the violence of police brutality, but also the violence of poverty and the violence of a lack of opportunity. **Mayor Woodards joined Mayors for a Guaranteed Income (MGI), a network of mayors who are studying or piloting guaranteed income (GI) projects in their communities.** The City's own pilot program will launch this month. The City supports the priorities of this network and joins the Anchors Institutions Task Force **in calling for the creation of a Fund for Anchor Institutions within a federal agency** to rebuild in the wake of the pandemic by targeting low-income and historically disadvantaged communities of color.

We also support the **Commission to Study and Develop Reparation Proposals for African-Americans Act**, to establish a commission to study and recommend reparation proposals in a report to Congress and examine federal and state policies that contribute to white supremacy.

Human Dignity and Public Safety: Immigration Reform

The City urges Congress to pass comprehensive immigration reform so that all residents may have an accessible path to citizenship and live without fear in the United States. The City shares concerns expressed by the Tacoma community for the health, safety, and welfare of detainees held locally in the Northwest ICE Processing Center, a privately owned and operated immigration detention facility. The City finds that Immigration and Customs Enforcement (ICE)'s current operations are dehumanizing and **implores the federal government to replace it with an anti-racist agency that will humanely and equitably implement immigration laws and eradicate human trafficking.** To that end, we support legislation that would **end the use of privately-operated prisons and instead utilize available alternatives to immigration detention.** The City also supports legislative efforts such as the **Dignity for Detained Immigrants Act**, which will ensure that all immigrants receive individualized and fair bond hearings by ending the use of mandatory detention of certain immigrants and requiring the U.S. Department of Homeland Security to establish probable cause of removability in 48 hours. Likewise, the City supports the New Way Forward Act, which would end mandatory detention policies for immigrants in deportation proceedings, ban local law enforcement from aiding federal agents, and phase out the practice of holding federal detainees in private detention centers and county jails.

The City also is in favor of initiatives such as the **COVID-19 in Immigration Detention Data Transparency Act**, which calls for ICE, Customs and Border Patrol (CBP), and detention facilities to collect and share data on COVID-19 cases and vaccine distribution among detainees. More broadly, however, given the highly communicative nature of COVID-19, we support the immediate release of individuals in ICE custody for the duration of the COVID-19 pandemic. Accordingly, we support legislative efforts such as the **Federal Immigrant Release for Safety and Security Together (FIRST) Act**. This bill is crucial to ensuring the health and safety of undocumented individuals during a National Emergency related to a communicable disease.

Human Dignity and Public Safety: Gun Violence

Nearly 38,000 Americans die from gun-related injuries in the United States every year. Finding and declaring that gun violence directly affects residents, the Tacoma City Council adopted a Firearms and Ammunition Tax in 2019. The City joins the U.S. Conference of Mayors and the National League of Cities in requesting that Congress **advance critical legislation to reduce gun violence and promote public safety.** The City supports the **Bipartisan Background Checks Act** and the **Enhanced Background Checks Act**, to require and enhance background checks, as passed by the U.S. House of Representatives.

Human Dignity and Public Safety: Combatting Hate Crimes

In light of the recent surge in hate crimes against Asian Americans and other communities in Tacoma and across the country, the City calls for the creation of a **Hate Crimes Commission.** The City supports legislation that will create a bipartisan commission to investigate and expand reporting on hate crimes throughout the United States. This commission would be comprised of a group of 12 members appointed by House and Senate leadership who would have one year to prepare a report on the rise in hate crimes, potential causes of increase, and how to combat it.

Affordable Housing and Homelessness

The City supports the **Housing Fairness Act to assess prevalence of housing discrimination and create a grant program for organizations to study the causes and effects of such discrimination**. We seek flexibility in federal funding to be able to deploy those resources toward communities in Tacoma that need them the most so that we may effectively address housing disparities.

Telecommunications

Access to high-speed broadband service in every community is essential to our ability to provide quality education, create more jobs, and increase small business growth. Local governments are central players in ensuring broadband connection to homes and businesses is achieved. **Tacoma calls on the Federal Communications Commission and Congress to preserve local government authority to manage their rights-of-way to ensure the siting of cell towers and small cells is safe and appropriate**. The City supports the **Accelerating Wireless Broadband Development by Empowering Local Communities Act of 2019 (H.R. 530)**, which would overturn the FCC regulations limiting the ability of local governments to regulate the deployment of 5G wireless infrastructure.

TACOMA PUBLIC UTILITIES

TPU-Wide

Infrastructure financing tools

TPU supports legislation that promotes the availability of tax-exempt municipal bonds and will support proposals that revoke changes made in 2017 relating to advance refunding. TPU supports providing comparable tax incentives to consumer-owned utilities. TPU also supports restoring Build America Bond payments back to their originally-enacted levels.

TPU supports programs to assist limited-income residents

TPU supports policies and additional funding for programs that provide assistance to limited-income residents.

Tacoma Power

Support proposals that maintain and improve BPA's competitiveness

TPU will continue to support federal proposals to maintain and improve BPA's cost competitiveness.

Carbon reduction policies

TPU will actively engage in and seek to support proposals that decarbonize the economy at reasonable costs to customers and that appropriately acknowledge and credit hydropower as a carbon-free generating resource.

Support investment in zero-emission transportation infrastructure and programs that advance the development of clean fuels

TPU will support additional funding for zero-emission transportation infrastructure and policies that advance the development and production of clean fuels, including electrolytic hydrogen.

Provide funding for the Hydropower Incentive Program

Tacoma Power continues to support federal appropriations for the Department of Energy's Hydropower Incentive Program. The program provides payments to hydropower utilities, including Tacoma Power, for hydroelectric production added to an existing dam or conduit.

Support legislation to maintain municipal utility control over poles and pole attachment rate setting

TPU supports legislation that would ensure that municipally-owned utilities maintain their historic authority to safely manage pole attachments on utility poles.

Tacoma Water

Support implementation of the Howard Hanson Dam – Additional Water Storage Project

Tacoma Water continues to support federal authorization, appropriations, and actions necessary to complete the Howard Hanson Dam – Additional Water Storage Project. Any federal action must respect federal/non-federal cost share agreements already in place. TPU believes Howard Hanson Dam fish passage and the Additional Water Storage Project are critical to salmon and orca recovery as a construction-ready project with broad impact.

Support funding of the Water Infrastructure Finance and Innovation Act (WIFIA)

Tacoma Water supports appropriations to fully fund the Water Infrastructure Finance and Innovation Act (WIFIA).

Support funding of the Drinking Water State Revolving Fund

Tacoma Water supports adequate appropriations for the Drinking Water State Revolving Fund.

Tacoma Rail

Explore opportunities for infrastructure funding

Tacoma Rail intends to pursue funding opportunities to make investments in rolling stock, track, and other infrastructure.

CITY OF TACOMA 2022 STATE LEGISLATIVE PRIORITIES

GENERAL GOVERNMENT

Police Transformation

The City expresses its sincere gratitude to the Legislature for demonstrating great leadership in adopting significant legislation in 2021 to transform policing throughout Washington State. In 2022, the City asks that the Legislature continue this transformation by establishing independent prosecutions for incidents involving fatal use-of-force and deaths occurring in police custody. The City supports the Legislature building on the policies enacted in 2021 to ensure community safety is maintained and statewide implementation consistency.

Transportation Investments

The City urges the Legislature to adopt a revenue package to make much needed investments in transportation. Below are the City's transportation priorities:

- On-time delivery of key regional investments, including the extension of light rail from Federal Way to Tacoma and the completion of the Puget Sound Gateway (SR 509/167).
- Local funding and/or enhanced local option tools for cities to meet local street maintenance needs. The City's street maintenance backlog for pavement alone is approximately four times the size of its annual budget.
- \$180 million to complete the replacement of Fishing Wars Memorial Bridge, a deteriorating bridge that provides access to the west side of the Port of Tacoma. The new bridge will improve safety, freight movement, bicycle and pedestrian access, and fish habitat.
- \$9 million as a state match to the Puyallup Avenue Complete Streets Project to better accommodate vehicles, freight, bicycles, pedestrian, and transit.
- Funding for HOV lanes on I-5 from 38th to Joint Base Lewis McChord to provide a completed HOV system through Tacoma.
- \$650,000 to complete phase two of an access revision report to improve access from I-5 into the Tacoma Mall subarea, envisioned to become an urban center for housing and mixed-use development.
- Funding for trail investments, including additional funding for the SR 167 Tacoma-Puyallup Trail and Schuster Parkway Promenade.

Automated Speed Enforcement

The City respectfully requests that the State authorize automated speed enforcement to improve public safety, especially for vulnerable users. Automated enforcement presents an unbiased and consistent method of enforcing speed limits, calming traffic, and maintaining safety.

Affordable Housing & Homelessness

The City adopted an Affordable Housing Action Strategy that has an ambitious goal of creating 6,000 new units of affordable housing by 2028. The City supports grant programs and funding tools for projects that support all income levels, including shelters, permanent supportive housing, and workforce housing. The City is grateful for the Legislature's recent work on preventing evictions in the state, and

respectfully request a continued focus on efforts to reduce barriers to accessing housing and promote housing stability, including:

- Funding rental and utility assistance.
- Additional funding to cities for rapid acquisition of hotels or other buildings that can be used to provide sheltering and housing.
- Increase resources to the Department of Social and Health Services to address homelessness in Department of Transportation right-of-way, including conflict resolution with individuals experiencing homelessness, flexible funding for incidental expenses necessary to assist individuals, and provide supplemental funds for city outreach workers and clean-ups.

Transfers to the Northwest ICE Processing Center

The City appreciates the Legislature's bold action to ban privately operated detention centers. The City supports policies that limit transfers into the Northwest ICE Processing Center.

COLLABORATION WITH COMMUNITY PARTNERS

The City of Tacoma recognizes that a thriving community requires strong communication, collaboration, and innovation with our partners. The Tacoma Anchor Institutions Network is comprised of organizations rooted in Tacoma that have joined together to advance common goals to build community wealth, resilience, and improve opportunities for all. The collective priorities of the Anchors are aligned with the community-crafted Tacoma 2025 Strategic Plan. We are pleased to join community organizations in asking for your assistance with the following:

Metro Parks Tacoma:

- The City supports Metro Parks Tacoma's request for funding to support the design and replacement of Dash Point Pier, which is utilized by Northeast Tacoma residents.
- The City supports funding enhancements to the Department of Natural Resources' Derelict Vessel Program, as Metro Parks has been repeatedly impacted by derelict vessels at the marina and shoreline areas.

Pierce County:

- The City supports funding for public health and pandemic support for K-12 education.
- The City supports increased diversity in housing options and funding for homeownership projects.
- The City supports creation and funding of educational resources that will increase the number of behavioral health professionals in Pierce County.
- The City joins Pierce County in requesting that the Legislature increase funding for multi-modal transportation projects such as the Pipeline Trail and future investments in the SR-167 trail system. The City supports state funding for first- and last-mile infrastructure connections to major transit projects.

Tacoma Housing Authority:

- The City supports THA's efforts to advocate for a Real Estate Excise Tax (REET) Exemption for Affordable Housing: The legislature passed a REET exemption for affordable housing in 2020, but it was vetoed due to pandemic-related budget concerns. Enacting this exemption would create more opportunities to preserve the existing supply of affordable housing by incentivizing property sales to non-profit or public entities.

- The City supports THA's requests of the legislature to make a significant competitive allocation to the Housing Trust Fund as part of the Supplemental Capital Budget. We encourage the legislature to include funds for the preservation of existing affordable homes, including USDA, PBRA, and Low-Income Housing Tax Credit-financed properties at risk of losing their affordability.

Pierce Transit:

- The City joins Pierce Transit in requesting that the Legislature identify a new, sustainable, statewide public transportation funding solution to support an essential level of service. An effective revenue tool will protect existing sources of public transportation revenue while incorporating new and innovative funding models to ensure the stability and reliability of equitable public transportation in Washington State.

Port of Tacoma:

- The City supports the Port of Tacoma in advocacy efforts to streamline the awarding of Remedial Action Grants through the Department of Ecology, and securing funding for key regional transportation projects such as State Route 167, the I-5/Port of Tacoma Interchanges, and Fishing Wars Memorial Bridge.

Sound Transit:

- The City supports Sound Transit's efforts to seek state funding to support the target delivery dates for the agency's projects and services.

South Sound Housing Affordability Partners:

- The City will coordinate efforts on attainable housing with the South Sound Housing Affordability Partners, a coalition of elected officials representing Pierce County, various South Sound cities, and the Puyallup Tribe of Indians who are committed to fostering housing stability and attainability in our communities.

South Sound Military and Communities Partnership:

- The City supports prioritizing transportation funding to advance work along I-5 through the Nisqually River Delta.
- The City supports amending the Defense Community Compatibility Account statute to improve the program's effectiveness as it is crucial to the long-term strategy to resolve encroachment in the North Clear Zone.
- The City joins SSMCP in urging the Legislature to improve the state's occupational licensing processes through the adoption of interstate compacts, reciprocity agreements, and enhanced spouse licensure to reduce barriers to employment for military families relocating to Washington.

Tacoma Public Schools:

- The City joins Tacoma Public Schools in requesting that the State maintain school district funding based on the greater of the October 2019 enrollment count or the current count so that districts can maintain adequate instructional and support staffing throughout the year.
- The City supports the establishment of a robust system for expanded learning opportunities through sustainable funding and priority grant-making opportunities for community partner

agencies to provide student supports and enhanced learning opportunities for youth from 3:00 to 6:00 p.m. and other non-school hours.

- The City supports revision of the student transportation funding statute to fully cover the actual costs of student transportation. The formula must include all costs related to transportation employee benefits mandated by the state through the School Employee Benefits Board (SEBB).
- The City supports increasing the funding for school support staff such as, McKinney-Vento (homeless) liaisons/social workers, psychologists (mental health), nurses (IEP supports), custodians, security personnel, transportation services and parent involvement coordinators.

Higher Education

- The City supports preserving funding for community and technical colleges, including Tacoma Community College and Bates Technical College.

Additional Support/Oppose/Monitor Legislative Issues for General Government

Climate Justice/Environmental Stewardship

Clean Transportation: The City supports policies that encourage more fuel-efficient and alternative-fuel vehicles and fuels. The City requests that the Clean Fuel standard legislation enacted by the Legislature in 2021 be preserved.

Clean Buildings: The City supports policies and investments that reduce the carbon intensity of new and existing buildings, including expanding energy efficiency, green building standards, upgrades to public buildings, and other measures.

Culvert and Stormwater Funding: The City supports state investments in local culvert and stormwater projects to improve fish passage and water quality.

Producer Responsibility: The City supports legislation that helps prevent waste and creates opportunities for reuse and recycling markets, including producer responsibility and product stewardship models.

Funding for Asarco clean-up efforts: The City supports ongoing appropriation for the Department of Ecology's program to address legacy contamination from the Asarco smelter plume in Tacoma.

Pandemic recovery

The City supports policies and funding programs that promote community and economic resiliency as the state emerges from the COVID-19 pandemic. The City also encourages clean-up efforts on WSDOT rights-of-way to address blight and debris that accumulated during the pandemic.

Community & Economic Development

Economic Development Tools: The City supports expanded and new economic development tools, including expanding commercial office space development tools and other proposals.

Green Economy and Growth: The City supports legislation that will develop green jobs including in urban forestry growth, renewable energy growth, natural storm water infrastructure, urban farming, and green technology development, making sure that these jobs are promoted within highly vulnerable communities.

Social Equity in the Cannabis Industry: The City supports the recommendations of the Social Equity in Cannabis Task Force to foster a more equitable cannabis industry in Washington state and better support business owners of color. These include technical and financial assistance to social equity applicants to reduce barriers to entry in the industry and help these new businesses thrive.

Liquor License Expanded Authority: The City supports the Liquor and Cannabis Board's efforts to collaborate with licensees on the provision of alcoholic beverages via curbside pick-up, take-out, and delivery throughout the remainder of the pandemic and encourages further consideration on making the temporary rules permanent to support the hospitality industry.

Guaranteed Income program funding: The City supports funding to launch guaranteed income pilot programs in Washington State and welcomes additional funding from the State to bolster Tacoma's program in partnership with United Way.

City Attorney's Office

Open Public Meetings Act: The City supports revisions to the OPMA that provide flexibility for local governments to hold meetings of their governing bodies remotely or with limited in-person attendance during declared emergencies.

Public Works

Transportation Grant Programs: The City supports ongoing and increased funding for transportation and freight mobility grant opportunities that have historically been offered through the Transportation Improvement Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), WSDOT Bicycle and Pedestrian Program, and the Safe Routes to Schools Program.

Transportation Benefit Districts: The City supports expanded local authority for transportation benefit districts to allow for continued use of the sales tax funding tool beyond the current time limitations.

Interstate-5 Corridor: The Washington State Department of Transportation is leading the I-5 System Partnership to identify improvements along I-5 from Marysville to Tumwater. The City supports advancing the work of the I-5 System Partnership, and asks that I-5 crossings, especially pedestrian and bicycle connectivity, be prioritized as part of the partnership.

Automated License Plate Reader Technology: The City supports legislation that regulates automated license plate reader technology but will oppose provisions that would negatively impact the City's parking enforcement program.

Bicycle Signals: The City supports proposals to allow the use of bicycle signals in state law. The federal government has allowed use of signals which use a bicycle symbol instead of a circular ball or arrow. However, Washington defines a signal as being a circular ball or arrow, which means other shapes (i.e. a bicycle symbol) cannot be used.

Passenger-Only Ferry Service: The City supports initiatives that help bring passenger-only ferry service to Tacoma. Puget Sound Regional Council completed a study on passenger-only ferry services, and the Seattle-Tacoma route was highly ranked as a potential route. The report indicates that prior to route

implementation, additional stakeholder and public outreach, environmental analysis, and business planning would need to be funded and completed.

Transfer of State Routes to Local Jurisdictions: The City supports policies and funding that would assist WSDOT in improving state routes to current standards prior to transferring them to local agencies.

Public Safety/Criminal Justice

Basic Law Enforcement Academy Capacity: The City supports the Criminal Justice Training Commission's request for funding to offer additional BLEA classes in an effort to ensure that there is adequate capacity for training new peace officers.

Curbing Theft of Catalytic Converters: The City supports measures that address the increasing trend in catalytic converter theft, such as making it more difficult to sell stolen catalytic converters for scrap.

Hate Crimes: The City of Tacoma supports the efforts of the State LGBTQ Commission to address and minimize hate crimes statewide, including supporting efforts that build upon the report due to the 2021 Legislature on restorative justice and required data collection. .

Sentencing Reform: The City of Tacoma supports revisions to criminal sentencing that reduce that state prison population, especially the disproportionate number of people of color, maintain community safety, and decrease recidivism. The City encourages the state to prioritize funding for education around substance use disorders and treatment so that impacted individuals can receive necessary services as an alternative to incarceration.

Firearms: The City will monitor legislation regulating firearms or other proposals to curb gun violence.

Jail Standards: The City supports revising the state's standardized requirements of care to ensure the health and safety of individuals in custody of the criminal justice system. The City will monitor the Joint Legislative Task Force on Jail Standards that is anticipated to make recommendation by June 30, 2023.

Systems Transformation

Equity and Empowerment: The City hopes to work together in partnership with the Legislature to advance reforms that address the disparate impacts of systems and institutions on communities of color. The City supports statewide policies that bolster gender and racial equity in hiring and contracting. The City also supports policies to address disparities in homeownership among communities of color.

Finance

State-shared Revenues: The City supports efforts to protect and enhance state-shared revenues, including liquor taxes, marijuana taxes, and the criminal justice assistance account.

Local Tax and Licensing Authority: The City opposes legislative proposals that restrict the City's authority to impose a local business and occupation (B&O) tax and business license requirements.

Transportation Network Companies: The City supports statewide regulation of transportation network companies that establishes a regulatory structure that is similar to or more stringent than the City's existing regulations, but retaining City authority to continue collecting trip fees from TNC's to contribute to a wheelchair accessible vehicle program in Tacoma.

Comprehensive Property Tax Levy Reform: The City supports comprehensive property tax levy reform that aligns with growth and inflation to allow the city and other local agencies to provide adequate services to the community. For example, in 1982, Tacoma residents approved a permanent property tax levy for fire/EMS at \$0.50 per \$1,000. However, the 1% cap calculation continually diminishes the rate the approved rate, requiring the City to ask voters to re-approve the levy several times. This causes confusion amongst voters as they struggle to understand why the same levy needs to be approved repeatedly. The City would ask that the levy calculation be changed so that it could maintain its levy rate of \$0.50 per \$1,000 assessed valuation.

Tacoma Employees Retirement System

Retirement Investments: The City operates its own retirement program for city employees, as well as the city's LEOFF 1 retirement program, and will oppose any proposals that requires the City to cede these operations to the Washington State Investment Board, or that transfers reserves out of the programs.

Planning

Local Control over Zoning: The City opposes any proposal that preempts local land use authority, including proposals mandating zoning or regulations changes regarding single-family homes, duplexes, triplexes, or accessory dwelling units.

Growth Management Act (GMA) Reform: The City supports reforms to the GMA that further facilitate growth within urban centers, integrates planning for climate change, and provides dedicated planning funding to local jurisdictions to implement any new policies or responsibilities.

Fee-In-Lieu of Construction: The City supports legislation clarifying that local programs that establish a fee-in-lieu of constructing off-site requirements are allowed under state law.

Neighborhood & Community Services

Homeless Encampments: The City will monitor any legislation to change or enforce policies addressing homeless encampments on public right-of-way. Additionally, the City will continue to implement the budget proviso language directing WSDOT/City of Tacoma to address homeless encampments.

Programs Supporting Vulnerable Populations: The City supports funding for programs that serve our most vulnerable populations, including the Housing & Essential Needs (HEN) and Aged, Blind, and Disabled (ABD).

Aging- friendly Policies: The City supports proposals that seek to improve quality of life for seniors in our communities, such as providing opportunities for aging residents to age in place, rather than being placed in a long-term care facility.

Housing Justice Act: The City supports legislation that would ban discrimination against renters based on a prior criminal record.

Fire

Removal of Derelict Vessels: The City supports increased funding for the state's Derelict Vessel Removal Program. Tacoma Fire utilizes this program to remove derelict and abandoned vessels in Commencement Bay and surrounding waters.

Tacoma Public Libraries

Firearms in Public Spaces: Tacoma Public Libraries opposes legislation that would require library employees to enforce regulations prohibiting firearms in public spaces.

Challenges to Intellectual Freedom: Tacoma Public Libraries opposes legislation that restricts intellectual freedom.

Protecting Library Workers: Tacoma Public Libraries supports protecting library employees in the same manner as all public sector employees (RCW 9A.36.031).

TACOMA PUBLIC UTILITIES

TPU-Wide

- **TPU supports programs to assist limited-income residents:** TPU supports policies and additional funding for programs that provide assistance to limited-income residents.

Tacoma Power

- **Carbon reduction policies:** Washington lawmakers have indicated that they will continue to focus on legislative solutions aimed at decarbonizing Washington State's economy. TPU will actively engage in and seek to support proposals that decarbonize the economy at reasonable costs to customers and that appropriately acknowledge and credit hydropower as a carbon-free generating resource and align with existing and emerging regional organized markets.
- **Building decarbonization policies:** TPU will support reasonable policies to decarbonize the state's residential and commercial building sector, including proposals to provide municipal electric utilities the authority to adopt beneficial electrification plans. Any comprehensive building decarbonization policy must be based on sound cost/benefit analysis to understand the impacts on energy capacity and reliability.
- **Support investment in zero-emission transportation infrastructure and programs that advance the development of clean fuels:** TPU will support additional funding for zero-emission transportation infrastructure and policies that advance the development and production of clean fuels, including electrolytic hydrogen.

- **Support equal treatment of hydropower:** Tacoma Power customers have invested in renewable, carbon-free hydroelectric generating facilities for decades. These facilities will continue to require significant reinvestment to ensure their future safe and reliable operation. During the 2019 Legislative Session, other renewable generating resources were given special tax treatment. TPU will continue to advocate for consistent tax treatment or alternative approaches that support equal treatment of all renewable, carbon-free resources.

Tacoma Water

- **Support the Public Works Trust Fund:** Tacoma Water supports funding for the Public Works Trust Fund (PWTF). It is a critical program for many public water systems by providing low-interest loans to maintain and preserve their infrastructure. TPU supports public water systems and city partners in their request to restore and protect the existing funding of the PWTF.

Tacoma Rail

- **Explore opportunities for infrastructure funding:** Tacoma Rail intends to pursue funding opportunities to make investments in rolling stock, track, and other infrastructure.



MEETINGS FOR THE WEEK OF NOVEMBER 22, 2021 THROUGH NOVEMBER 26, 2021

TIME	MEETING	LOCATION
MONDAY, NOVEMBER 22, 2021		
5:00 PM	Local Improvement District Meeting *	Please visit https://cityoftacoma.org/hearingexaminer
5:30 PM	Bicycle & Pedestrian Technical Advisory Group	Please contact Liz Kaster at LKaster@cityoftacoma.org
5:30 PM	Commission on Immigrant and Refugee Affairs	Please contact Raeshawna Ware at rware@cityoftacoma.org
6:00 PM	Metro Parks Tacoma Board of Commissioners	Please visit https://metroparkstacoma.org
TUESDAY, NOVEMBER 23, 2021		
9:00 AM	Hearing Examiner's Hearing *	Please visit https://cityoftacoma.org/hearingexaminer
10:00 AM	Economic Development Committee	Join Zoom Meeting at: https://zoom.us/j/86824127684 Telephonic: Dial 253-215-8782 Meeting ID: 868 2412 7684 Passcode: 614650
11:00 AM	Bid Opening**	Please visit http://www.tacomapurchasing.org
NOON	City Council Study Session	Join Zoom Meeting at: https://zoom.us/j/89496171192 Telephonic: Dial 253-215-8782 Meeting ID: 894 9617 1192 Passcode: 896569
5:00 PM	City Council Meeting	Join Zoom Meeting at: https://zoom.us/j/84834233126 Telephonic: Dial 253-215-8782 Meeting ID: 848 3423 3126 Passcode: 349099
6:00 PM	City Council Virtual Forum	Join Zoom Meeting at: https://zoom.us/j/84834233126 Telephonic: Dial 253-215-8782 Meeting ID: 848 3423 3126 Passcode: 349099
WEDNESDAY, NOVEMBER 24, 2021		
3:00 PM	Public Utility Board Study Session - CANCELLED	Please contact Charleen Jacobs at CJacobs@cityoftacoma.org
4:30 PM	Infrastructure, Planning, and Sustainability Committee - CANCELLED	
5:00 PM	Metro Parks Tacoma Board of Commissioners – Capital Improvement Committee	Please visit https://metroparkstacoma.org
THURSDAY, NOVEMBER 25, 2021		
CITY HOLIDAY – NO MEETINGS SCHEDULED		
FRIDAY, NOVEMBER 26, 2021		
CITY HOLIDAY – NO MEETINGS SCHEDULED		



Meeting sites are accessible to people with disabilities. People with disabilities requiring special accommodations should contact the appropriate department(s) 48 hours prior to the meeting time.

* Hearing Examiner's Hearings and Local Improvement District Meetings meet on an as-needed basis. Please contact the Hearing Examiner's Office at (253) 591-5195 to confirm whether a meeting will be held this week. Hearings may be held at various times throughout the day.

** Bid Opening will be held on an as-needed basis. Please contact the Finance Procurement and Payables Office at 253-502-8468 or www.tacomapurchasing.org to confirm whether Bid Opening will be held.

*** Land Use Public Meetings meet on an as-needed basis. Please contact Planning Manager, Jana Magoon at (253) 594-7823 to confirm whether a meeting will be held this week.



Citywide Weekly Briefing for 08 November 2021 to 14 November 2021

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Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	09-Nov-2020	08-Nov-2021	19-Oct-2020	18-Oct-2021	01-Jan-2020	01-Jan-2021			
	15-Nov-2020	14-Nov-2021	15-Nov-2020	14-Nov-2021	14-Nov-2020	14-Nov-2021			
Persons	63	83	273	323	3327	3827	31.7%▲	18.3%▲	15.0%▲
Assault	58	79	256	303	3003	3532	36.2%▲	18.4%▲	17.6%▲
Homicide (doesn't include Negligent/Justifiable)	2	0	2	1	24	24	100.0%▼	50.0%▼	0.0%
Kidnapping/Abduction	1	1	3	4	53	49	0.0%	33.3%▲	7.5%▼
Sex Offenses, Forcible	2	3	12	15	246	222	50.0%▲	25.0%▲	9.8%▼
Property	390	389	1636	2203	17680	19615	0.3%▼	34.7%▲	10.9%▲
Arson	2	2	8	17	118	215	0.0%	112.5%▲	82.2%▲
Burglary/Breaking and Entering	40	54	176	240	1723	1832	35.0%▲	36.4%▲	6.3%▲
Counterfeiting/Forgery	4	0	17	6	136	92	100.0%▼	64.7%▼	32.4%▼
Destruction/Damage/Vandalism of Property	111	106	479	642	5073	5590	4.5%▼	34.0%▲	10.2%▲
Fraud	12	6	51	38	740	542	50.0%▼	25.5%▼	26.8%▼
Larceny/Theft	160	128	660	814	7405	7812	20.0%▼	23.3%▲	5.5%▲
Motor Vehicle Theft	43	75	172	371	1778	2781	74.4%▲	115.7%▲	56.4%▲
Robbery	7	11	36	47	378	434	57.1%▲	30.6%▲	14.8%▲
Stolen Property	11	6	31	26	271	271	45.5%▼	16.1%▼	0.0%
Society	15	6	42	23	670	389	60.0%▼	45.2%▼	41.9%▼
Drug/Narcotic	8	4	21	10	408	156	50.0%▼	52.4%▼	61.8%▼
Pornography/Obscene Material	0	0	2	0	34	24	0.0%	100.0%▼	29.4%▼
Prostitution	1	0	1	0	6	4	100.0%▼	100.0%▼	33.3%▼
Weapon Law Violations	6	2	18	13	222	203	66.7%▼	27.8%▼	8.6%▼
Citywide Totals	468	478	1951	2549	21677	23831	2.1%▲	30.7%▲	9.9%▲

Last 7 Days

Notes:

- There were no Homicide offense(s) during the last 7 days.
- 53.2% (42/79) of the Assaults were coded Simple Assault.
- There were 58 DV-related offenses.
- 58.6% (34/58) of the DV-related offenses were Persons.
- 40.5% (32/79) of the Assaults were DV-related.
- DV-related Offenses: 43 ↗ 58
- There were 3 Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 73 ↘ 65

Top 5 Locations - Compared to last year

- 7250 Pacific Ave: 2 ↗ 9
- 4002 E I St: 0 ↗ 6
- 1538 Commerce St: 0 ↗ 6
- 8402 S Hosmer St: 0 ↗ 4
- 1202 N Pearl St: 0 ↗ 4
- 5015 Tacoma Mall Blvd: 0 ↗ 4
- 4502 S Steele St: 18 ↘ 4

Top 5 Offense Locations - Compared to last year

- Parking Lot: 102 ↘ 92
- Street/Right Of Way: 72 ↗ 84
- Single Family Residence: 82 ↘ 51
- Apartment: 24 ↗ 45
- Other Business: 5 ↗ 24



Sector 1 Weekly Briefing for 08 November 2021 to 14 November 2021

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Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	09-Nov-2020	08-Nov-2021	19-Oct-2020	18-Oct-2021	01-Jan-2020	01-Jan-2021			
	15-Nov-2020	14-Nov-2021	15-Nov-2020	14-Nov-2021	14-Nov-2020	14-Nov-2021			
Persons	13	20	66	75	845	933	53.8%▲	13.6%▲	10.4%▲
Assault	13	19	65	73	773	869	46.2%▲	12.3%▲	12.4%▲
Homicide (doesn't include Negligent/Justifiable)	0	0	0	0	7	6	0.0%	0.0%	14.3%▼
Kidnapping/Abduction	0	0	0	0	11	6	0.0%	0.0%	45.5%▼
Sex Offenses, Forcible	0	1	1	2	53	52	NC	100.0%▲	1.9%▼
Property	87	93	342	512	3935	4368	6.9%▲	49.7%▲	11.0%▲
Arson	0	1	3	6	38	94	NC	100.0%▲	147.4%▲
Burglary/Breaking and Entering	5	12	33	65	379	406	140.0%▲	97.0%▲	7.1%▲
Counterfeiting/Forgery	1	0	4	1	24	25	100.0%▼	75.0%▼	4.2%▲
Destruction/Damage/Vandalism of Property	31	28	117	164	1222	1427	9.7%▼	40.2%▲	16.8%▲
Fraud	4	1	8	6	119	101	75.0%▼	25.0%▼	15.1%▼
Larceny/Theft	32	36	125	181	1670	1570	12.5%▲	44.8%▲	6.0%▼
Motor Vehicle Theft	9	13	37	75	348	567	44.4%▲	102.7%▲	62.9%▲
Robbery	1	2	6	8	77	99	100.0%▲	33.3%▲	28.6%▲
Stolen Property	4	0	8	6	48	63	100.0%▼	25.0%▼	31.3%▲
Society	4	0	12	3	136	85	100.0%▼	75.0%▼	37.5%▼
Drug/Narcotic	2	0	6	2	89	33	100.0%▼	66.7%▼	62.9%▼
Pornography/Obscene Material	0	0	1	0	5	1	0.0%	100.0%▼	80.0%▼
Prostitution	0	0	0	0	0	1	0.0%	0.0%	NC
Weapon Law Violations	2	0	5	1	42	50	100.0%▼	80.0%▼	19.0%▲
Sector Totals	104	113	420	590	4916	5386	8.7%▲	40.5%▲	9.6%▲

Last 7 Days

Notes:

- There were no Homicide offense(s) during the last 7 days.
- 57.9% (11/19) of the Assaults were coded Simple Assault.
- There were 7 DV-related offenses.
- 85.7% (6/7) of the DV-related offenses were Persons.
- 31.6% (6/19) of the Assaults were DV-related.
- DV-related Offenses: 9 ↘ 7
- There were no Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 20 ↗ 20

Top 5 Locations - Compared to last year

- 1538 Commerce St: 0 ↗ 6
- 1554 Market St: 2 ↗ 3
- 1114 Broadway: 0 ↗ 3
- 1440 Puyallup Ave: 3 ↘ 2
- There were 15 additional locations with 2.

Top 5 Offense Locations - Compared to last year

- Street/Right Of Way: 26 ↘ 19
- Parking Lot: 28 ↘ 16
- Apartment: 6 ↗ 12
- Other Business: 2 ↗ 8
- Single Family Residence: 8 ↘ 6



Sector 2 Weekly Briefing for 08 November 2021 to 14 November 2021

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Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	09-Nov-2020	08-Nov-2021	19-Oct-2020	18-Oct-2021	01-Jan-2020	01-Jan-2021			
	15-Nov-2020	14-Nov-2021	15-Nov-2020	14-Nov-2021	14-Nov-2020	14-Nov-2021			
Persons	14	17	50	74	580	788	21.4%▲	48.0%▲	35.9%▲
Assault	14	16	48	69	504	719	14.3%▲	43.8%▲	42.7%▲
Homicide (doesn't include Negligent/Justifiable)	0	0	0	0	5	4	0.0%	0.0%	20.0%▼
Kidnapping/Abduction	0	0	0	0	5	11	0.0%	0.0%	120.0%▲
Sex Offenses, Forcible	0	1	2	5	66	54	NC	150.0%▲	18.2%▼
Property	104	100	490	564	5033	5288	3.8%▼	15.1%▲	5.1%▲
Arson	1	0	1	5	10	40	100.0%▼	400.0%▲	300.0%▲
Burglary/Breaking and Entering	12	5	52	34	446	419	58.3%▼	34.6%▼	6.1%▼
Counterfeiting/Forgery	2	0	7	2	44	21	100.0%▼	71.4%▼	52.3%▼
Destruction/Damage/Vandalism of Property	24	25	139	176	1396	1476	4.2%▲	26.6%▲	5.7%▲
Fraud	4	0	18	11	232	148	100.0%▼	38.9%▼	36.2%▼
Larceny/Theft	48	40	224	241	2362	2379	16.7%▼	7.6%▲	0.7%▲
Motor Vehicle Theft	10	24	36	77	399	682	140.0%▲	113.9%▲	70.9%▲
Robbery	1	2	6	13	87	80	100.0%▲	116.7%▲	8.0%▼
Stolen Property	2	3	4	4	40	37	50.0%▲	0.0%	7.5%▼
Society	3	2	9	4	90	56	33.3%▼	55.6%▼	37.8%▼
Drug/Narcotic	2	1	4	2	58	15	50.0%▼	50.0%▼	74.1%▼
Pornography/Obscene Material	0	0	0	0	3	5	0.0%	0.0%	66.7%▲
Prostitution	0	0	0	0	0	0	0.0%	0.0%	0.0%
Weapon Law Violations	1	1	5	2	29	36	0.0%	60.0%▼	24.1%▲
Sector Totals	121	119	549	642	5703	6132	1.7%▼	16.9%▲	7.5%▲

Last 7 Days

Notes:

- There were no Homicide offense(s) during the last 7 days.
- 56.3% (9/16) of the Assaults were coded Simple Assault.
- There were 11 DV-related offenses.
- 54.5% (6/11) of the DV-related offenses were Persons.
- 37.5% (6/16) of the Assaults were DV-related.
- DV-related Offenses: 10 ↗ 11
- There were no Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 20 ↗ 20

Top 5 Locations - Compared to last year

- 1202 N Pearl St: 0 ↗ 4
- 6323 6th Ave: 0 ↗ 3
- 4505 S 19th St: 2 ↘ 3
- 1015 N Pearl St: 0 ↗ 3
- 315 Martin Luther King Jr Way: 0 ↗ 3
- 608 N 1st St: 0 ↗ 3

Top 5 Offense Locations - Compared to last year

- Parking Lot: 19 ↗ 27
- Street/Right Of Way: 15 ↗ 27
- Apartment: 5 ↗ 12
- Single Family Residence: 24 ↘ 10
- Other Business: 1 ↗ 6



Sector 3 Weekly Briefing for 08 November 2021 to 14 November 2021

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Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	09-Nov-2020	08-Nov-2021	19-Oct-2020	18-Oct-2021	01-Jan-2020	01-Jan-2021			
	15-Nov-2020	14-Nov-2021	15-Nov-2020	14-Nov-2021	14-Nov-2020	14-Nov-2021			
Persons	13	21	63	77	857	899	61.5%▲	22.2%▲	4.9%▲
Assault	12	20	58	70	778	827	66.7%▲	20.7%▲	6.3%▲
Homicide (doesn't include Negligent/Justifiable)	0	0	0	0	6	4	0.0%	0.0%	33.3%▼
Kidnapping/Abduction	0	1	1	4	20	15	NC	300.0%▲	25.0%▼
Sex Offenses, Forcible	1	0	4	3	53	53	100.0%▼	25.0%▼	0.0%
Property	90	102	370	612	4216	5201	13.3%▲	65.4%▲	23.4%▲
Arson	0	0	1	1	29	27	0.0%	0.0%	6.9%▼
Burglary/Breaking and Entering	13	15	45	74	478	521	15.4%▲	64.4%▲	9.0%▲
Counterfeiting/Forgery	0	0	2	2	43	31	0.0%	0.0%	27.9%▼
Destruction/Damage/Vandalism of Property	28	31	100	164	1153	1315	10.7%▲	64.0%▲	14.1%▲
Fraud	1	2	12	11	197	146	100.0%▲	8.3%▼	25.9%▼
Larceny/Theft	34	31	153	225	1695	2165	8.8%▼	47.1%▲	27.7%▲
Motor Vehicle Theft	12	16	44	110	442	808	33.3%▲	150.0%▲	82.8%▲
Robbery	1	5	9	18	98	128	400.0%▲	100.0%▲	30.6%▲
Stolen Property	1	2	3	6	64	48	100.0%▲	100.0%▲	25.0%▼
Society	4	2	9	10	224	119	50.0%▼	11.1%▲	46.9%▼
Drug/Narcotic	2	1	4	2	135	55	50.0%▼	50.0%▼	59.3%▼
Pornography/Obscene Material	0	0	1	0	21	11	0.0%	100.0%▼	47.6%▼
Prostitution	1	0	1	0	4	1	100.0%▼	100.0%▼	75.0%▼
Weapon Law Violations	1	1	3	8	64	50	0.0%	166.7%▲	21.9%▼
Sector Totals	107	125	442	699	5297	6219	16.8%▲	58.1%▲	17.4%▲

Last 7 Days

Notes:

- There were no Homicide offense(s) during the last 7 days.
- 55.0% (11/20) of the Assaults were coded Simple Assault.
- There were 15 DV-related offenses.
- 53.3% (8/15) of the DV-related offenses were Persons.
- 35.0% (7/20) of the Assaults were DV-related.
- DV-related Offenses: 10 ↗ 15
- There were 2 Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 15 ↗ 16

Top 5 Locations - Compared to last year

- 4502 S Steele St: 18 ↘ 4
- 5015 Tacoma Mall Blvd: 0 ↗ 4
- 3701 S Pine St: 0 ↗ 3
- 7050 Tacoma Mall Blvd: 0 ↗ 3
- 4101 South Tacoma Way: 0 ↗ 3

Top 5 Offense Locations - Compared to last year

- Parking Lot: 37 ↘ 28
- Single Family Residence: 15 ↘ 13
- Street/Right Of Way: 8 ↗ 13
- Auto Related Business: 2 ↗ 13
- Apartment: 6 ↗ 8



Sector 4 Weekly Briefing for 08 November 2021 to 14 November 2021

The data is not National Incident Based Reporting System (NIBRS) compliant. Do not compare the results with any report using that standard. The data is dynamic and is subject to change and/or revision. The number of distinct offenses listed on a report are counted. This does not represent reports or individuals. All data is compared to last year for the same number of days or date range. Small numbers may cause large percent increases and decreases.

Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	09-Nov-2020	08-Nov-2021	19-Oct-2020	18-Oct-2021	01-Jan-2020	01-Jan-2021			
	15-Nov-2020	14-Nov-2021	15-Nov-2020	14-Nov-2021	14-Nov-2020	14-Nov-2021			
Persons	23	25	94	97	1045	1207	8.7%▲	3.2%▲	15.5%▲
Assault	19	24	85	91	948	1117	26.3%▲	7.1%▲	17.8%▲
Homicide (doesn't include Negligent/Justifiable)	2	0	2	1	6	10	100.0%▼	50.0%▼	66.7%▲
Kidnapping/Abduction	1	0	2	0	17	17	100.0%▼	100.0%▼	0.0%
Sex Offenses, Forcible	1	1	5	5	74	63	0.0%	0.0%	14.9%▼
Property	109	94	434	515	4496	4758	13.8%▼	18.7%▲	5.8%▲
Arson	1	1	3	5	41	54	0.0%	66.7%▲	31.7%▲
Burglary/Breaking and Entering	10	22	46	67	420	486	120.0%▲	45.7%▲	15.7%▲
Counterfeiting/Forgery	1	0	4	1	25	15	100.0%▼	75.0%▼	40.0%▼
Destruction/Damage/Vandalism of Property	28	22	123	138	1302	1372	21.4%▼	12.2%▲	5.4%▲
Fraud	3	3	13	10	192	147	0.0%	23.1%▼	23.4%▼
Larceny/Theft	46	21	158	167	1678	1698	54.3%▼	5.7%▲	1.2%▲
Motor Vehicle Theft	12	22	55	109	589	724	83.3%▲	98.2%▲	22.9%▲
Robbery	4	2	15	8	116	127	50.0%▼	46.7%▼	9.5%▲
Stolen Property	4	1	16	10	119	123	75.0%▼	37.5%▼	3.4%▲
Society	4	2	12	6	220	129	50.0%▼	50.0%▼	41.4%▼
Drug/Narcotic	2	2	7	4	126	53	0.0%	42.9%▼	57.9%▼
Pornography/Obscene Material	0	0	0	0	5	7	0.0%	0.0%	40.0%▲
Prostitution	0	0	0	0	2	2	0.0%	0.0%	0.0%
Weapon Law Violations	2	0	5	2	87	67	100.0%▼	60.0%▼	23.0%▼
Sector Totals	136	121	540	618	5761	6094	11.0%▼	14.4%▲	5.8%▲

Last 7 Days

Notes:

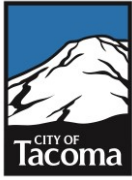
- There were no Homicide offense(s) during the last 7 days.
- 45.8% (11/24) of the Assaults were coded Simple Assault.
- There were 25 DV-related offenses.
- 56.0% (14/25) of the DV-related offenses were Persons.
- 54.2% (13/24) of the Assaults were DV-related.
- DV-related Offenses: 14 ↗ 25
- There was 1 Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 18 ↘ 9

Top 5 Locations - Compared to last year

- 7250 Pacific Ave: 2 ↗ 9
- 4002 E I St: 0 ↗ 6
- 8402 S Hosmer St: 0 ↗ 4
- 3720 Yakima Ave: 0 ↗ 3
- 406 S 43rd St: 0 ↗ 3
- 9714 Pacific Ave: 0 ↗ 3
- 5002 E Portland Ave: 0 ↗ 3

Top 5 Offense Locations - Compared to last year

- Street/Right Of Way: 23 ↗ 25
- Single Family Residence: 35 ↘ 22
- Parking Lot: 18 ↗ 21
- Apartment: 7 ↗ 13
- Hotel/Motel: 3 ↗ 4
- Garage (Residential): 0 ↗ 4
- Other Business: 1 ↗ 4



To: Planning Commission
From: Shirley Schultz, Principal Planner, Development Services
Subject: **Permitting and Development Activity Reports**
Meeting Date: November 17, 2021
Memo Date: November 9, 2021

Action Requested:

Review and Comment.

Description:

At the next meeting of the Planning Commission on November 17, 2021, staff from Planning and Development Services (PDS) – Current Planning will provide a report on recent building and land use permitting activity. Staff will also highlight publicly-available information resources, projects of interest, and other PDS activities.

Prior Action:

The Commission reviewed a similar report on permitting and development activities of 2010-2015 at the meeting on February 17, 2016.

Staff Contact:

Shirley Schultz, 253-345-0879 or sschultz@cityoftacoma.org

Attachment:

- Compilation of Permitting Activities 2016-2021 and Recently Completed Major Projects

c. Peter Huffman, Director

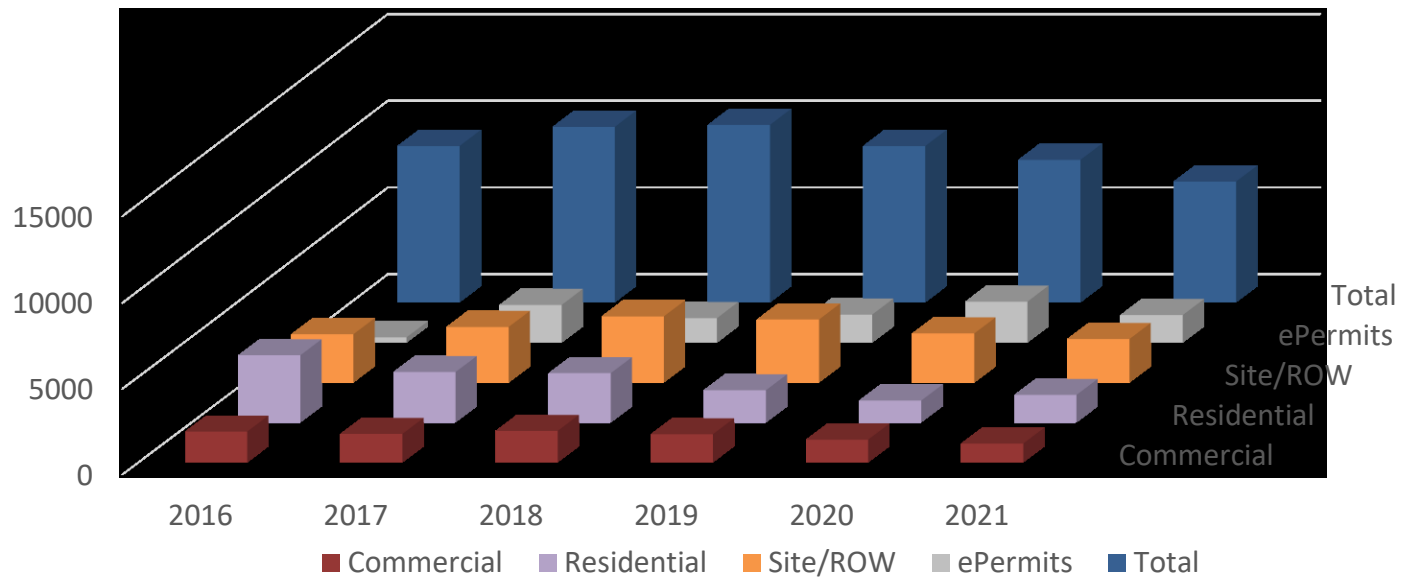


Permitting Activities 2016-2021 and Recently Completed Major Projects

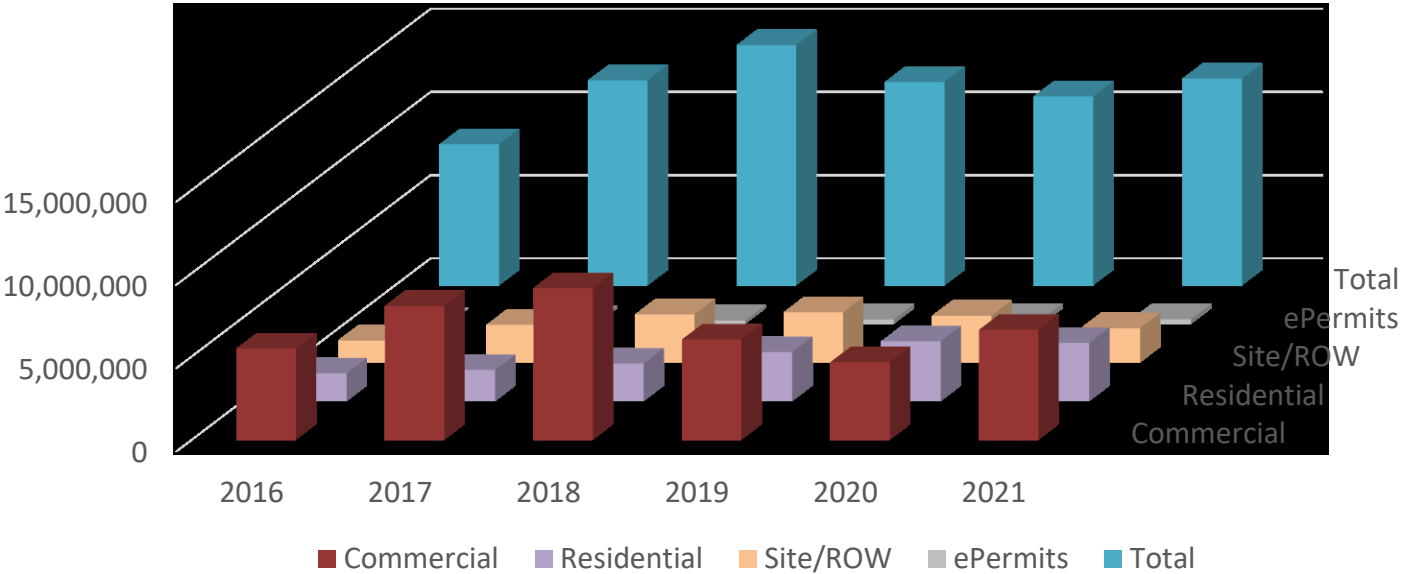
Issued Permits Summary

Issued Permits	2016		2017		2018		2019		2020		2021 (to Q3)	
	Fees	Count	Fees	Count	Fees	Count	Fees	Count	Fees	Count	Fees	Count
Total	8,478,116	9,010	12,323,237	10,116	14,437,376	10,231	12,231,720	9,008	11,356,633	8,213	12,422,478	6,966
Commercial New	1,812,594	82	4,881,084	105	4,474,072	122	2,660,084	60	1,640,154	56	4,143,360	64
Residential New	704,429	201	841,103	935	1,033,686	241	1,583,408	242	2,175,902	286	2,198,634	239
Other Commercial	3,569,982	1,712	3,088,946	1,557	4,521,437	1,716	3,264,764	1,581	2,949,593	1,266	2,394,121	1,035
Other Residential	962,387	3,719	1,033,280	2,009	1,222,504	2,637	1,361,765	1,638	1,414,017	990	1,295,790	1,366
Right of Way	944,961	2,270	1,114,461	2,562	1,259,157	2,799	1,262,172	2,753	1,097,094	2,428	816,122	1,776
Site Permits	369,252	549	1,144,259	677	1,624,685	1,052	1,745,323	919	1,703,382	436	1,236,779	763
Signs	84,160	175	54,857	88	99,127	246	94,734	193	74,016	384	62,225	125
ePermits (Res/Com)	30,351	302	165,248	2,183	202,708	1,418	259,470	1,622	302,475	2,367	275,445	1,598

Permits Issued 2016 through 2021 Q3



Fees Collected 2016 – 2021 Q3



Permits issued, 2020 through 2021 Q3

	2020		2021 through Q3	
	Fees	Count	Fees	Count
Total	11,356,633.31	8,213	12,422,477.99	6,966
Commercial Permits				
Commercial Alterations	1,931,117.66	412	1,621,771.90	357
Commercial Demo	8,919.11	30	5,918.30	18
Commercial Fire Protection	317,730.08	288	224,991.27	210
Commercial Mechanical	517,043.84	315	357,913.08	244
Commercial New Bld	1,640,153.91	56	4,143,360.15	64
Commercial Plumbing	174,782.49	221	183,526.77	206
Sign	74,015.52	384	62,225.27	125
Residential Permits				
Residential Alteration	1,205,151.24	86	1,119,378.59	651
Residential Demo	14,808.74	15	16,274.30	88
Residential Fire Protection	13,524.96	475	19,973.16	17
Residential Mechanical	130,715.57	281	104,009.24	412
Residential New Building	2,175,902.07	286	2,198,634.49	239
Residential Plumbing	49,816.75	133	36,155.16	198
Right-of-Way Permits				
ROW Construction	78,427.18	57	93,562.27	117
ROW Tree	2,354.82	378	43.29	61
ROW Use	186,550.81	828	165,159.25	279
ROW Utility	311,228.18	1,022	193,746.84	579
Sewer Connect	518,533.38	143	363,610.80	740
Site Development Permits				
Site Dev	526,657.63	37	657,013.55	400
Site Noise Variance	0.00	166	0.00	24
Site Work Order	1,116,156.25	13	518,360.79	92
Storm Connect	36,729.28	152	38,512.08	74
Water Connect	23,053.93		20,642.74	142
E-Permits				
e Commercial Roof Overlay	27,209.52	10	17,122.95	7
e Comercial Strip & Re-Roof	42,514.77	25	31,742.73	20
e Commercial Tree		28	126.36	3
e Fire Alarm	9,477.00	46	9,477.00	28
e Fire Sprinkler	15,642.00	23	7,821.00	24
e Fire Transmitter	8,073.00	16	9,126.00	26
e Irrigation Backflow Preventer	2,059.20	889	2,316.60	18
e Residential Mechanical	122,150.70	249	123,452.70	907
e Residential Plumbing	34,794.54	21	31,717.80	234
e Roof Overlay	2,702.70	17	2,059.20	16
e Siding Replacement	2,187.90	61	3,120.60	23
e Tree	0.00	45	0.00	41
e Water Connection Repair	5,534.10	215	4,407.60	33
e Window Replacement	30,129.48	722	32,954.16	218
Other				
Special Event	785.00	68	2,250.00	31

Land Use Permit Applications, 2020-2021

Interpretations	4
Zoning Verifications	108
Variances	27
CUP	9
Rezone	4
Binding Site Plan	1
Parcel Segregation/Combination	69
BLA	39
Preliminary Short Plat	50
Final Short Plat	23
Full Plat (preliminary and final)	6
SEPA	39
Shorelines	36
CAPO	45
Total	460

Recently Completed Major Projects (> \$500,000)

Sixth Ave Townhomes - BLDG 3 - BLDCN19-0104

Address: 6805 6TH AVE
 Building 3 = New construction of 5 unit, multi-family townhomes. Related SDEV19-0292.

Last Activity: 10/29/2021
Current Status: C of O Issued
Valuation: \$834,852

Sixth Ave Townhomes - BLDG 4 - BLDCN19-0105

Address: 6805 6TH AVE
 Building 4 = New construction of 5 unit, multi-family townhomes. Related SDEV19-0292.

Last Activity: 10/29/2021
Current Status: C of O Issued
Valuation: \$834,852

Crum Custom - BLDRN19-0170

Address: 3018 VISTA VIEW DR
 Build 5 Bedroom 4 Bath Daylight Basement SFD

Last Activity: 10/26/2021
Current Status: C of O Issued
Valuation: \$704,878

Hendrickson Residence - BLDRN19-0155

Address: 3611 N WARNER ST
 Construct new 3536 SF, 4 bed/4 bath, SFD with sun-deck and 629 SQFT attached garage. Includes plumbing and mechanical per approved plans.

Last Activity: 11/05/2021
Current Status: Final Inspection
Valuation: \$566,450

Schneider Residence - BLDRN18-0288

Address: 4927 N ORCHARD ST

Construct new 3851 SF, 3 bed/3 bath SFD with attached garage. Permit includes plumbing and mechanical. **Updated 01/24/2020 to include Field Revision approved under MECHR20-0008 for expanded scope of gas piping and mechanical units.

Last Activity: 10/29/2021
Current Status: C of O Issued
Valuation: \$712,157

Sixth Ave Townhomes - BLDG 1 - BLDCN19-0099

Address: 6805 6TH AVE

New construction of 5 unit, Live/work multi-family townhomes. Related SDEV19-0292. (Review for Buildings 1 - 4 under this permit.)

Last Activity: 10/29/2021
Current Status: C of O Issued
Valuation: \$834,852

**Tacoma Community College Building 11 Exterior Envelope -
BLDCA20-0226****Valuation:**

Address: 6501 S 19TH ST

Full exterior renovation of Tacoma Community College Bldg 11 including: change of material, storefront change out, windows, roof, steel canopies and awning/sunshades. No mechanical or plumbing reviewed or approved under this permit.

Last Activity: 11/08/2021
Current Status: Final Inspection
Valuation: \$1,500,000

Sixth Ave Townhomes - BLDG 2 - BLDCN19-0103

Address: 6805 6TH AVE

Building 2 = New construction of 5 unit, multi-family townhomes.
Related SDEV19-0292

Last Activity: 10/29/2021
Current Status: C of O Issued
Valuation: \$834,852

Sligar Residence new house - BLDRN20-0152

Address: 3632 N WATERVIEW ST

Construct new 3575 SF, 4 bed/4 bath SFD with attached garage on basement level (on lot that an existing house burned down in a fire). Includes plumbing and mechanical per approved plans.

11.16.20 - Approved FRR20-0141 for revisions to enlarge music room on second floor.

Last Activity: 10/29/2021
Current Status: Final Inspection
Valuation: \$640,207

Pet Food Experts Tenant Imp - BLDCA21-0191

Address: 917 E 11TH ST

Tenant alteration consisting of: non-structural expansion of existing office space within existing warehouse. Interior alterations include the construction of a new breakroom, conference room, private offices and two new restrooms.

Last Activity: 10/29/2021
Current Status: C of O Issued
Valuation: \$550,000

Tacoma Central Treatment Plant - BLDCA20-0298

Issued

Address: 2301 CLEVELAND WAY

Installation of digester gas treatment system and underground pipeline between digester and the GUF. Installation of pump mixer and improved boiler feed gas piping between the gas treatment process and the boilers. Boiler upgrades. 21017-003

Last Activity: 10/29/2021
Current Status: Cert of Completion

Valuation: \$4,179,225

Fairway Heights Lot 1 - BLDRN21-0027 Address: 4530 44TH ST NE Construct new 3018 SF, 4 bed/3 bath SFD with attached garage. Includes plumbing and mechanical per approved plans.	Last Activity: 10/29/2021 Current Status: C of O Issued Valuation: \$505,814
Pet Food Experts - Racking - BLDCA21-0290 Address: 917 E 11TH ST INSTALL PALLET RACKING AT PET FOOD EXPERTS.	Last Activity: 11/08/2021 Current Status: Final Inspection Valuation: \$635,575
Tacoma General Compounding Pharmacy - BLDCA19-0090 Address: 315 MARTIN LUTHER KING JR WAY Interior renovations of the existing Tacoma General Inpatient Pharmacy to create USP 797/800 compliant compounding facilities.	Last Activity: 10/28/2021 Current Status: C of O Issued Valuation: \$1,875,000
St Patrick Catholic School Tenant Imp Phase 2 - BLDCA21-0144 Address: 1112 N G ST The project is a multi-phased improvement project based on the need to replace a failing roof beyond its useful life and abate asbestos containing materials, update lighting to energy efficient LED and update. This second phase project is limited to the second floor of the existing three story 55,671 square foot school building built in 1956.	Last Activity: 10/28/2021 Current Status: C of O Issued Valuation: \$632,000
Tacoma Town Ctr Shoring - Bldg 2 - BLDCA17-0437 Issued Address: 2112 JEFFERSON AVE SHORING ONLY PERMIT	Last Activity: 10/28/2021 Current Status: Cert of Completion Valuation: \$1,500,000
Port of Tacoma PMA Training Fac - BLDCN20-0031 Address: 3402 LINCOLN AVE CONSTRUCT ON SITE A 10,200 SF PRE-ENGINEERED METAL BUILDING FOR CONTINUING PORT OF TACOMA EDUCATION AND TRAINING.	Last Activity: 10/20/2021 Current Status: Finaled Valuation: \$1,376,898
Fairway Heights Lot 3 - BLDRN21-0025 Address: 4524 44TH ST NE Construct new 2 story, 3018 SF, 4 bed/4 bath SFD with attached garage. Includes plumbing and mechanical per plans.	Last Activity: 10/29/2021 Current Status: C of O Issued Valuation: \$504,745
ST Tacoma Link Extension OMF Building - BLDCN18-0021 Address: 802 E 25TH ST OMF Building for Sound Transit Link Extension	Last Activity: 10/21/2021 Current Status: Temp CO Issued Valuation: \$12,001,920

UWT Engineering Remodel - BLDCA20-0416

Address:

Alteration within four inter-connected buildings serving University of Washington Tacoma and miscellaneous retail components to create teaching labs and associated storage for the UWT School of Engineering and Technology.

Last Activity: 10/29/2021**Current Status:** C of O Issued**Valuation:** \$3,326,600**Tacoma Town Ctr Shoring - Bldg 4 - BLDCA17-0438**

Issued

Address: 2112 JEFFERSON AVE

Last Activity: 10/29/2021**Current Status:** Cert of Completion**Valuation:** \$1,500,000**TAC Bridging Projects - BLDCA20-0420**

Address: 209 MARTIN LUTHER KING JR WAY

The project contains three components: the remodel for the Hematology-Oncology clinic on the northwest of the first floor, the expansion of the Urgent Care on the southeast of the first floor, and the re-configuration of the workstations on the fourth floor for the Pulmonary department.

Last Activity: 10/28/2021**Current Status:** C of O Issued**Valuation:** \$9,000,000**6th and Alder Mixed-Use - WO17-0106**

Address: 3118 6TH AVE

The goal of the development is to create a mixed-use project with 111 residential units, including a common area, approximately 9,148 square feet of retail space, and a parking garage with 113 total parking stalls.

Last Activity: 11/08/2021**Current Status:** Final Inspection**Valuation:** \$23,500,000**Hillside Terrace Apartments - WO19-0038**

Address: 1815 S G ST

64 units of affordable housing of which 20 units will be for the homeless. 1 and 2 bedroom units will be provided. The residential lobby, a property management office and casework office will be located at level 1, which is accessible from s G Street. Level 0 includes 2 common rooms for residents and is accessible from s 19th street. The project features a courtyard accessible from s 19th street with access to south and west light. Proposed parking includes 15 surface parking spaces accessed via court f.

Last Activity: 10/20/2021**Current Status:** Final Inspection**Valuation:** \$15,400,000**Shell - Tacoma Mall Sears Redevelopment -****BLDCN19-0021**

Issued

Valuation:

Address: 4502 S STEELE ST

New shell for future retail tenant - Building E at Tacoma Mall. (Plumbing and Mechanical reviewed and approved, but separate permits required.)

Last Activity: 10/29/2021**Current Status:** Cert of Completion

\$991,809

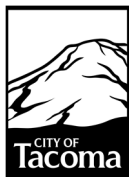
HQC Apartments - SDEV17-0076

Address: 1210 TACOMA AVE S

The site development permit is for the construction of the HQC Tacoma Apartment project, a seven-story, mixed use building that will include 160 dwelling units and two levels of below ground parking.

Last Activity: 10/13/2021**Current Status:** Final Inspection**Valuation:** \$35,000,000

Bates MMHSC - BLDCN19-0075 Address: 1201 YAKIMA AVE Construct new three-story educational building totaling 65,000 gross square feet over one-story of parking at the downtown campus of Bates Technical College, Tacoma, Washington. Its primary uses include Vocational Training Spaces, Classroom and Faculty Office spaces. An existing building will be demolished and vehicular ramp altered to provide access to existing parking.	Last Activity: 10/28/2021 Current Status: C of O Issued Valuation: \$8,514,872
Rack at Tacoma Mall - BLDCA19-0452 Address: 4502 S STEELE ST Tenant Improvement for Nordstrom Rack Store	Last Activity: 10/28/2021 Current Status: C of O Issued Valuation: \$1,752,782
Total Wine & More - 4502 S. Steele Street - BLDCA19-0554 Valuation: Address: 4502 S STEELE ST Tenant Fit out of Total Wine & More located in a portion of Building D of the Tacoma Mall redevelopment in Tacoma, WA.	Last Activity: 10/28/2021 Current Status: C of O Issued Valuation: \$1,450,788
UEI College -***Expedited Review*** - BLDCA21-0237 Address: 1415 E 72ND ST C Commercial Alteration for UEI College. Demo new partitions, power, lighting, finishes and HVAC. Add new classrooms and administrative offices. No expansion of existing building. Exterior modifications to add two (2) roll up doors to allow entry for auto lab training vehicles.	Last Activity: 10/22/2021 Current Status: Finaled Valuation: \$1,500,000
S D Street Multifamily - BLDCN20-0004 Address: 7427 S D ST New construction of a three story multifamily building consisting of 8 residential dwelling units. Mechanical and Plumbing to be submitted and reviewed separately at a later date by separate permits.	Last Activity: 10/28/2021 Current Status: C of O Issued Valuation: \$558,275
La-Z-Boy Showroom Renovation - BLDCA21-0145 Issued Address: 6610 TACOMA MALL BLVD Furniture showroom renovation for La-Z-Boy Inc. Plumbing and mechanical scopes require separate permit applications.	Last Activity: 10/28/2021 Current Status: Cert of Completion Valuation: \$550,000
Fred Meyer #385 Tacoma Pacific - BLDCA20-0083 Address: 7250 PACIFIC AVE 10 Interior remodel of existing commercial grocery store.	Last Activity: 10/29/2021 Current Status: C of O Issued Valuation: \$850,000



TO: Elizabeth Pauli, City Manager
FROM: Peter Huffman, Director, Planning and Development Services *PA*
Brian Boudet, Planning Manager, Planning and Development Services
SUBJECT: Transit-Oriented Development Advisory Group Update
DATE: November 15, 2021

At the study session on November 23, 2021, the City Council will receive an update on the Transit-Oriented Development (TOD) Advisory Group (TODAG) and provide feedback and direction as to whether the group should continue to operate and whether its scope of work and membership should be modified.

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where TOD opportunities are transpiring. Specifically, the TODAG is tasked to review three projects: Sound Transit's Tacoma Dome Link Extension Project (TDLE), Pierce Transit's Pacific Avenue Bus Rapid Transit Project (BRT), and the City's Puyallup Avenue Transit/Complete Street Improvement Project.

At the briefing on November 23rd, the TODAG will report on its accomplishments over the past year, focusing on the Progress Reports No. 2 (Evaluation of TDLE's Portland Avenue Station Area) and No. 3 (Tacoma TOD Toolkit). This is a follow-up on the previous briefing in August 2020 when Report No. 1 (Evaluation of TDLE's Tacoma Dome Station Area) was presented. Reports No. 2 and No. 3 are attached. Report No. 2 is also being forwarded to Sound Transit Board for its consideration.

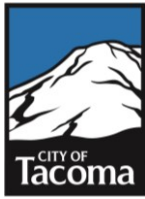
In addition to reviewing Progress Reports No. 2 and No. 3, the City Council will be requested to deliberate over the following administrative issues of the TODAG:

- Status (whether the TODAG shall continue to exist and operate)
- Scope of Work
- Reporting Protocol and Coordination
- Membership and Operating Procedures
- Funding and Staffing Support

For more information about the TODAG, please visit www.cityoftacoma.org/TODAdvisoryGroup. For questions, please contact Brian Boudet at (253) 573-2389 or bboudet@cityoftacoma.org.

Attachments:

- TODAG Progress Report No. 2 – Evaluation of TDLE's Portland Avenue Station Area, October 18, 2021
- TODAG Progress Report No. 3 – Tacoma TOD Toolkit, October 2021



City of Tacoma
Transit-Oriented Development Advisory Group

October 18, 2021

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Transit-Oriented Development Advisory Group – Progress Report No. 2

Honorable Mayor Woodards and Members of the City Council,

On behalf of the Transit-Oriented Development Advisory Group (TODAG), we are submitting our Progress Report No. 2 for your consideration. This report is a sequel to Progress Report No. 1, issued in May 2020, and summarizes our current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project, with a focus on the East Tacoma Station Area (also referred to as the Portland Avenue Station Area).

The TODAG has reviewed and evaluated two station options in the subject area, i.e., the Portland Avenue Station Option (or "Non-Span Option") and the Portland Avenue Span Station Option ("Span Option"). Our conclusions and recommendations are summarized below:

1. The Span Option is generally more preferable over the Non-Span Option. The unique location of the Span Option allows prominent station design with a more user-friendly center platform layout, provides easier wayfinding and a safer walking environment for riders (less at-grade crossing of Portland Avenue), and accommodates more direct bus connections in the area. The Span Option also better encourages development on both sides of Portland Avenue and could allow the City of Tacoma a unique opportunity to reinstate a regular street grid on the eastern side of Portland Avenue.
2. Both options are expected to bring about significant TOD opportunities and benefits. There are also some concerns and issues that must be properly addressed or mitigated regardless of which option is eventually selected.
3. In addition to re-designed, substantially enhanced and appropriately maintained underpasses to support multimodal access, the pedestrian/bicycle bridge over I-5 is seen as an indispensable means of getting pedestrians and bicyclists across the 10+ lane elevated interstate freeway that bisects the surrounding area and impedes access to future regional transit. There has been a strong community support for the bridge, with the expectation that the station location or funding of other needed infrastructure would not be jeopardized. A feasibility study should be undertaken early on to identify alternative alignments, their potential costs, and multi-jurisdictional funding sources, regardless of which station option is ultimately selected.
4. A focused, station-area planning effort should be considered for the area to help achieve/realize its full potential. Sound Transit, Pierce Transit, WSDOT, the Port of Tacoma, the Puyallup Tribe, and the City of Tacoma should work closely together and in collaboration with the community to ensure the successful development of the area.



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).

Tacoma City Council

TODAG Progress Report No. 2

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The City Council's Resolution No. 40303 (adopted on April 16, 2019) that established the TODAG requires that "proposals by the TODAG will be forwarded to and reviewed by the City's Transportation Commission, for concurrence with adopted transportation and land use plans and policies." The Transportation Commission has reviewed the report at its meetings on August 18 and September 15, 2021. We have also provided a briefing to the Planning Commission on September 1, 2021. Comments and suggestions from both Commissions have been substantively incorporated in the report attached hereto.

We will also forward the report to the Sound Transit Board for their timely consideration as they are moving forward with the Draft Environmental Impact Statement (DEIS) process for the TDLE project.

We look forward to your feedback on the report, and your advice and support for our continued operations. If you have any questions, please contact TODAG's staff liaison, Brian Boudet, Planning Division Manager, Planning and Development Services Department, at (253) 573-2389 or bboudet@cityoftacoma.org.

Respectfully,



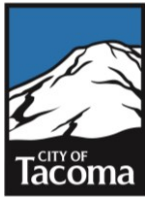
Imad H. Bahbah, AIA
Chair



Donald K. Erickson, AICP
Vice-Chair

Enclosure: TODAG Progress Report No. 2, October 18, 2021

- c. Elizabeth Pauli, City Manager
Brian Boudet, Planning Manager, Planning and Development Services Department
Tacoma Planning Commission
Tacoma Transportation Commission



TRANSIT-ORIENTED DEVELOPMENT ADVISORY GROUP PROGRESS REPORT NO. 2

October 18, 2021

A. Executive Summary

This Progress Report No. 2 summarizes the Transit-Oriented Development Advisory Group's (TODAG) current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project, with a focus on the Portland Avenue Station Area (or East Tacoma Station Area).

This report is a sequel to Progress Report No. 1, issued in May 2020, and follows up on one of the recommendations contained therein, which states:

“For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We expect to formulate our recommendation for this station area in a subsequent Progress Report No. 2 in the near future.”

Two station options in the subject area were reviewed and evaluated, i.e., the Portland Avenue Station Option (“Non-Span Option”) and the Portland Avenue Span Station Option (“Span Option”). The TODAG recommends that:

1. The Span Option is generally preferred over the Non-Span Option. The unique location of the Span Option allows prominent station design with a more user-friendly center platform layout, provides easier wayfinding and a safer walking environment for riders (less at-grade crossing of Portland Avenue), and accommodates more direct bus connections in the area. The Span Option also better encourages development on both sides of Portland Avenue and could allow the City of Tacoma a unique opportunity to reinstate a regular street grid on the eastern side of Portland Avenue.
2. Both the Span and Non-Span Options are expected to bring about significant TOD opportunities and benefits. There are some concerns and issues that must be properly addressed or mitigated regardless of which option is eventually selected.
3. In addition to re-designed, substantially enhanced and appropriately maintained underpasses to support multimodal access, the pedestrian/bicycle bridge over I-5 is seen as an indispensable means of getting pedestrians and bicyclists across the 10+ lane elevated interstate freeway that bisects the surrounding area and impedes access to future regional transit. There has been a strong community support for the bridge, with the expectation that the station location or funding of other needed infrastructure would not be jeopardized. A feasibility study should be undertaken early on to identify alternative alignments, their potential costs, and multi-jurisdictional funding sources, regardless of which station option is ultimately selected.



4. A focused, station-area planning effort should be pursued for the area as soon as practical to help achieve/realize its full potential. Sound Transit, Pierce Transit, WSDOT, the Port of Tacoma, the Puyallup Tribe, and the City of Tacoma should work closely together and in collaboration with the community to ensure the successful development of the station and the surrounding areas.

Organization of the Report

This report includes the following sections:

- A. Executive Summary
- B. Station Options Reviewed
- C. Evaluation Methodology
- D. Conclusions and Recommendations
- E. Acknowledgement
- F. Appendix "A" – Summary of Evaluation

About the TODAG

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where TOD opportunities are transpiring. Specifically, the TODAG is tasked to review three projects, i.e., the TDLE, Pierce Transit's Pacific Avenue Bus Rapid Transit (BRT) Project, and the City of Tacoma's Puyallup Avenue Design Project.

(www.cityoftacoma.org/TODAdvisoryGroup)

B. Station Options Reviewed

The TODAG reviewed the following two station location alternatives and the associated preliminary design concepts in the Portland Avenue Station Area:

1. **Portland Avenue Station Option (“Non-Span Option”)** – Located along E. 26th Street to the east of Portland Avenue (see Figure 1 below); and
2. **Portland Avenue Span Station Option (“Span Option”)** – Located along E. 26th Street straddling Portland Avenue (see Figure 2 below).

For either station option, it is critical to ensure safe and convenient connectivity and accessibility for pedestrians and bicyclists within the station area and, in particular, to and from the Lower Portland Avenue Mixed-Use Center, Puyallup Tribe casino facility, and other amenities to the south of I-5. In addition to re-designed, substantially enhanced and appropriately maintained underpasses to support multimodal access, there should be a pedestrian/bicycle bridge built over I-5. Two alternative layouts for such an overpass have been identified for each station option (see Figure 3 below). Either one is seen as an indispensable means of safely getting pedestrians and bicyclists across the 10+ lane elevated interstate freeway (I-5) that bisects the surrounding area and impedes pedestrian/bicycle access to future regional transit. The current freeway underpasses are narrow and noisy, have limited visibility from passing traffic, and require at least two street-crossings of heavily traveled streets to traverse from one side to the other.

For more information about the station options and the associated pedestrian/bicycle overpass options, please visit the TDLE project’s website at www.soundtransit.org/tdlink.

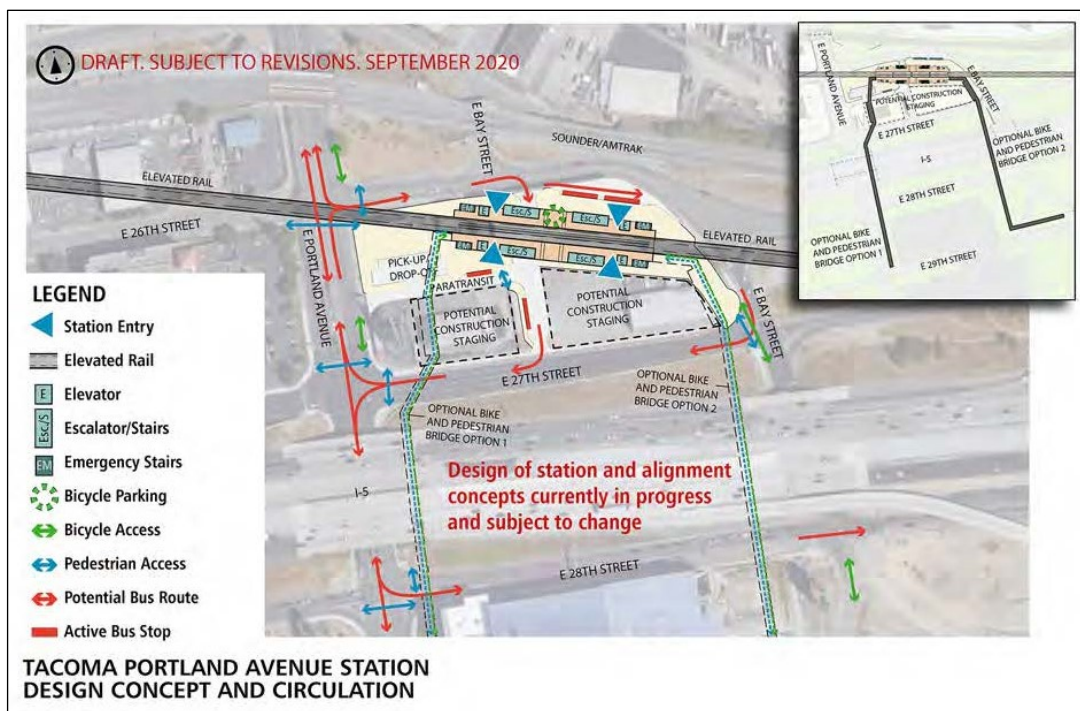


Figure 1. Portland Avenue Station Option

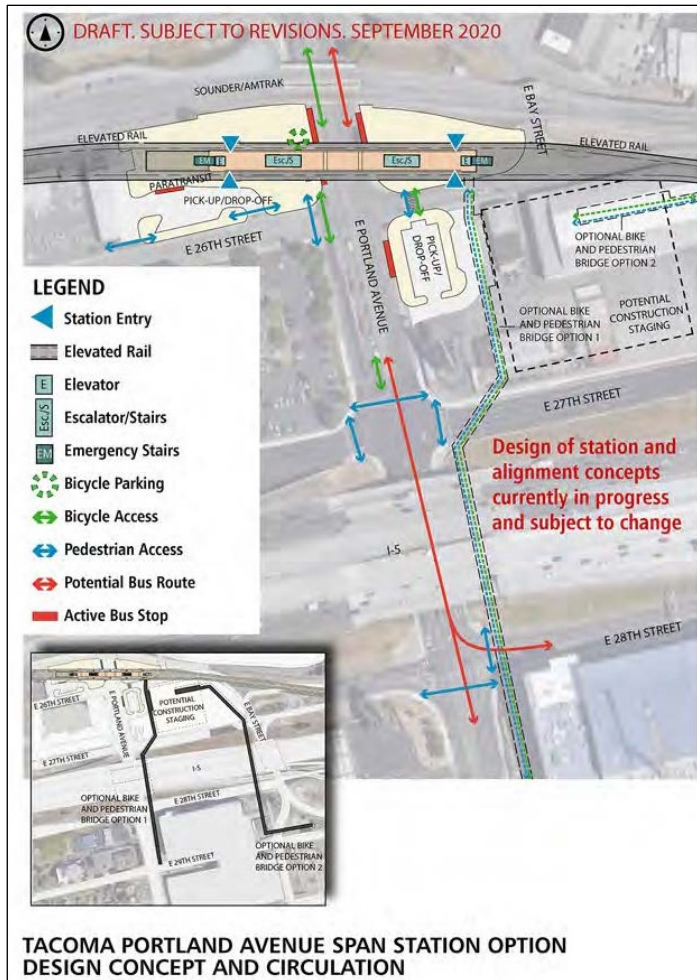
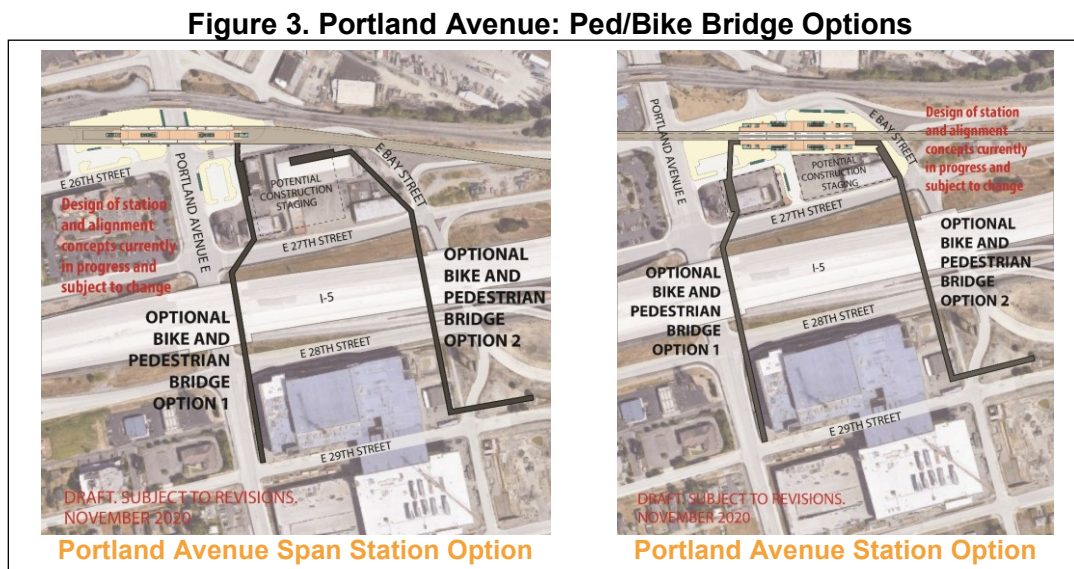


Figure 2.
**Portland Avenue Span
Station Option**



C. Evaluation Methodology

The “Governance and Guidance” associated with the establishment and operations of the TODAG, as documented in Progress Report No. 1, continued to serve as the guiding principles for our evaluation of the Portland Avenue Station Area.

As also mentioned in Progress Report No.1, we built our knowledge base for the review of the TDLE’s Tacoma Dome Station Area primarily through the review of a number of materials, reports, documents, and case studies between August 2019 and February 2021. We continued to apply the acquired knowledge to the review of the Portland Avenue Station Area.

We conducted a Multi-Jurisdictional Roundtable on the Portland Avenue Station Area on November 16, 2020, to hear from Sound Transit, the Puyallup Tribe of Indians, the Port of Tacoma, the Washington State Department of Transportation, Pierce Transit, and the City of Tacoma on their respective perspectives, issues, concerns, expectations and suggestions on the future development of the station and the surrounding areas.

We also conducted a three-session TOD Roundtable Series on January 25, February 22, and March 15, 2021, with each session focused on a different topic, i.e., “Economic Development, Finance, and Development”, “Regional and Local Policies”, and “Placemaking, Design Principles & TOD Examples/Tools”, respectively. These workshops were designed to provide us a “toolkit” for review and evaluation of various development projects from the TOD perspective.

The primary tool that we used for the review and evaluation of the Portland Avenue Station Area is the same as that for the review of the Tacoma Dome Station Area, i.e., the “Design Principles, Review Criteria and Evaluation Matrix.” The Design Principles refer to the following:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form
- (4) Social + Cultural Impacts
- (5) Community Benefit

A summary of the Design Principles and the associated Review Criteria is depicted in Figure 4 below, followed by Figure 5 that illustrates how the Evaluation Matrix works.

TODAG members used the tool to conduct reviews and evaluations of the Portland Avenue Station Area, independently, during February-May 2021. At the meeting on May 17, 2021, we reviewed the consolidated feedback from individual members (see **Appendix “A”: TODAG Evaluation of TDLE Portland Avenue Station Area – Voting Results and Summary of Comments**), and subsequently established our conclusions and recommendations.

Figure 4. Design Principles and Review Criteria
(Transit-Oriented Development Advisory Group, December 2019)

TACOMA DOME LINK EXTENSION STATION LOCATION AND DESIGN REVIEW CRITERIA/PRINCIPLES

Sound Transit is seeking input on the 6 preliminary station locations and design concepts as presented as part of the Draft EIS process. The TODAG is asked to consider Sound Transit's proposed Guiding Principles as well as the Design Principles presented and provide input on the preliminary designs. The TODAG input is NOT intended to compare the 6 alternatives at this time (that will happen later in the process), but rather provide input on each alternative presented, taking into consideration how the preliminary, high-level station and track alignments may be adjusted (basic layout, location, station components, and access features), if at all, to better address the Design Principles below.

Multi Modal Connectivity

- Does the option enable *multiple modal connections* in close proximity to the station location?
- Does the option provide *direct and safe connections* between the station and Sounder, Tacoma Link, city bus, Amtrak Station and others?
- Does the option provide for *legible wayfinding and navigation*?
- Does the option optimize *pedestrian and bike safety / security*?
- Does the option help improve traffic management (access to parking, Amtrak Station, Tacoma Link, businesses, residential uses, and Dome entertainment activities)?

Economic Development Opportunities

- Is the station located in a way to *stimulate development / redevelopment* opportunities?
- Does the option provide for opportunities to support *new mix-use, affordable housing and/or civic spaces* adjacent to the station site?
- Will the station location help promote *employment* opportunities in the area?

Placemaking / Urban Form

- Does the option provide for a unique *placemaking experience*?
- Does the station provide for a potential *iconic architectural response* (if desired?)
- Does the option enhance the *District neighborhood* identity?
- Does the option provide for a *signature amenity space or other public spaces*?

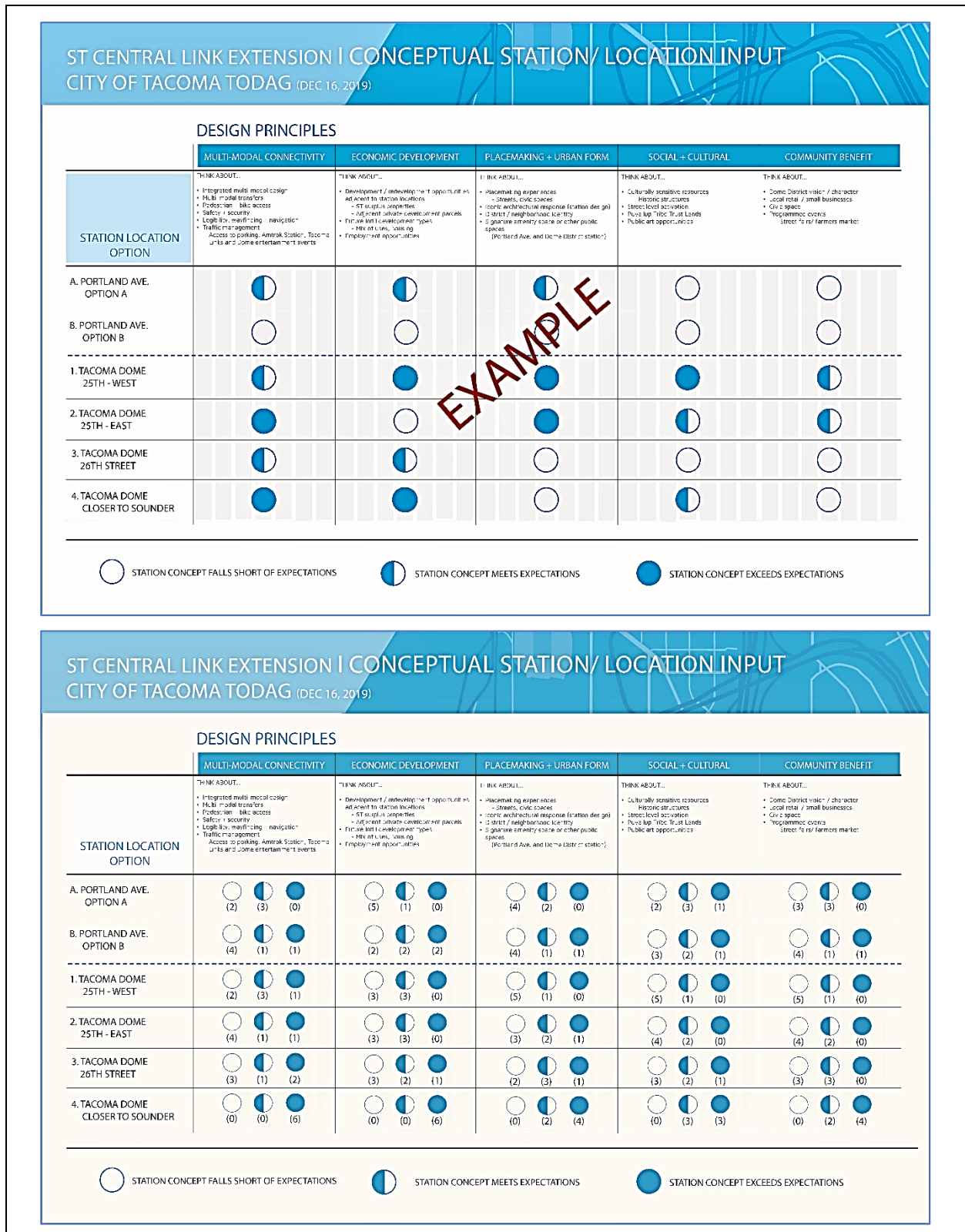
Social + Cultural

- Does the option support local *culturally sensitive / significant resources* (building structures)?
- Does the option provide for *street level activation*?
- Does the option provide opportunities for future *public art* enhancements?

Community Benefit

- Is the option consist with the District's *vision and character* objectives?
- Does the option support *local retail businesses* at and around the station location?
- Does the option provide opportunities for future *programmed events*?
(Farmers markets, Dome events)

Figure 5. Evaluation Matrix
(Transit-Oriented Development Advisory Group, December 2019)



D. Conclusions and Recommendations

The TODAG reviewed two station options for the TDLE's Portland Avenue Station Area, i.e., the Portland Avenue Station Option ("Non-Span Option") and the Portland Avenue Span Station Option ("Span Option") (Figures 1, 2 and 3), using the tool of "Design Principles, Review Criteria and Evaluation Matrix" (Figures 4 and 5), and based on the "Voting Results and Summary of Comments" (Appendix "A"), established the following conclusions and recommendations.

We understand that both station options are being considered in the Draft Environmental Impact Statement (DEIS) process, which is expected in spring of 2022. We offer our conclusions and recommendations for Sound Transit's consideration during the DEIS process.

1. The Span Option is generally preferred over the Non-Span Option.
 - By TODAG's evaluation, both options are expected to be comparably competitive in terms of fulfilling the five design principles, while the Span Option scores higher than the Non-Span Option, albeit by a small margin.
 - The Span Option is more preferable primarily because of its unique location that allows prominent station design, a more user-friendly center platform layout, easier wayfinding, a safer walking environment for riders (less at-grade crossing of Portland Avenue), and more direct bus connections in the area. It encourages development on both sides of Portland Avenue and could allow the City a unique opportunity to reinstate a regular street grid on the eastern side of Portland Avenue. The Span Option also realizes the value of the East 'L' Street Overpass in providing better connection between the station area and the East McKinley Hill area on the other side of I-5.
2. Both the Span and Non-Span Options are expected to bring about significant TOD opportunities and benefits, such as:
 - Multimodal Connectivity – In addition to the multimodal transfers and connections that will occur within and adjacent to the station area, there are opportunities for an additional connection to the casino/south of I-5 area with a pedestrian overpass, a pedestrian bridge north-south across Sounder tracks (at the Span Option station area) to help broaden access on the eastern side of Portland Avenue, improved bicycle accessibility, and enhanced traffic circulation and freight mobility. There has been a strong community support for the bridge, with the expectation that the station location or funding of other needed infrastructure would not be jeopardized. We believe that the success of either station option relies heavily on a pedestrian/bicycle bridge over I-5 being included. A feasibility study should be undertaken early on to identify alternative alignments, their potential costs, and multi-jurisdictional funding sources, regardless of which station option is ultimately selected.
 - Economic Development – There are parcels with development or redevelopment potential within and adjacent to the station area that are available. There are opportunities for these parcels to be developed, individually or collectively, for housing, commercial services, employment uses, industrial/manufacturing-compatible development, amenities (such as child care, grocery, and dry cleaners), greenspace, or any appropriate combinations thereof.
 - Placemaking and Urban Form – There is an opportunity for an eye catching and prominent station design to celebrate light rail and the local community. There are opportunities for placemaking through integration of signature amenity civic space, iconic

architecture, and neighborhood identity. There is also a unique opportunity for the City to reinstate a regular street grid on the eastern side of Portland Avenue (if the Span Option is selected).

- Social and Cultural – There are opportunities for street level activation on Puyallup Avenue and both sides of Portland Avenue that enhances/allows impactful art and design, civic vitality, and improved safety. The pedestrian overpass would also allow public art with potential design concepts that take cues from art at the casino.
 - Community Benefit – There are opportunities for programmed community events, local businesses, and development of District vision and character. The station area could also serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5.
3. There are some concerns and issues that must be properly addressed or mitigated regardless of which option is eventually selected.
- Nonmotorized Connectivity Concerns – It is of primary interest to TODAG to ensure safe and convenient connectivity and accessibility for pedestrians and bicyclists within and around the station area and, in particular, to and from the area south of I-5 through better designed and maintained existing underpass, in addition to a new pedestrian/bicycle bridge, at a minimum, spanning I-5, E. 27th Street, and E. 29th Street.
 - Traffic Management Concerns – Traffic impacts are expected to be significant due to increased vehicular and bicycle traffic, higher pedestrian crossing volumes, complicated bus circulations, multimodal transfer activities, limited parking and pickup/drop-off areas, and increased social and community functions.
 - Development Opportunity Concerns – Specifically with respect to the Non-Span Option, the station is couched away, setback from the main street, self-contained, with limited visual profile, and less integrated into the surrounding blocks. Development opportunities are bounded by I-5, the BNSF railyard, SR-509, Portland Avenue and the Puyallup River, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today, due to the station area's proximity to heavy industrial activity (since it is currently located within, and functioning as a buffer area to, the Tideflats Manufacturing/Industrial Center). Remnant property from the station is unlikely to be developed from the smaller and less regular shape. Adjacent parcels' developability is possibly impacted by the guideway as well.
 - Public Space Concerns – Public spaces for public art and social functions are dispersed and limited in size.
 - Location Concerns – The area is outside of and less competitive than the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach. Also this is the industrial end of Puyallup Avenue, with less likelihood for high quality connections to both the west and south.
 - Safety Concerns – Safety, security, and crime issues remain to be of great concern.
4. The Portland Avenue Station Area is very different than many other TOD sites. It requires and deserves substantial attention in planning and community development to help achieve/realize its full potential.

- Focused Station-area Planning – This area lies at the intersection of the Downtown, Port of Tacoma, Lower Portland Mixed-Use Center, and Puyallup Tribe’s core of services, but does not have a clear vision. The planned light rail station should be viewed as a catalyst for the initiation of a station-area planning effort to develop and implement comprehensive strategies addressing such important issues as land use, transportation, urban form and placemaking, infrastructure, sustainability, economic development, and community revitalization. Such a focused, station-area planning effort should be pursued as soon as practical to help achieve/realize the area’s full potential. The scope of work should include review of the industrial land in the vicinity, review of the Lower Portland Mixed-Use Center and the Portland Avenue Corridor, and incorporation of the Sound Transit’s Program Realignment.
- Jurisdictional Collaboration – In addition to Sound Transit, Pierce Transit, WSDOT, and the City of Tacoma, successful development of the area requires the active participation of two critical partners, namely, the Port of Tacoma and the Puyallup Tribe. Working together, we can turn many concerns and issues mentioned above into opportunities and benefits; for example, unless we work closely with the Tribe, there will not be much economic vibrancy in the area or appropriate and desired incorporation of Tribal culture into the station design and public art. TOD does not occur in a vacuum. We continue to advocate and urge that these agencies work together and in close collaboration with the community at large to ensure that the development of this station area successfully realizes the TOD Design Principles that we have developed.

E. Acknowledgment

TODAG Members

- Imad Bahbah, Chair
- Donald Erickson, Vice-Chair
- Adam Cook
- Daren Crabill
- David D’Aniello
- Kerri Hill
- Chris Karnes
- Justin Leighton
- Janice McNeal
- Cathy Reines
- Roberta Schur
- Rick Semple
- Andrew Strobel
- Lauren Svancarek
- Christine Wolf
- Ryan Givens (resigned June 2021)
- Evette Mason (resigned May 2021)
- Ben Ferguson (resigned March 2021)
- Amber Stanley (resigned December 2020)

Presenters – Multi-Jurisdictional Roundtable on Portland Avenue Station Area

(November 16, 2020)

- Tim Bates, Sound Transit
- Andrew Strobel, Puyallup Tribe
- Christine Wolf, Port of Tacoma
- Phillip Harris, WSDOT
- Tina Lee, Pierce Transit
- Josh Diekmann, City of Tacoma

Presenters – TOD Roundtable Series

Session #1 (January 25, 2021)

- Cathy Reines, Koz Development
- Jill Sherman, Gerding Edlen
- Pat Beard, City of Tacoma

Session #2 (February 22, 2021)

- Maggie Moore, Puget Sound Regional Council
- Tim Bates, Sound Transit
- Tina Lee, Pierce Transit
- Brian Boudet, City of Tacoma

Session #3 (March 15, 2021)

- Katherine Howe, VIA Architects
- Kokila Lochan, VIA Architects
- Matt Roewe, VIA Architects

Supporting Staff

- Brian Boudet (Planning Manager, Planning & Development Services)
- Lihuang Wung (Senior Planner, Planning & Development Services)
- BT Doan (Administrative Assistant, Planning & Development Services)
- Mary Crabtree (Administrative Assistant, Planning & Development Services)
- Pat Beard (Business Development Manager, Community & Economic Development)
- Dana Brown (Assistant Division Manager, Transportation Planning, Public Works)
- Jennifer Kammerzell (Principal Engineer, Traffic Programs, Public Works)
- Mark D’Andrea (Project Manager, Engineering Project Management, Public Works)

F. Appendix “A” – TODAG Evaluation of TDLE Portland Avenue Station Area – Voting Results and Summary of Comments

1. Voting Results:

(Based on votes from 10 TODAG members; the vote from an additional member to “eliminate this East Tacoma Station entirely, both as a cost cutting measure and to allow us to focus on the Tacoma Dome Station implementation” cannot be reflected in this chart.)

<div>DESIGN PRINCIPLES</div> <div>STATION OPTIONS</div>	Scoring Methods*	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT OPPORTUNITIES	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL IMPACTS	COMMUNITY BENEFIT
		THINK ABOUT... <ul style="list-style-type: none"> Integrated multi-modal design Multi-modal transfers Pedestrian + bike access Safety + security Legibility, wayfinding + navigation Traffic management <ul style="list-style-type: none"> Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events 	THINK ABOUT... <ul style="list-style-type: none"> Development / redevelopment opportunities adjacent to station locations <ul style="list-style-type: none"> ST surplus properties Adjacent private development parcels Future infill development types <ul style="list-style-type: none"> Mix of uses, housing Employment opportunities 	THINK ABOUT... <ul style="list-style-type: none"> Placemaking experiences <ul style="list-style-type: none"> Streets, civic spaces Iconic architectural response (station design) District / neighborhood identity Signature amenity space or other public spaces <ul style="list-style-type: none"> Portland Ave. and Dome District station 	THINK ABOUT... <ul style="list-style-type: none"> Culturally sensitive resources <ul style="list-style-type: none"> Historic structures Street level activation Puyallup Tribe Trust Lands Public art opportunities 	THINK ABOUT... <ul style="list-style-type: none"> Increased social equity City's Equity Index and Equity Map Dome District vision / character Affordable housing Local retail / small businesses Civic space Programmed community events <ul style="list-style-type: none"> Street fairs / farmers market
A. PORTLAND AVENUE STATION	Tally	1 5 4	0 7 3	1 6 3	0 8 2	1 6 3
	Weighted	3	4	5	6	5
B. PORTLAND AVENUE SPAN STATION	Tally	3 5 2	3 5 2	3 5 2	1 6 3	3 5 2
	Weighted	9	9	9	5	9
Legend	Station concept exceeds expectations (Weight: +2 pt's) Station concept meets expectations (Weight: +1 pt) Station concept falls short of expectations (Weight: -1 pt)					

* Scoring Methods:

- Tally Method – Showing the number of votes for each diagram; for example, 1 5 4 indicates that 1 person believes the station concept exceeds expectations when evaluated against this particular design principle, 5 persons believe it meets expectations, and 4 persons believe it falls short of expectations.
- Weighted Method – Assigning 2 points for , 1 point for , and -1 point for ; for example, 1 5 4 equates to $2 \times 1 + 1 \times 5 + (-1) \times 4 = 3$, which means the station concept receives 3 points when evaluated against this particular design principle. Note that the points are relative, not representing absolute values; in other words, a 9 vs. 3 situation means the 9-pointer performs much better than the 3-pointer, but not necessarily 3 times as good.

2. Summary of Comments – Principle #1:

<div>DESIGN PRINCIPLE</div> <div>STATION OPTIONS</div>	MULTI-MODAL CONNECTIVITY	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> Easier (density of design) and safer (less crossing of Portland Ave.) multimodal transfers for high-volume bus transfers, including paratransit and kiss-n-ride. Less impact on throughput on Portland Ave. (no in-lane bus stops and lower pedestrian crossing volumes). 	<ul style="list-style-type: none"> Traffic; complicated bus circulation; indirect transit routing; inconvenient transfers; unsafe crossing (of Portland Ave.). No parking; limited pickup/drop-off area. Bicycle access is currently nonexistent. Side platform station requires redundant escalator/stairs and emergency stairs and can be confusing to new users. Wayfinding will be more complex to produce at a dataset level that can be used by Google Maps, etc. Bridges may be resources better spent on at-grade improvements to access for bicyclists and pedestrians Safety; security; crime. You have to take the link to Tacoma Dome station to get better access.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> Better in-line pull-offs for bus stop connections; direct for transit; station adequately designed for paratransit users. Pickup/drop-off at the west station entrance appear easier to navigate than the pickup/drop-off requiring riders to cross the street. Safe for pedestrians (less crossing of Portland Ave.). No added traffic impacts to E. 27th Street. Bicycle access can potentially be facilitated via side streets (E. 26th). On-street angled parking could help to expand access in Portland Ave. area on side streets. Prominent location for station allows easier wayfinding and center platforms are more easily understood by riders. 	<ul style="list-style-type: none"> Location undesirable. Less integration of different transit modes and less convenient multimodal transfers. No parking; limited pickup/drop-off area. Bicycle access is currently nonexistent. Higher impact on throughput on Portland: In-lane bus stops, higher pedestrian crossing volumes (but one less crossing compared to other station). Potentially duplicative bus platform northbound at E. 26th Street. Would require longer bridge to the casino/south of I-5 area. Bridges may be resources better spent on at-grade improvements to access for bicyclists and pedestrians. Safety; security; crime. You have to take the link to Tacoma Dome station to get better access.

3. Summary of Comments – Principle #2:

<div>DESIGN PRINCIPLE</div> <div>STATION OPTIONS</div>	ECONOMIC DEVELOPMENT OPPORTUNITIES	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> Redevelopment, in particular amenities like child care, grocery/pharmacy/dry cleaners can be integrated into station location—no-one has to cross the street. Provides on-site employment opportunities and maintains capacity for industrial/manufacturing-compatible development along Puyallup Ave. that can support and grow family wage industrial jobs in the Tideflats. Two small parcels would be potentially available for redevelop opportunity. Access to Tribal property and job center is supported. 	<ul style="list-style-type: none"> Remnant property from the station is unlikely to be developed from the smaller and less regular shape. Adjacent parcel to the west developability is possibly impacted by guideway as well. The station completely consumes a key potential infill site that could be used for infill housing, commercial services, or employment uses. Development opportunities are bounded by I-5 and the BNSF railyard/705, East Portland Ave. and the Puyallup River, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today. Density of design could create opportunity for on-site businesses, but smaller size would limit the available commercial space on-site.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> More regular and larger shape from construction staging parcel – though partially impacted by guideway on the east. Other adjacent properties better positioned for future development. Some redevelopment potential: One large parcel within walking distance of bidirectional access to the station. Larger parcel has more potential to serve as a center of mixed use structures with greenspace. Spanning Portland Ave. enables access to a wider extent of developable land on E. 26th and E. 27th east of Portland Ave. Access to Tribal property and job center is supported. 	<ul style="list-style-type: none"> Less opportunity for integration of amenities like child care, grocery/pharmacy/dry cleaners. Not much for economic activity unless you work closely with the Puyallup Tribe.

4. Summary of Comments – Principle #3:

<div>DESIGN PRINCIPLE</div> <div>STATION OPTIONS</div>	PLACEMAKING + URBAN FORM	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Larger contiguous site provides greater opportunity for placemaking through integration of signature amenity civic space, iconic architecture, and neighborhood identity. • Shorter, more direct connection to the casino/south of I-5 area. 	<ul style="list-style-type: none"> • Station couched away, setback from the main street, self-contained, with limited visual profile, and less integrated into the surrounding blocks. • Public space dispersed and limited in size. • Run of the mill architecture, similar to Mt. Baker Station, will not differentiate this station from other LINK stations.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Opportunity for a very eye catching and prominent design to celebrate light rail (akin to Angle Lake Station). • Larger public space, along with escalators/stairs, should bridge the space on both sides, allowing for events or public art. • A pedestrian bridge north-south across Sounder tracks would help broaden access on the eastern side of Portland Ave. • Opening up eastern side of Portland Ave. allows City to reinstate a regular street grid by splitting superblocks at more regular intervals (e.g. East M Street). 	<ul style="list-style-type: none"> • No great opportunities for placemaking. • Long, skinny site provides fewer opportunities for integrated development and iconic architecture with civic element. • Little opportunity for integration of bridge to the casino/south of I-5 area.

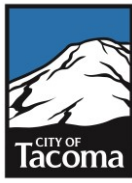
5. Summary of Comments – Principle #4:

<div>DESIGN PRINCIPLE</div> <div>STATION OPTIONS</div>	SOCIAL + CULTURAL IMPACTS	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Greater opportunity for public art both on site and the pedestrian bridge connecting to the casino/south of I-5 area, with potential for a design concept that takes its cues from art at the casino. • Opportunity to serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5. • Could help with street level activation. 	<ul style="list-style-type: none"> • Smaller station public space allows for less public art. • Activation of one sides of Portland Avenue limits benefits. • No culturally sensitive structures. • Tribe has not given us input to what they want. • Dome district station should activate Freighthouse Square area and help with art, etc.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Opportunity for street level activation on Puyallup Ave. and both sides of Portland Ave. that enhances/allows impactful art and design, civic vitality, and community grow. 	<ul style="list-style-type: none"> • This is the industrial end of Puyallup Ave., with less likelihood for high quality connections to both the west and south.

6. Summary of Comments – Principle #5:

<div>DESIGN PRINCIPLE</div> <div>STATION OPTIONS</div>	COMMUNITY BENEFIT	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Opportunity to serve as a small commercial center (satellite) near housing south of I-5. • Opportunity for programmed community events, local businesses, District vision and character (similar to the Capitol Hill station). • Can help with affordable housing south on Portland Ave. • ST can write requests for development proposal to ensure that community benefits are integrated. 	<ul style="list-style-type: none"> • Limited public space and station accessibility. • Limited safe access to Eastern side of Portland Ave. reduces potential for redevelopment and support of local retail with residential redevelopment. • If included, single use pedestrian bridges will pull activity off of the street. • This station is outside of the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • More abundant public space, better station accessibility and more prominent station allows for easier wayfinding and enhancement of district character. • Safe access to Eastern side of Portland Ave. enhances potential for redevelopment and support of local retail with residential redevelopment. • A safe street level crossing for Portland Ave. could promote development on either side. • Can help with affordable housing south on Portland Ave. 	<ul style="list-style-type: none"> • Narrow footprint and lack of integrated development opportunities make it harder to provide community benefit. More dependent on developers doing the right thing out of their own volition. • If included, single use pedestrian bridges will pull activity off of the street. • This station is outside of the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach.

#



City of Tacoma

Transit-Oriented Development Advisory Group

October 29, 2021

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: TODAG Progress Report No. 3 – Tacoma TOD Toolkit

Honorable Mayor Woodards and Members of the City Council,

On behalf of the Transit-Oriented Development Advisory Group (TODAG), we are submitting for your consideration the attached Progress Report No 3 – Tacoma TOD Toolkit.

The TODAG has issued Progress Reports No. 1 in May 2020 and No. 2 in October 2021, summarizing our current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project. As documented in both reports, we have established the following TOD Design Principles as the primary tool to evaluate TDLE's Tacoma Dome and Portland Avenue station areas: (1) Multimodal Connectivity and Integration, (2) Economic Development Opportunities, (3) Placemaking and Urban Form, (4) Social and Cultural Vibrancy, and (5) Community Benefit.

This Progress Report No. 3 is a document that reflects our deliberations, through a 3-session TOD Roundtable, of these design principles and their applicability in the City of Tacoma. It is a whitepaper that offers a baseline measure as the first step in growing great places that promote transportation choices, housing and employment opportunities, cultural vibrancy, and resilient communities. More importantly, it is a toolkit and a multi-purpose platform for evaluating TOD implementation strategies.

As a toolkit, the "Tacoma TOD" document:

- Elaborates the benefits, evaluation criteria, implementation strategies, and "What does it mean for Tacoma?" associated with each of the five TOD Design Principles;
- Establishes evaluation criteria organized in a matrix that serves as a framework for community stakeholders to measure anticipated benefits of plans, investments, and policy changes pertaining to or having an effect on TOD;
- Provides a platform to help the City and its community members partner with transit agencies, private developers, and other stakeholders to organize communication to decision makers and confirm City and community values;
- Suggests practical ways to align drivers, mitigate risks, define roles and responsibilities, and clarify the decision making process and project timeline that are critical to implementing a successful TOD; and
- Recommends projects worth pursuing and highlights the role the City and its departments can take over the life of these multi-year and phased projects.



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).

Mayor and City Council

TODAG Progress Report No. 3 – Tacoma TOD Toolkit

October 29, 2021

Page 2 of 2

In anticipating transit oriented communities in Tacoma, the Tacoma TOD Toolkit provides for what we might envision in such communities as well as a way to create an ongoing dialogue that helps leverage forthcoming transit and transportation investments. We recommend that:

1. The City Council should adopt the Tacoma TOD Toolkit as an implementing strategy of the One Tacoma Comprehensive Plan.
2. The toolkit should be utilized to its best and fullest potential, in manners such as but not limited to:
 - a. Use the toolkit in the continued review (by TODAG or its successor, community groups, and stakeholders) of the TDLE, the Bus Rapid Transit project, and the Puyallup Avenue Design Project;
 - b. Make the toolkit available for every developer making an inquiry with the City for potential project development in the TOD neighborhood;
 - c. Add the toolkit to the guiding principles or review tools used by the Transportation Commission, the Planning Commission, and other appropriate citizen's advisory groups and staff members; and
 - d. Share the toolkit with other jurisdictions and stimulate constructive dialogues about TOD principles, TOD projects, and TOD neighborhoods.
3. The toolkit should be well utilized, maintained, and kept current by appropriate advisory group(s) and/or staff team(s) as assigned by the City Council.

The City Council's Resolution No. 40303 (April 16, 2019) requires that "proposals by the TODAG will be forwarded to and reviewed by the City's Transportation Commission, for concurrence with adopted transportation and land use plans and policies." The Transportation Commission has reviewed the draft Tacoma TOD Toolkit in August-September 2021 and provided comments and suggestions, which have been addressed in the attached final version.

If you have any questions, please contact TODAG's staff liaison, Brian Boudet, Planning Division Manager, Planning and Development Services Department, at (253) 573-2389 or bboudet@cityoftacoma.org.

Respectfully,



Imad H. Bahbah, AIA
Chair



Donald K. Erickson, AICP
Vice-Chair

Enclosure:

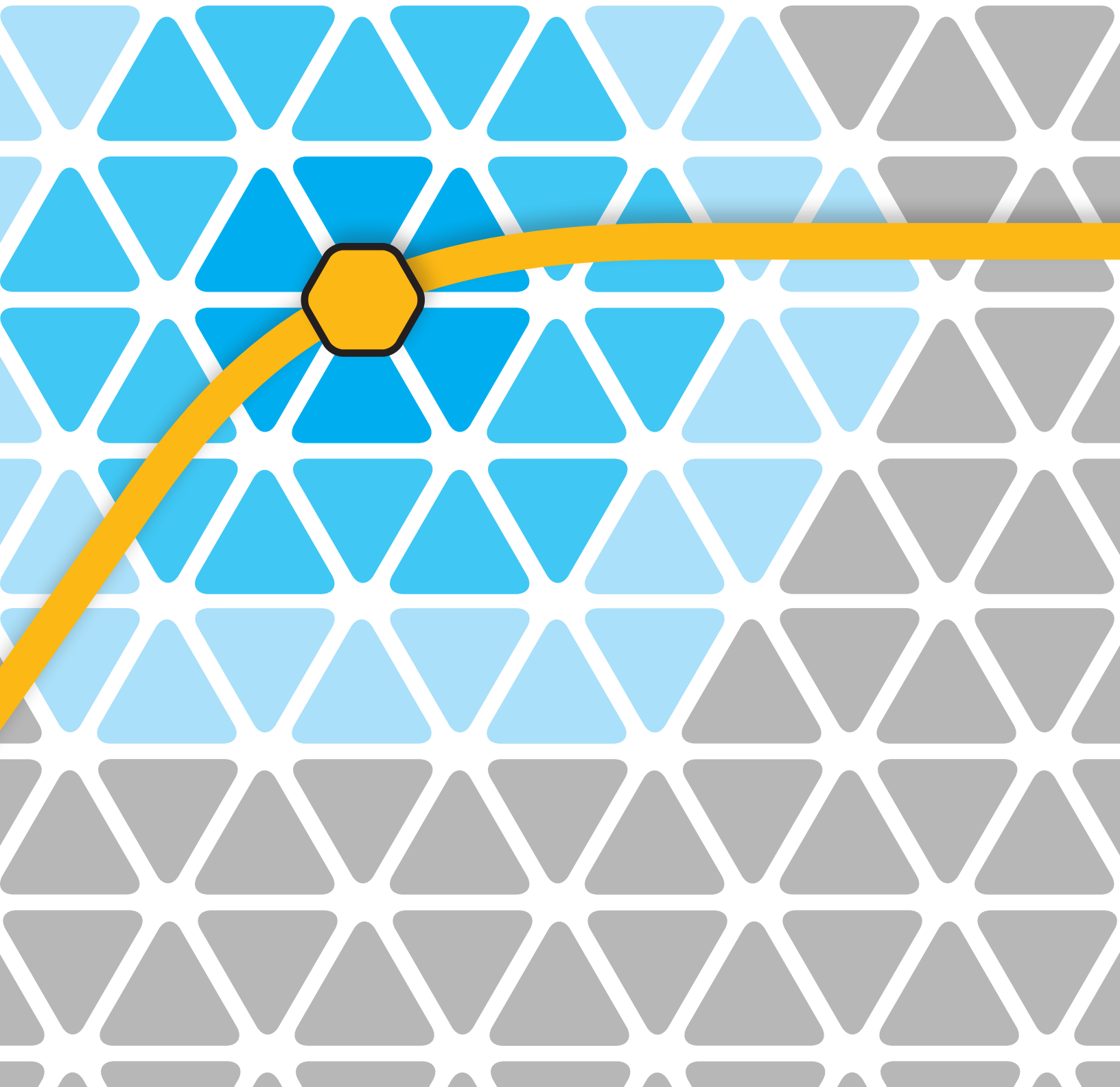
- TODAG Progress Report No. 3 – Tacoma TOD Toolkit, October 2021
- c. Elizabeth Pauli, City Manager
Brian Boudet, Planning Manager, Planning and Development Services Department
Tacoma Planning Commission
Tacoma Transportation Commission

TACOMA TOD

Oct
2021

ANTICIPATING TRANSIT ORIENTED COMMUNITIES IN THE CITY OF TACOMA

A first step in growing great places that promote transportation choices, housing and employment opportunities, cultural vibrancy, and resilient communities.





Acknowledgement



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Donald Erickson, Vice-Chair

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Janice McNeal

Cathy Reines

Roberta Schur

Rick Semple

Andrew Strobel

Lauren Svancarek

Christine Wolf

Ryan Givens (resigned June 2021)

Evette Mason (resigned May 2021)

Ben Ferguson (resigned March 2021)

Amber Stanley (resigned December 2020)

TOD Roundtable Presenters:

Session #1 (January 25, 2021)

Cathy Reines, Koz Development

Jill Sherman, Gerding Edlen

Pat Beard, City of Tacoma

Session #2 (February 22, 2021)

Maggie Moore, Puget Sound Regional Council

Tim Bates, Sound Transit

Tina Lee, Pierce Transit

Brian Boudet, City of Tacoma

Session #3 (March 15, 2021)

Katherine Howe, VIA Architecture

Kokila Lochan, VIA Architecture

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Introduction

Transit Oriented Development (TOD) is the practice of concentrating land uses such as housing, retail, and offices near transit nodes to support transit access, ridership, and improve public health outcomes. When guided by a cohesive vision, TOD has a strong track record of delivering on many social, financial, and environmental benefits and greatly contributing to civic engagement, community cohesion, and public health.^{1,2} TOD also represents a critical opportunity to strive for social equity, racial justice, and a fair and inclusive urban environment.

TODs follow a set of universal principles. They are walkable, pedestrian-oriented environments, that comprise a mix of uses, incomes,

1) *Measuring Benefits of Transit Oriented Development*, Mineta Transportation Institute, 2014

2) *Transit Oriented Communities: a Blueprint for Washington State*, Transportation Choices Coalition, 2009

and densities that support transit use³ while recognizing and building on the existing land use context. Studies show, that in a TOD, the character of the built environment matters. These are places that by design, allow people to drive less and walk more. To achieve a functioning “TOD environment” isn’t always easy.

3) *The Growing Transit Communities Strategy and Transit Supportive Planning Toolkit*, Puget Sound Regional Council, 2013

Well coordinated land use and transportation planning is fundamental, and the practice of valuing public-private partnerships, flexibility and creativity can make the difference between a compelling transformation or business as usual. Our conception of TOD is a holistic approach; spanning beyond individual sites to encompass the local community or district and the residents, property owners, developers and public sector.



Orenco Station Plaza (2015), Hillsboro OR

A mix of housing types, creatively addressing parking, and creativity of street grid with great pedestrian amenities including live/work and retail spaces to activate streets makes Orenco station a pioneering model of TOD.

We acknowledge that we are on the traditional homelands of the Puyallup Tribe. The Puyallup people have lived on and stewarded these lands since the beginning of time, and continue to do so today. We recognize that this land acknowledgement is one small step toward true allyship and we commit to uplifting the voices, experiences, and histories of the Indigenous people of this land and beyond.



TOD advisory group

The Tacoma TOD Advisory Group, established by City Council in 2019 per Resolution No. 40303 was tasked to review three current projects: the Tacoma Dome Link Extension (TDLE), the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City's pending Puyallup Avenue design project. A two year process assessing transportation project designs, and deliberating TOD principles and applicability in Tacoma through a 3-session TOD Roundtable has resulted in this tool kit.

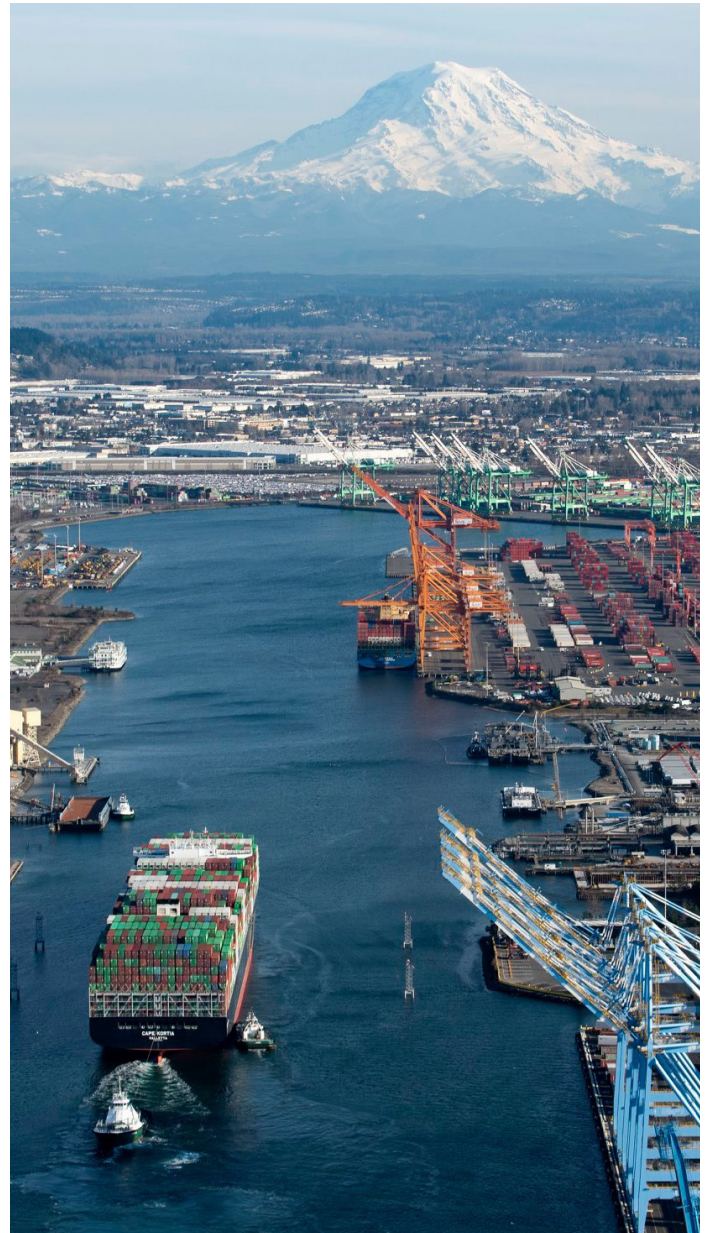
This paper offers a baseline measure for what we might envision in our transit oriented communities as well as a way to create an on-going City dialog that helps leverage forthcoming transit and transportation investments.

The Tool Kit: Consistent with Sound Transit's TOD approach¹ and the Puget Sound Regional Council (PSRC) Regional Transportation Plan², the following provides a "primer" to summarize what, how and why we should consider local social, cultural and community priorities as we design and implement our transit projects.

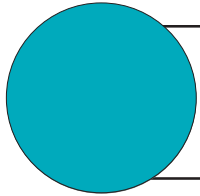
1. Five principles help us understand the benefits of a TOD approach, and provide evaluation criteria that help the city and its community members engage productively with proposed infrastructure projects.
2. A sample evaluation framework offers a method to promote, illustrate, and refine projects by assessing proposed project alternatives.
3. An implementation discussion highlights the role the city and its departments can take over the life of these multi-year and phased projects.

1) *Transit-oriented development: Boosting ridership and creating vibrant neighborhoods within walking distance to transit*, Sound Transit, 2021

2) *Regional Transportation Plan*, Puget Sound Regional Council 2018

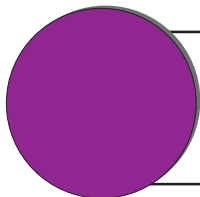


Principles



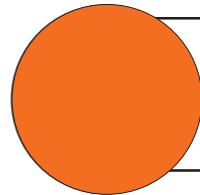
1. MULTIMODAL INTEGRATION

The access needs of all users of the space should be organized and prioritized within a single cohesive system. Transfers from one transportation mode to another should be legible, safe, transparent, and convenient.



2. ECONOMIC DEVELOPMENT

Enable opportunities for new or stabilized housing, employment, community assets and civic uses, as appropriate per TOD area. Work with project partners to improve outcomes for all.



3. PLACEMAKING AND URBAN FORM

Apply pedestrian-oriented urban design that frames, connects, and activates civic spaces, transit nodes, and local destinations.

Principles drive strategies for long term

The city of Tacoma's Transit Oriented Development Advisory Group (TODAG) endorses the five principles to guide TOD throughout the City of Tacoma. Benefits, evaluation criteria, and strategies for each principle are expanded on in the following pages. Note that not all principles will be applicable in all phases of transit and transportation infrastructure decision making.

TODAG

4. SOCIAL AND CULTURAL VIBRANCY

Celebrate the cultural attributes of a space and its users through artwork and open space programming. Retain, protect, and celebrate historic structures.

5. COMMUNITY BENEFIT

Help achieve long standing community objectives and work with project partners to incorporate these ideas into neighborhood planning.



1. Multimodal Integration

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of multimodal integration:

- Direct and Convenient Transfer: Does the design enable direct and safe connections between different modes? Is it well connected to the street network? Do paths provide high visibility and shorter walks?
- Legible: Does the design provide for legible wayfinding and intuitive navigation to, from, and within the site? Does the design reduce leftover spaces, or confusing paths of travel?
- Safe: Does the design prioritize ease of access by pedestrians, cyclists, and people experiencing disability? Does it reduce or mitigate conflicts? Does the plan include safe, frequent and convenient crossings and sidewalks? Can a user of the space see and be seen by others without cameras?
- Accessible: Does the design improve on traffic and other modes' circulation and management needs (access to parking, station or entertainment activities)?

- OPPORTUNITY TO FOCUS INVESTMENT
- TRANSIT IS MORE TIME COMPETITIVE AND EFFICIENT
- GREATER CONVENIENCE AND ACCESSIBILITY
- CONCENTRATED SERVICES FOR TRAVELLERS
- PEDESTRIAN ACTIVITY ACTIVATES PLACES
- REDUCED CONFLICTS AND COLLISIONS



Lincoln Yards Station (2021), Chicago IL

What: Modal integration supports continuity of experience for the transit user. It helps encourage transit use by providing for the comfort and convenience of access from one mode to another. Multimodal environments enhance flow within or between modes (walk, bike, auto, transit, etc.) and services such as transit, shared use mobility, passenger drop offs, and last mile connections from the surrounding area.

Why: Studies show that high quality (relatively fast, convenient, comfortable and integrated) transit can attract discretionary travelers who would otherwise drive. This reduces traffic problems including congestion, parking costs, accidents and pollution emissions.¹

How: Means to achieve good modal integration include schedule and fare coordination, comfortable and safe

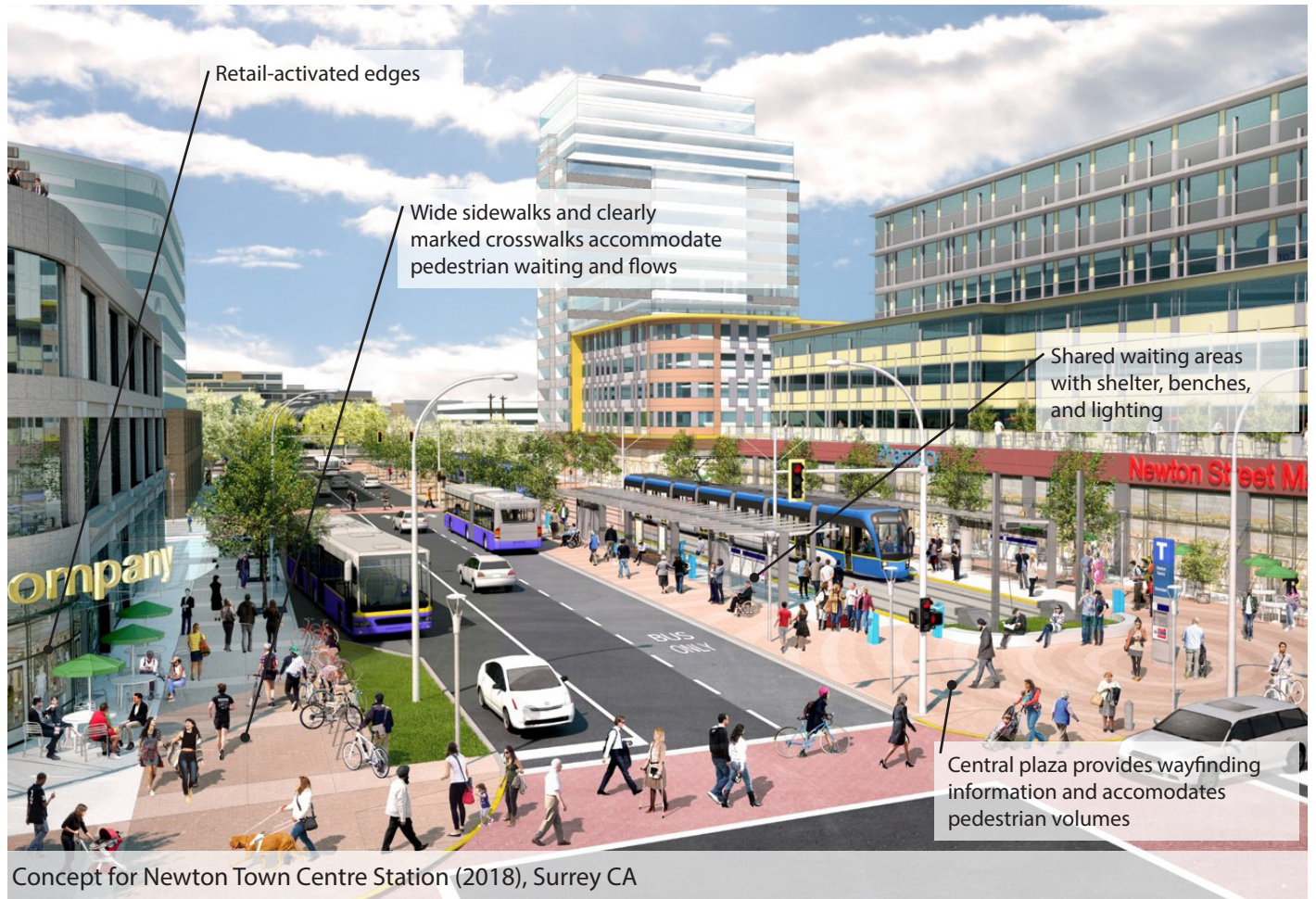
places to wait between connections, signage, and accessible non-motorized facilities.

What does this mean for Tacoma? There is a strong convergence between the urban design strategies that promote multimodal integration and those that promote good placemaking and transit oriented communities.

When designing new transportation projects, priority should be given

¹ Victoria Transportation Institute Evaluating Public Transit Benefits and Costs, <https://www.vtpi.org/tranben.pdf> p3

ULTIMO



Concept for Newton Town Centre Station (2018), Surrey CA

to the quality of the transit user's experience, with consideration given to treatments that make places feel integrated. This approach helps ensure places work together despite being made up of a diverse set of actors or modes, including regional commuter or light rail, street car, and local bus service.

The design of each site and corridor must make tradeoffs around the allocation of right of way between modes, and must be responsive to a

clear modal hierarchy. The City has already taken steps to define this in its Comprehensive Plan.

Multimodal hubs are an opportunity for Tacoma to draw on its partnership with the Vision Zero Action Network to implement design features that prioritize pedestrian safety.² Modal integration requires strong collaborations across city departments and transit agencies in

2) *What is Vision Zero?*, Vision Zero Network, 2018

all areas of service.³

Design of individual elements should be informed by current industry best practices such as the National Association of City Transportation Officials' Urban Street Design Guide⁴ as well as anticipate the array of potential future needs regarding freight, delivery, autonomous vehicles, and other innovations.

3) *The Path to Partnership: How Cities and Transit Systems Can Stop Worrying and Join Forces*, Transit Center, 2018

4) *Urban Street Design Guide*, NACTO, 2013

2. Economic Development

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of economic development:

- **Enable Future Investments:** Does the design leave residual parcels of a size, geometry, and relative orientation to the station favorable for development?
- **Permit Higher Intensity Uses:** Is market-appropriate height and density permitted, and is there infrastructure to support it? Have parking requirements been reduced?
- **Strategic Employment Opportunities:** Does the TOD provide a place-appropriate balance of housing and employment? Is there space for civic services and amenities? Is there a wide range of employment opportunities?
- **Phasing:** Are retail and services targeting riders in place upon station opening? How will construction staging and surplus property be handled? Does new development have a transportation demand management (TDM) strategy that leverages the station?

- GREATER RETURN ON TRANSIT INVESTMENT
- MORE AMENITIES FOR TRAVELLERS AND COMMUNITY
- MORE FUNDING FOR PUBLIC SPACE IMPROVEMENTS
- MORE HOUSING AND EMPLOYMENT OPPORTUNITIES
- DEVELOPMENT OF LOCAL EMPLOYMENT
- INCREASED CITYWIDE ECONOMIC HEALTH



Aker Brygge (2015), Oslo NO

What: Transit infrastructure, like other transportation infrastructure, represents a major public investment both in terms of tax dollars and time. Paying special attention to economic development opportunities broadens access to this public investment, and can help to further attract significantly greater sums of private investment. The focus also helps cities achieve complementary, time-appropriate actions over the full life cycle of project development.

Why: Access to higher-order transit enables a greater intensity of and mix of uses. This results in a compounding economic benefit of well-planned density. Studies show that as economic activity intensifies, the amount of external economic development generated increases.¹ In TODs, the diverse concentration of market-appropriate uses is as significant a factor in reducing car dependency as the transit itself. When planned and executed well, more people will choose to stay, walk and

spend their dollars locally than drive elsewhere.²

How: A focus on public investments that maximize private dollars helps to make constrained public resources go further. Understanding the project's phasing, and engaging in multi-agency coordination for partnerships can result in more effective investments around transit expansions.

¹ *Agglomeration, Productivity, and Transportation Investment*, Journal of Transport Economics and Policy, 2007

² *Transit Might Not Be Essential To Transit Oriented Development*, Bloomberg CityLab, 2013

CONOMI ment



TODs also benefit from district land use strategies from parking to housing to employment strategies. For example, parking near a transit station can be carefully managed as a district asset.³ This in turn reduces the burden for each site's provision of parking.

Similarly in locations that have not yet seen property value increases due to transit investment, strategies can be implemented before, during, and after the project to avoid residential

3 Access and Parking strategies for TOD <https://todresources.org/resources/access-and-parking-strategies-for-tod/>

or economic displacement, and reinforce long term affordability.

What does this mean for Tacoma? Tacoma's transportation investments should enable a dense⁴ and diverse mix of uses and align with regional goals for housing and jobs. Density within a quarter mile of a station should be at least 30 housing units per acre or 50 employees per acre⁵ to support the station. Economic Development opportunities must

4) *The simple math that can save cities from Bankruptcy*, Bloomberg CityLab, 2012

5) *TOD Toolbox - Chapter 4*, Citizens for Modern Transit, 2011

be sensitive to their local context.

The City should consider how economic development opportunities can account for the changes to land value over time, and work with neighborhood organizations, residents, and property owners to plan for the sites⁶ best poised to take advantage of transit ridership.

6) *The Impact of Transit-Oriented Development on Residential Property Value*, University of Washington, 2015

3. Placemaking and U

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of placemaking and urban form:

- Enhance District and Neighborhood Identity: Does the plan draw upon and reinforce existing neighborhood assets?
- Create a Great Public Realm: Are streets, parks, and civic open spaces framed, activated, and well connected to the transit node and existing or future development? Do they prioritize the experience of the pedestrian? Is parking tucked away?
- Responsive Station Design: Does the station design, location, and orientation enhance the public realm?
- Systems of Elements: Consider the quality and approach to public art, benches, shelter, paving, lighting, wayfinding, etc.

- PROVIDES SPACE FOR OUTDOOR COMMUNITY PROGRAMS
- INFRASTRUCTURE APPROPRIATE TO PLACE
- EASY TO NAVIGATE
- CONTRIBUTES TO LOCAL NEIGHBORHOODS
- ENHANCES LAND VALUE AND PROMOTES DEVELOPMENT
- SAFE AND WELCOMING URBAN ENVIRONMENTS



Bajos Puentes Underpass Program (2013), Mexico City MX

What: “Placemaking” is a term popularized by the NYC nonprofit Project for Public Spaces (PPS). This practice is responsive to and builds from careful observation of how people use urban spaces. Over the past half century, “placemaking” has evolved into an inclusive community approach that is realized via both urban design and programming of public spaces.¹

1) *What is Placemaking?*, Project for Public Spaces, 2018

Why: A placemaking approach is not just about the design of the physical environment, but also calls attention to the user, and how appropriate programs, maintenance and care contribute to vitality, upkeep and a place’s long term stewardship.

How: Great places are those that naturally protect, comfort, and delight their occupants² and successfully apply design elements that shelter

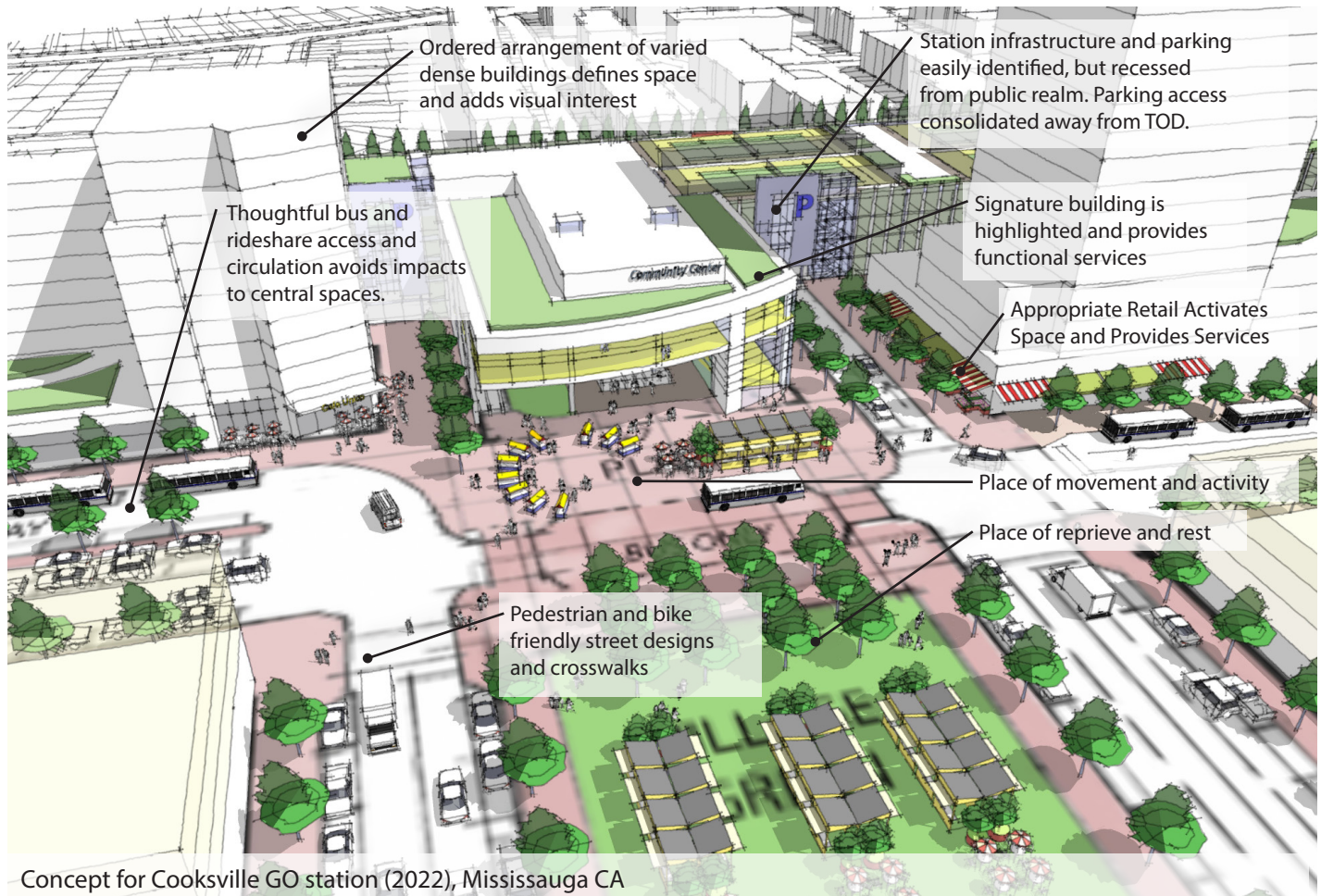
2) *Seattle – Public Space Public Life*, Gehl Architects, 2009

users from wind, rain, noise, and the impacts of traffic. Great places also host opportunities to sit, walk and observe the built environment that is appropriately scaled, arranged, and sited for a comfortable and interesting experience.

What does this mean for Tacoma? What if all our neighborhoods were designed to be great places?

Siting transportation infrastructure can make use of placemaking

Urban Form



practices in both urban design and programming. Transportation infrastructure siting and design should follow at minimum, best practices around pedestrian comfort and safety - i.e. design for a sense of enclosure,³ provide a sequence of legible, human scaled connections, and support our natural tendencies for privacy, prospect, surveillance,

3) *Getting Enclosure Right: Creating a Comfortable Public Room*, Michigan State University, 2014

and engagement. Where “leftover” spaces cannot be avoided, they should be mitigated by a high quality of design and programming.

Similarly, attention to detail, material choice, aesthetics, scale, and quality are essential to placemaking. In coordination with agencies, the city can develop working design guidelines and principles to help achieve a TOD as a “great place.”

Regulatory policy (TOD Overlay Zones, Design Review, Design Guidelines) may apply in these areas, as well as active coordination with private and community partners.

4. Social and Cultural

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of social and cultural vibrancy:

- **Support Culturally Sensitive and Significant Resources:** Does the plan enhance views to built and natural landmarks? How does the plan address tribal trust lands and other tribal cultural resources? Does it promote the viability and use of city designated historic structures?
- **Public Art Enhancements:** Is public art or opportunities for public art considered as part of the project? Can public art be used to reorient visual impacts of infrastructure into a community benefit?
- **Street Level Activation:** Does the station design, location, and orientation promote ground-level activation? Do structures near the station have ground level retail or programmable community space? Are plazas and open spaces activated through active edges, art, or programming?

- RETAIN AND GROW CULTURAL CAPITAL
- FOSTER SENSE OF OWNERSHIP AND BELONGING
- A MORE VIBRANT, UNIQUE PUBLIC REALM
- STIMULATE CULTURAL TOURISM
- RECOGNIZE HISTORICAL LEGACIES
- CONTINUE TO TELL THE STORY OF PLACE



Carrollton Station (2010), Dallas TX

What: Tacoma has a rich history, changing from a Puyallup tribe settlement, to Railroad boom town, to today's port and military industries, tourism, education, and arts based revival. Made up of distinct neighborhoods, Tacoma's new transit and transportation investments offer opportunities to enhance neighborhood characteristics, cultural expression, as well as celebrate its past through historic preservation.

Why: Public transit systems act as recognizable symbols for cities, attracting local riders, tourists, and attendees of national and international events. Architecture and the urban landscape surrounding transit centers represent an opportunity to express the cultural attributes of the place.

Public Art in particular been shown to be one of many ways transit agencies and communities can work together to mediate change, and knit new

infrastructure into neighborhoods. Beyond just an aesthetic treatment, Public Art also contributes to the creation of a welcoming experience for passengers, station identity and legibility, and can activate public spaces through both interaction and engagement.^{1,2}

New infrastructure may impact identified historic resources in some areas. As feasible, TOD planning

- 1) *Art in Transit*, The Artful City, 2016
- 2) *Dawoud Bey on Crown Fountain and New Burnham Pavilions*, Chicago Now, 2009

SOCIAL VIBRANCY



Wynkoop Plaza (2010), Denver CO

should integrate transit infrastructure with historic resources. Historic preservation has been shown to result in broad benefits including job creation, property value stabilization and growth, cultural tourism as well as a host of sustainability benefits.^{3,4}

How: Giving a community the

3) *Sustainability and Historic Preservation*, Washington State Department of Archaeology and Historic Preservation, 2011

4) *Economic Impact of Historic Resource Preservation*, California Cultural and Historical Endowment, 2012

opportunity to collaborate on distinctive station or project design opportunities results in a direct, visible, and tangible way to establish the social health and cultural identity of a TOD. This process also helps build long standing working relationships between organizations, individuals, and agencies and provides ways for a community to grow and collaborate together.^{5,6}

5) *Why Public Art Matters*, Americans for the Arts, 2018

6 Best Practices for Integrating Art into Capital Projects, APTA, 2013

What does this mean for Tacoma? Infrastructure investment offers an opportunity to highlight historic and/or cultural resources of an area. Projects (often during the final design of project) can bring forward historic and cultural character through art, street level activation, and highlighting historic resources.

5. Community Benefits

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of community benefit.

- **Employment:** Will the project protect and enhance living-wage jobs and community anchors such as professional services, skilled trades, or major institutions?
- **Affordable Housing:** Will the project remove affordable housing, or contribute to neighborhood affordability objectives?
- **Consistency with City Plans:** Is the project consistent with the vision and goals of city and neighborhood planning documents?
- **Local Business:** Does the project include mitigations or strategies to retain, foster, or attract local businesses?
- **Community uses:** Are there opportunities for community programs as associated with the project- i.e. farmers markets, outdoor concerts, movie nights, or desired uses?

- MORE COMMUNITY AMENITIES AND ASSETS
- INVESTMENT IN SOCIAL INFRASTRUCTURE
- INCREASED SOCIAL EQUITY
- COMMUNITY PRIDE AND IDENTITY
- ADVANCE CITYWIDE GOALS AND POLICIES
- MORE RESPONSIVE TO COMMUNITY CONCERNS



Sustainable Urban District (2007), Vauban Germany

What: Beyond just the cost savings in household expenditures associated with living or working near transit, Community Benefits associated with a TOD might include enhanced environmental performance for buildings (helping to meet LEED or other climate resiliency standards), provision of certain types of housing (affordable, family, student, and senior), and improved connections to community assets (grocery store, schools, libraries or institutions), and supporting child centered and aging

in place best practices. However, what is most relevant, or feasible to each project site or TOD depends on its location and context. For example, one location may seek to catalyze new affordable housing through a joint development, while another seeks to enhance employment opportunity, while another would like access to open space.

Why: Transportation-related public investment can spur development of

infrastructure and/or attributes that complement transit service. This can help meet long standing, or newly identified community objectives.

How: Community Benefit can be achieved through smart planning, regulatory requirements, incentives, partnerships and other mechanisms. In many locations Community Benefit is tied to the increase in land value that results from public infrastructure investment.

COMMUN



A Case Study: During the design process, Wyandanch Station in Long Island was oriented to open onto a large parcel assembly, now known as Wyandanch Village, shown above. It contains public art, outdoor programming, and ground level retail that help to bring the community into the station.

Sidewalks and streetlights provided by the project were also greatly needed by the neighborhood. The central community space now

has flexible year-round programming, such as ice skating in winter and concerts in summer. The outcome was the result of public-private partnerships and a process led by local community leaders. It was also an opportunity for the county to achieve its goals for more multi-family and affordable housing.

What does this mean for Tacoma? Community priorities should be defined within a neighborhood planning process, and can also help mitigate the growing intensity of use introduced by TOD and transit.



Evaluation

Evaluation criteria serves as a framework for Tacoma to measure anticipated benefits of plans, investments, and policy changes pertaining to TOD.

This matrix can be used by community stakeholders to compare plans or strategies anticipated to have an effect on a TOD. The aim of this matrix is to organize communication to decision makers and confirm City and community values. Communicating stakeholder feedback and the outcomes of planning processes in a timely and organized manner is a critical part of achieving successful implementation. The matrix is designed to be flexible - it could contain anything from a numerical scoring system to qualitative notes depending on the specific comparative evaluation need.

The matrix can be filled out individually and compiled, but may provide more focused direction when filled out as a group in a workshop setting. It is critical that all reviewers have a complete understanding of the alternatives. Where the alternatives are not specific, assumptions should be agreed on and documented by all reviewers.

The TODAG has recently tested the matrix and the evaluation criteria in its review and evaluation of the Tacoma Dome Link Extension (TDLE) project's Tacoma Dome Station Area and Portland Avenue Station Area, as documented in its Progress Reports No. 1 (June 2020) and No. 2 (October 2021), respectively. A combination of three weighting systems (numerical scoring, graphical illustration, and qualitative testimony) was applied and proved to be fairly indicative of the group's general consensus on the subjects under review.

Topic and Evaluator	Alternative 1	Alternative 2	Alternative 3	Alternative 4
MULTIMODAL INTEGRATION <ul style="list-style-type: none"> • Convenient Transfer • Legible • Safe • Accessible 				
ECONOMIC DEVELOPMENT <ul style="list-style-type: none"> • Enable future investments • Permit Higher Intensity Uses • Employment Opportunities • Phasing 				
URBAN DESIGN AND PLACEMAKING <ul style="list-style-type: none"> • Neighborhood Identity • Create a Great Public Realm • Responsive Station Design • Systems of Elements 				
SOCIAL AND CULTURAL VIBRANCY <ul style="list-style-type: none"> • Cultural Resources • Public Art Enhancements • Street Level Activation 				
COMMUNITY BENEFITS <ul style="list-style-type: none"> • City Equity Index and Equity Map • Affordable Housing • Consistency with City Plans • Local Business and jobs • Community uses 				
Assumptions and Notes				

Implementation

Achieving alignment both internally among city departments as well as externally between the city, agencies, and other stakeholders, is critical to implementing a successful TOD.

1. Align drivers and mitigate risks

The city is likely to find the most support where drivers align, and where shared risks can be mitigated. The primary driver for the city is to create a TOD that embodies TOD principles and achieves the land use vision identified by its stakeholders and articulated in its planning policies.

Transit agencies seek reduced cost and time to build capital improvements as well as increasing ridership while minimizing operating costs.

Both Cities and Agencies would like to reduce barriers to access, and both would benefit from designing and delivering projects on time, in budget, and within scope resulting in a high-

quality customer focused system and experience.

Both the City and Transit Agencies are beholden to sources of funding, such as federal grants, which may come with specific stipulations about the process, components, or outcomes of a project. Other stakeholders with different drivers and risks include community residents, regional agencies, and private developers, and business development groups.

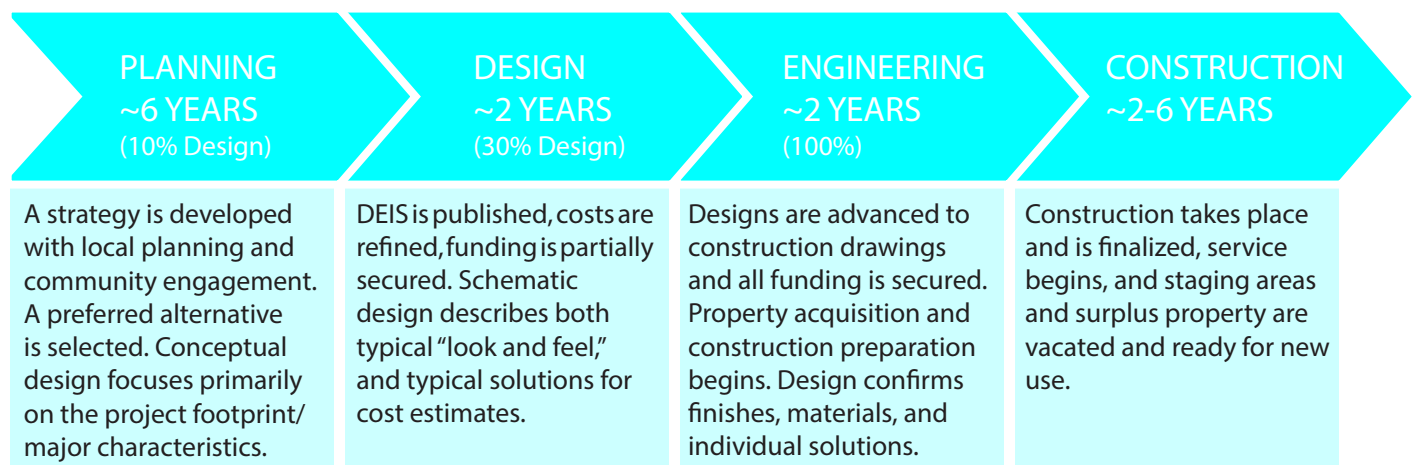
2. Define roles and responsibilities

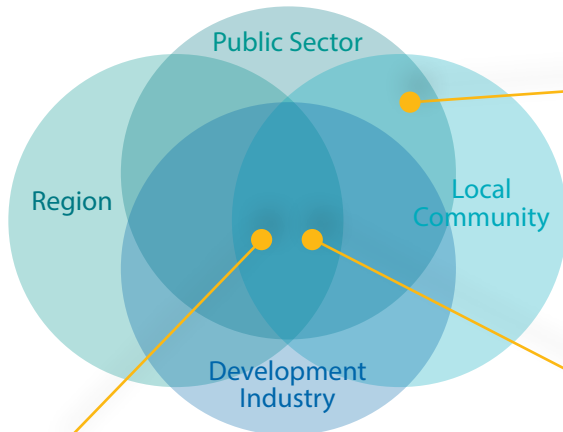
The transit agency plans, constructs, and operates the transit system. Municipalities, aided by the community and advisory groups, articulate a vision for the area and implement land use and transportation policy changes that help to enable this. These policy changes include zoning reform, incentives, and transportation demand management strategies. Roles can overlap and must be negotiated in areas such as the design and implementation of capital improvements to the public

realm surrounding the station. City control of the ROW can serve as a starting point. Ways to accelerate the project, such as early identification of utilities, should be identified.

3. Clarify the decision making process and project timeline

Working with intra-agency and cross departmental teams is a requirement for transit projects. It is important to establish early on who makes what decisions and a joint organizational chart with clearly defined processes for how issues are communicated, escalated, and resolved. This should be closely aligned with a timeline that works backward from the completed vision to define timeframes for key decisions. From here, timelines should be established to ensure decision makers have the information they need including technical data, planning process outcomes, and community feedback in time to make those decisions. For this reason, involvement of subject matter experts early on in the process is critical.





A City/Agency MOU should document concurrence on drivers, roles, decision making, and timelines as early on in the project as possible.



TRANSIT AGENCY

Portland Mall - Portland OR

After Portland Mall was built by the city in the 70s, and light rail was added by TriMet in the 80's and 90's, divestment and maintenance issues accrued. The city and transit agency perceived the mall as needing revitalization, so they partnered in 2009 to undertake a streetscape improvement and modernization project. TriMet led the effort with a team of urban design consultants working in close coordination with the Portland Bureau of Transportation and the local community. The initial project was financed primarily by TriMet, with various departments of the city of Portland taking primary responsibility for maintenance of the corridor. Portland transit mall's unique block-by-block approach provided a cohesive series of improvements, coordinated property owner investments, and improved passenger experience and safety resulting in significantly increased ridership.



PRIVATE SECTOR

Waterfront Park - Denver, CO

Denver's Waterfront Park neighborhood, adjacent to the Union Station depot, was developed over the course of 25 years. Throughout the process, the city worked closely with developers to craft an entitlement process that would ensure project success. Public realm improvements included a major park and a pedestrian bridge. Commons Park, which delivered regional benefits and enhanced connectivity to nearby neighborhoods, was paid for by the city. Millennium Bridge, which connected the station to the development and the park, was financed by both the developer and the city, with the city's stake ensuring iconic architectural quality. The project has generated over 400 million dollars in value and associated tax revenue while often being credited with catalyzing the revival of the wider downtown area. This case study further illustrates how community benefits and economic development reinforce one another.

Looking Forward

Tacoma is not alone in navigating the challenges that face cities around the world. Environmental degradation, the high cost of housing, and barriers to accessing public spaces, services, and employment threaten to undermine the environmental, economic, and social sustainability of the built environment. These are not separate issues, but rather a complex system of interconnected challenges¹.

Tacoma recognizes that Transit Oriented Developments, when properly implemented, provide our neighborhoods and region with an array of well documented benefits and the ability to more efficiently leverage public investment in the built environment. With incoming investment by Sound Transit, Tacoma believes that now is the time to begin planning to maximize the value of this investment in the region's future by ensuring it helps catalyze more livable, diverse, and resilient communities, and a public realm that reflects these values.

This tool kit aims to help the city and its community members partner with transit agencies, private developers, and other stakeholders to improve both the quality and function of the built environment. To that end, Tacoma will develop an integrated land use and transportation framework and approach for TODs that balances public benefits across a multitude of stakeholder priorities. The approach will integrate lessons learned in past projects, build on prior relationships with local stakeholders, actively and creatively grow new relationships, and be tailored to context. TODs will be driven by, and enhance, the unique characteristics and qualities of each place.

¹) *The Social Pillar of Sustainable Development A literature review and framework for policy analysis*, Institute of Technology Blanchardstown Dublin, 2014

Next steps for the City of Tacoma may include the following:

- Integrate an equity-rooted approach into the City's upcoming Transportation Master Plan update which positions the city to take a leadership role in the advancement of TOD.
- Conduct subarea planning, massing and connectivity analysis, and parking studies for station areas.
- Develop a workplan to collaborate both interdepartmentally and with external stakeholder groups, including: Residents, Employees, and Local Businesses; Property Owners; Sound Transit; Local Developers; PSRC; Tribal Government; Pierce County; Pierce Transit; Others as needed
- Review, monitor, and develop recommendations for other transportation projects by Sound Transit, the City of Tacoma, and Pierce Transit.
- Continue to refine urban design principles and priorities while integrating Transit Oriented Development into the citywide strategy for 20-minute neighborhood.
- Emphasize meaningful engagement with local communities and the value of design in enhancing cultural vibrancy.
- Further develop an implementation strategy to align drivers and mitigate risks, define roles and responsibilities, and clarify the decision making process and project timeline.
- Develop a capital improvement plan and financing strategies and, if appropriate, a Public Development Authority.
- Advance racial equity, climate resilience and public health and wealth goals through equitable Transit-Oriented Development (ETOD) – the next chapter of TOD: centering equity to eradicate disparities from the first round – as suggested in the City of Chicago's ETOD Policy Plan (www.chi.gov/etod).





City of Tacoma

W A S H I N G T O N



**CITY OF TACOMA, WASHINGTON
OFFICE OF THE CITY COUNCIL
COUNCIL CONSIDERATION REQUEST**

TO: Mayor & City Council
FROM: Council Member Thoms and Council Assistant Lynda Foster
COPIES TO: Elizabeth Pauli, City Manager; Tadd Wille, Deputy City Manager; Bill Fosbre, City Attorney
SUBJECT: Adding an application to the 2022 Land Use Regulatory Code Amendment process to consider increasing districts where electric fences are allowed
DATE: November 17, 2021

I ask for your support for a Resolution to add an application to increase districts where electric fences are allowed to the 2022 Land Use Regulatory Code Amendment process for consideration and technical analysis.

LEGISLATIVE INTENT:

This resolution directs the City Manager to have staff and the Tacoma Planning Commission evaluate a code change to increase the number of districts where electric fences are allowed through the 2022 Land Use Regulatory Code Amendment process.

Throughout the City, businesses have raised concerns of increased theft and safety issues that have added severe expenses. The intention of this resolution is to propose code that would allow the use of electric fences as a secondary security method to protect assets like parking lots. The fencing would be installed on the inside of a traditional fence, and would work as a secondary deterrent for theft. Currently, electric fences are prohibited in all zoning districts except for industrial. Consideration of code changes should be limited to zoning in downtown, commercial, and mixed use districts. It does not include residential zoning. Sample language and development standards for consideration can be found in the attached document, “Model Electric Fence ordinance”.

The proposal to change where electric fences will require a change to TMC 13.06.090.K.3, which requires review by the Tacoma Planning Commission. The project cycle of the 2022 Annual Amendment to the One Tacoma Comprehensive Plan and/or the Land Use Regulatory Code (“2022 amendment”) runs from January 2021 through June 2022. The *One Tacoma Plan* is the blueprint for achieving the community's vision for future growth and the Land Use Regulatory Code (Title 13 of the Tacoma Municipal Code) is a key tool to implementing the goals and policies of the plan. These documents are reviewed and amended, generally, on an annual basis in accordance with the State Growth Management Act in order to maintain their effectiveness. The Planning Commission will make recommendations to the City Council for final review and approval in 2022.

ALIGNMENT WITH TACOMA 2025 KEY FOCUS AREAS:

This program, project, or event is best aligned with the following:

Economy/Workforce: *Equity Index Score:* Select Index Score.

Increase the number of Tacoma households that have livable wage jobs within proximity to the city.

Decrease the number of vacant properties downtown and in the neighborhood business districts.

Livability: *Equity Index Score:* Moderate Opportunity

Increase positive public perception of safety and overall quality of life.

If you have a question related to the Council Contingency Fund Request, please contact Lynda Foster at 253.591.5166 or Lynda.Foster@CityofTacoma.org.


SUBMITTED FOR COUNCIL CONSIDERATION BY:


Council Member Thoms

SUPPORTING COUNCIL MEMBERS SIGNATURES (2 SIGNATURES ONLY)

(Signatures demonstrate support to initiate discussion and consideration of the subject matter by City Council for potential policy development and staff guidance/direction.)

1.  POS# 6

2.  POS# 7

Mayor's initials



MODEL ELECTRIC FENCE ORDINANCE

A. The construction and use of electric fences shall be allowed in the city only as provided in this section, subject to the following standards:

1. IEC Standard 60335-2-76: Unless otherwise specified herein, electric fences shall be constructed or installed in conformance with the specifications set forth in International Electro technical Commission (IEC) Standard No. 60335-2-76.
2. Electrification:
 - (a) The energizer for electric fences must be driven by a commercial storage battery not to exceed 12 volts DC. The storage battery is charged primarily by a solar panel. However the solar panel may be augmented by a commercial trickle charger.
 - (b) The electric charge produced by the fence upon contact shall not exceed energizer characteristics set forth in paragraph 22.108 and depicted in Figure 102 of IEC Standard No. 60335-2-76.
3. Perimeter fence or wall:
 - (a) No electric fence shall be installed or used unless it is completely surrounded by a non-electrical fence or wall that is not less than five feet.
4. Location: Electric fences shall be permitted on any non-residential outdoor storage areas.
5. Height: Electric fences shall have a height of 10 feet (or 2 feet higher than the perimeter fence whichever is higher).
6. Warning signs: Electric fences shall be clearly identified with warning signs that read: "Warning-Electric Fence" at intervals of not less than sixty feet.
7. Electric fences shall be governed and regulated under burglar alarm regulations and permitted as such.

Date	Meeting	Subject	Department	Background
November 23, 2021	City Council Study Session (dial-in)	Transit-Oriented Development Advisory Group Update	Planning and Development - Brian Boudet	The Transit-Oriented Development Advisory Group (TODAG) will report on its accomplishments and seek City Council direction on the path forward.
		City Manager's Goals and Performance Check-in	Human Resources - Shelby Fritz	Staff will prepare the Mayor and City Council for the City Manager's Goals and Performance Check In meeting.
		Manuel Ellis Investigation Update	Tacoma Police Department	
	City Council Meeting (dial-in, 5:00 PM)			
November 30, 2021	City Council Study Session (dial-in)	Homelessness Update	Neighborhood and Community Services - Linda Stewart	Staff will provide the Mayor and City Council an update on the City's Homelessness efforts.
		Manuel Ellis Investigation Update	Tacoma Police Department	
		Executive Session 90 Minutes - City Manager Performance check and goal review	Human Resources - Shelby Fritz, Mayor Woodards, City Manager Pauli	
	City Council Meeting (dial-in, 5:00 PM)			
December 7, 2021	City Council Study Session dial-in)	Age Friendly Tacoma Action Plan	CM Hunter	
		Commissions Boards and Committees	Office of Equity and Human Rights Director - Lisa Woods City Manager's Office Ted Richardson	Staff will present on current levels of representation of the City's Committees, Boards and Commissions that report to Council standing committees in efforts to better track and diversify these CBC's and way that the CBC's can become more welcoming to historically marginalized and underrepresented members of the Tacoma Community.
		Options for 2022 Cancelled Meetings	Mayor Woodards	
	City Council Meeting (dial-in, 5:00 PM)			
December 14, 2021	City Council Study Session dial-in)			
	City Council Meeting (dial-in, 5:00 PM)			
December 21, 2021	Cancelled			
December 28, 2021	Cancelled			

Economic Development Committee			
Committee Members: Thoms (chair), Blocker, McCarthy, Ushka, Alternate-Woodards Executive Liaison: Tadd Wille; Staff Support - Lynda Foster		2nd, 4th, and 5th Tuesdays 10:00 a.m. Virtual meeting	CBC Assignments: •Tacoma Arts Commission •Greater Tacoma Regional Convention Center Public Facilities District •City Events and Recognition Committee •Tacoma Creates Advisory Board
	Topic	Presenter	Description
November 23, 2021	Tacoma Venues & Events	Adam Cook, Interim Director, Tacoma Venues & Events	An update on the operations and reopening of the Tacoma Dome, Greater Tacoma Convention Center, Performing Arts Venues, and Cheney Stadium.
Future			
November 30, 2021	Tacoma Arts Commission Interviews	Doris Sorum, City Clerk	
December 14, 2021	TVE Director Interviews	Tadd Wille, Deputy City Manager	
	Tacoma Creates Annual Report	Amy McBride, Tacoma Arts Administrator, Office of Arts & Cultural Vitality/Tacoma Venues & Events	Staff will share results of the annual report of the inaugural year of Tacoma Creates.
December 28, 2021	[New Years week]		

<i>Infrastructure, Planning, and Sustainability Committee</i>			
Committee Members: McCarthy (Chair), Walker (Vice Chair), Beale, & Hunter; Alternate-Ushka Executive Liaison: Mike Slevin; Coordinator: Claire Goodwin		2nd and 4th Wednesdays 4:30pm Virtual Meeting	CBC Assignments: •Sustainable Tacoma Commission •Planning Commission •Landmarks Preservation Commission •Board of Building Appeals •Transportation Commission
	Topic	Presenters	Description
November 24, 2021	Cancelled		
December 8, 2021	Planning Commission Interviews	Doris Sorum, City Clerk	
December 22, 2021	Cancelled		

Government Performance and Finance Committee			
Committee Members: Hines (Chair), Hunter (Vice Chair), Thoms, and Walker Alternate - Blocker		1st and 3rd Tuesday	CBC Assignments: •Public Utility Board •Board of Ethics •Audit Advisory Board •Civil Service Board
Executive Liaison: Andy Cherullo; Staff Support - Ted Richardson		10 a.m.	
		Room 248	
	Topic	Presenter	Description
December 7, 2021	Board of Ethics Interviews	Doris Sorum, City Clerk	
	Audit Advisory Board Meeting		
	Monthly Budget Report	Hayley Falk, Management Analyst, Office of Management and Budget	Monthly Budget Update
December 21, 2021	Canceled		

Community Vitality and Safety			
Committee Members: Ushka (Chair), Beale, Hines, Blocker, Alternate-Hunter Executive Liaison: Linda Stewart; Staff Support - Ted Richardson		2nd and 4th Thursdays 4:30 p.m. Room 248	CBC Assignments: Community's Police Advisory Committee • Human Services Commission • Human Rights Commission • Housing Authority • Commission on Disabilities • Library Board • Tacoma Community Redevelopment Authority • Commission on Immigrant and Refugee Affairs
	Topic	Presenter	Description
December 9, 2021	Transformation Update		
December 23, 2021	Canceled		
Potential Topics	CPAC regular updates		
	Notice of Funding Availability - expanding the service provider pool	Linda Stewart, Director, Neighborhood and Community Services	