



## WEEKLY REPORT TO THE CITY COUNCIL

April 25, 2019

Members of the City Council  
City of Tacoma, Washington

**Dear Mayor and Council Members:**

### **ITEMS OF INTEREST**

1. **Sound Transit is accepting public comments, through May 1, 2019, on route and station alternatives, as well as topics associated with the Tacoma Dome Link Extension project that should be studied in the Environmental Impact Statement (EIS) process.** The Planning Commission has provided the attached comments to Sound Transit.

In addition, in preparation of the Tacoma City Council's consideration for scoping comments on the preferred alternative to the Sound Transit Tacoma Dome Link Extension project, the Tacoma Transportation Commission submitted the attached letter to the Infrastructure, Planning, & Sustainability Standing Committee, Mayor, City Manager, Sound Transit Project Manager, and Chair of the Planning Commission. The City Council is tentatively scheduled for early June to formulate its recommendations for the Sound Transit Board's consideration in July, when they finalize the scope of work for the Environmental Impact Statement.

### **STUDY SESSION/WORK SESSION**

2. The **City Council Study Session** of Tuesday, April 30, 2019, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion items will include: (1) **Historic Preservation Program Updates**; (2) **Tacoma Rescue Mission Expansion Proposal**; (3) **Other Items of Interest**; (4) **Committee Reports**; and, (5) **Agenda Review and City Manager's Weekly Report**.

At Tuesday's Study Session, Planning and Development Services' **Historic Preservation staff will present an overview and update of the past year's Historic Preservation Program activities and initiatives.** The presentation will also provide an outline of events and activities for Historic Preservation Month, which occurs in May, and a forecast of projects, events and initiatives for 2019.

As a second item at the Study Session, Neighborhood and Community Services staff will share a **proposal for use of \$1,600,000 in Capital Funding to support the Tacoma Rescue Mission's shelter expansion of 50 beds by the end of 2019.** Shelter expansion will provide safe, temporary shelter for individuals experiencing homelessness in Tacoma. The shelter expansion project will utilize an existing building located at the current Rescue Mission site, by transitioning a warehouse and storage facility to use as a permanent shelter. The renovated building will provide temporary shelter for adults (men, women, and couples).

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

#### **MARK YOUR CALENDARS**

4. You have been invited to the following events:

- **Graduate Tacoma's 2019 Community Impact Report Forum on Friday, April 26<sup>th</sup>, 8:00 a.m.,** at the STAR Center, located at 3873 South 66<sup>th</sup> Street.
- **Forterra's Annual Breakfast *A Place for All of Us* on Tuesday, April 30<sup>th</sup>, from 7:30 to 9:00 a.m.,** at the Washington Convention Center, located at 705 Pike Street, Seattle.
- **Annual Girl Scouts of Western Washington Luncheon on Thursday, May 2<sup>nd</sup>, Noon,** at the Hotel Murano, located at 1320 Broadway.
- **Annual Pierce County Law Enforcement Memorial Ceremony on Thursday, May 2<sup>nd</sup>, 6:00 p.m.,** at the McGavick Student and Conference Center at Clover Park Technical College, located at 4500 Steilacoom Blvd, #23, Lakewood.
- **Tacoma Vet Center Honor & Appreciation Event to honor our Vietnam Veterans on Friday, May 3<sup>rd</sup>, 11:00 a.m. to 2:00 p.m.,** at 4916 Center Street, # E.

- **Safe Streets 30<sup>th</sup> Anniversary Gala on Saturday, May 4<sup>th</sup>, 5:30 p.m., at the Hotel Murano, located at 1320 Broadway.**

Sincerely,



Tadd G. Wille  
Acting City Manager

TGW:crh  
Attachments



City of Tacoma  
Planning Commission

Stephen Wamback, Chair  
Anna Petersen, Vice-Chair  
Carolyn Edmonds  
Ryan Givens  
David Horne  
Jeff McInnis  
Brett Santhuff  
Andrew Strobel  
Dorian Waller

April 17, 2019

Elma Borbe  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

RE: Tacoma Dome Link Extension Scoping Comments

Dear Ms. Borbe:

Thank you for the opportunity to share our thoughts in regards to the scoping for the Tacoma Dome Link Extension (TDLE) project.

The City of Tacoma's Planning Commission has been actively involved in the TDLE process. We have a Commissioner designated to the Stakeholder Group, another Commissioner involved in the Interagency Group (not representing the Commission, but the Puyallup Tribal Administration), Commission liaisons (i.e., City of Tacoma staff) involved in the Interagency Group, and other Commissioners participating in the project as interested citizens. We also appreciate the fact that Sound Transit updated the Planning Commission and the Transportation Commission about the project during a joint session of the two Commissions on March 20, 2019.

We understand that the TDLE project is at a critical juncture, wherein the Sound Transit Board will make decisions in July 2019 on preferred station locations and alignments and any alternatives to move forward into the Environmental Impact Statement (EIS) phase. Recognizing this significance, it is important for the Planning Commission to identify which station locations and alignments we would want to see studied further and any environmental or design considerations that should be specifically addressed in the EIS.

We would like to offer the following thoughts for your consideration. These thoughts were formulated based on the deliberations of the Planning Commission, conducted in coordination with the Transportation Commission.

**East Tacoma Station Area:**

- 1. Preferred Alternatives** – Our preferred station locations and alignments for the East Tacoma Station Area to move into the EIS process are "ET3A/3B – East 26<sup>th</sup> Street", which are the alternatives with more potential as indicated in the preliminary conclusion that Sound Transit has been able to reach through Level 1 and Level 2 analyses and community outreach. A lot of the discussion about the East Tacoma Station relates to the desire to effectively serve neighborhoods of Tacoma's east side and specifically the Lower Portland Avenue Mixed-Use Center. To that end, route alignments and station locations were offered south of I-5 for consideration. However, there appeared to be numerous obstacles to these locations, and the Stakeholder Group suggested eliminating these options from consideration. For the remaining potential station locations, there are challenges to siting and designing a station north of I-5 so that it is readily and easily accessible.

2. **Connection to Lower Portland and McKinley Hill** – Sound Transit should strengthen the pedestrian, bike and transit connections from the station area to the Lower Portland Avenue Mixed-Use Center, particularly on Portland Avenue, East R Street, and Bay Street. We acknowledge that there is strong community desire for a pedestrian bridge over I-5 at East R/Bay Streets. In addition, East L Street should be identified as an important potential access route for people using the station traveling to/from the McKinley Hill area. Sound Transit should consider ET3 station design options that might bridge Portland Avenue with access portals on each side of the street, which could facilitate better linkages to potential development areas on both sides of Portland Avenue and added accessibility for those traveling from McKinley Hill.
3. **Parking** – The lack of parking at the East Tacoma station area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and properly mitigated.
4. **Street Network** – The existing street network and traffic patterns make this area difficult and ill-suited to locating and accessing a station. Sound Transit should work closely with the City of Tacoma on larger street network/grid improvements and reconfiguration to better serve station access and address traffic flow issues in the area.
5. **Station Design** – Station design is an opportunity to create a new identity for this area with station architecture that makes a proud statement. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.
6. **Vision and Zoning** – The current zoning and land-use patterns are not ideal for the type of development generally desired immediately adjacent to a station location. If a station is to be sited here, a larger community conversation should consider how to re-envision and re-invest in this area. The station could be the impetus to redesign some of the streets and intersections to better serve traffic flow, station access, and create a more pedestrian-friendly development area. The Planning Commission and the community as a whole should reconsider the vision and zoning for this area based on the impact and potential benefits of the station location. Particularly, rezoning might be considered for the area north of I-5 between East R/Bay Streets and East L Street up to the existing freight tracks. We encourage Sound Transit to participate in and contribute to the discussion.
7. **Future Connection to East Side** – From east side stakeholders, the importance of multimodal connections and how transit might integrate with a station was a recurring comment. Worthy of consideration would be how a future expansion of the Tacoma Link (streetcar) or a Bus Rapid Transit (BRT) line serving the Tacoma east side might integrate with such improvements.

**Tacoma Dome Station Area and Future System Expansion:**

8. **Cut-and-Cover Consideration** – There are many important considerations to the siting of the TDLE facility in the Tacoma Dome Station Area, however, one of the first key questions is "What type of station is appropriate for this neighborhood?"

To the question, the elevated station and alignment alternatives as currently presented should be a non-starter. An elevated solution may be technically feasible and probably cost advantageous,



however, we have concern for both the visual and development impacts on the current and future neighborhood. The Dome District cannot accommodate additional at-grade crossings in an area already congested with vehicular, rail, and streetcar traffic. There are route alignments and station locations among the presented alternatives that because of topography are likely more viable for below-grade stations.

We believe a below-grade, cut-and-cover station and track facility is more appropriate to the urban fabric, urban design, the sense of place, the intermodal connectivity, and the level of residential and commercial development envisioned for the Dome District. We strongly recommend that the cut-and-cover alternative be further studied in the EIS process. The cut-and-cover consideration fulfills and reinforces many policies and provisions articulated in various elements of the *One Tacoma Plan*, the City of Tacoma's Comprehensive Plan, as exemplified below:

- The cut-and-cover facility can be reasonably construed as a type of "utility" as referred to in this policy: "Whenever feasible, ensure that utilities in designated centers, business districts, and priority pedestrian areas are undergrounded." (Policy PFS-7.15, Public Facilities and Services Element, p. 9-18)
- In the same way, the cut-and-cover can be considered an action to "prioritize undergrounding of utilities in designated centers" that would "reduce and minimize visual clutter related to utility infrastructure." (Policies DD-6.6 and DD-6.5 respectively, Design and Development Element, p. 3-18)
- The cut-and-cover concept is intended to "design for people" and "encourage a creative approach to density." ("Overall Urban Design Goals", Downtown Element, p. DT-45)
- The cut-and-cover facility would "infuse the City's built environment with creative expression and design that encourages expressions of creativity and results in vibrant public spaces where people want to be." (Goal DD-14, Design and Development Element, p. 3-27)
- The cut-and-cover facility supports this policy: "Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services, and support more walking, bicycling, and transit use." (Policy DD-5.17, Design and Development Element, p. 3-15)
- The cut-and-cover facility would help achieve this policy: "Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services." (Policy UF-9.4, Urban Form Element, p. 2-47)
- The cut-and-cover facility presents a great opportunity to be "located and designed to complement the aesthetics, social interactions and urban design of the community." ("Designed and Located for Community Values", Public Facilities and Services Element, p. 9-17)
- The cut-and-cover facility avoids the concern that "as the downtown grows, poor siting of bulky or tall buildings can adversely impact the environmental quality of surrounding public realm through the loss of sky view and shadowing." ("Livability Criteria to Guide Building and Public Realm Design", Downtown Element, p. DT-23)

- The cut-and-cover consideration implements this policy: "In collaboration with Pierce Transit and Sound Transit design transit stops and inter-modal connections integrated with the public realm, providing gathering spaces and an improved end-to-end transit experience." (Policy 2.3G.A, Downtown Element, p. DT-34)

We have heard conversations during Stakeholder Group meetings and community open houses that suggest cut-and-cover a potentially viable option. We urge Sound Transit to pursue this in the next phase; if not, there will not be the same level of analysis done on both elevated options and below-grade options for the Sound Transit Board to make an informed final decision.

9. **Over-the-Sounder Consideration** – The Over-the-Sounder concept has also been brought up as a potentially viable option for the TDLE alignment in the Tacoma Dome Station area. With this option, an elevated track facility would be constructed along and above the existing Sounder Commuter tracks and an elevated station adjacent to Freighthouse Square. Similar to the cut-and-cover option, the Over-the-Sounder option would result in less impact to the urban fabric, streetscape, and development potential for the area than would elevated alternatives running above existing street corridors. The elevated station would provide the same intermodal connectivity as the existing commuter rail station to the E. 25th Street and Puyallup Avenue area, while allowing more effective connections to the uphill area near E. 26th Street and Tacoma Dome. We encourage Sound Transit to think outside the box and include the Over-the-Sounder option in the EIS evaluation process.
10. **Future Expansion** – Another key factor in the consideration for the siting of the TDLE facility in the Tacoma Dome Station Area is the future potential expansion of the system into the Tacoma Mall Regional Growth Center area and beyond. We appreciate the fact that the study for such expansion has been funded in the ST3 package and Sound Transit has already factored the future expansion in all alternatives as currently presented. However, how an alignment would cross I-705, one of the determining factors for alignment selection, does not seem to have been explicitly articulated in the Level 2 evaluation. We recommend that this issue be specifically addressed in the EIS. Furthermore, we would like to draw your attention to the Brewery District. As anticipated in the *One Tacoma Plan* (Urban Form Element, p. 2-21), the Brewery District is situated between the UWT/Museum District and the Dome District, and has the potential to serve as an important connector between them while it continues to develop into a higher intensity transit-oriented neighborhood in its own right. In recognition of the City's desire to better serve downtown as a residential and employment center, we suggest that Sound Transit consider incorporating a South Downtown/Brewery District Station (perhaps near Tacoma Avenue and S. 27th Street) in the future expansion of the line. This could require a segment of tunnel as part of the alignment which seems more feasible if a below-grade station is the solution for the Tacoma Dome Station Area.
11. **Preferred Alternatives** – If the cut-and-cover option is moved forward for EIS evaluation, the station location alternatives would be identified and determined, depending on the alignment of tracks and tunnels, the surface access points, underground utilities, water table, topography, and many other factors. We would suggest that "TD4 – East 26th Street In-street" may be a viable, competitive alternative, based on grade changes and due to its centralized location from the surrounding transportation facilities, tourist attractions, and residential and commercial development. If the elevated type of facility is to be moved forward, our preferred alternative is "TD2 – 25th Street West", which is identified as one of the alternatives with more potential. We acknowledge that "TD3 – 25th Street East" is also identified as an alternative with more potential. We do not



necessarily object to that notion, nor would we rule out the possibility of the final station location (if this alignment is selected) being somewhere between TD2 and TD3. We would submit that TD3 may not allow as full an opportunity as TD2 for transit-oriented development near the station area and seamless connections between other modes.

- 12. Parking** – The existing parking garages at the Tacoma Dome station area have been well utilized and operating at capacity on a regular basis. The anticipated lack of sufficient parking in the area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections, especially in the Tacoma Dome Station area, which is one of the principal multimodal transportation hubs of the region. We are also fully aware and supportive of the vision for the Dome District area which is to continue to grow and develop into a true urban environment. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and property mitigated.
- 13. Station Design** – Station design is an opportunity to create a new identity for this area with station architecture (elevated option) or station entrance plaza (below-grade option) that makes a proud statement and reinforces the fact that this is the most urban station location in the South Corridor. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.
- 14. Additional Factors** – In addition to the aforementioned suggestions, we would offer the following factors for Sound Transit's consideration for the evaluation and selection of station locations and alignments:

  - All potential station locations in the Dome District are in very close proximity to one another. The primary considerations from an advantages and disadvantages standpoint should be how the station would integrate with transfer to other modes and what impact an alignment and station location would have on the character of this area and development potential.
  - To achieve the Dome District's vision as a dense urban neighborhood, it is critical that the TDLE project be integrated in a way that facilitates a tight-knit collection of residential, commercial, and institutional uses that maximize the use of private property. Therefore, preference should be given to station locations and alignments that utilize rights-of-way (ROWs) and minimize impact to parcels and their potential development.
  - Visual impacts of elevated station and track alignment on the Dome District should be sensibly addressed. This includes the visual impacts of the tail-segment of the track facility reserved for the train switch-back operation and future expansion of the line.
  - The Dome District street network is already congested and complicated with frequent signaled intersections, shallow blocks, and track crossings for the streetcar and rail. A grade separated solution should be considered.
  - Consideration for the siting of the station and how it relates to transit connections and points of access are critical. This includes a better understanding and analysis of routes of



travel to the district from Downtown and from South Tacoma via South Tacoma Way/26th Street or from McKinley Hill via D Street.

The Tacoma Dome Link Extension is a 50+ year investment. We applaud Sound Transit for striving to fully engage the community and collaborate with jurisdictions and agencies in the development of this important transportation project. Tacoma, as the largest growth center of the South Puget Sound, is a destination served by TDLE, not just a terminal on the line. While we appreciate Sound Transit's conduct of business in a pragmatic and fiscally responsible manner, we encourage Sound Transit to envision big, look long-term, think outside the box, and stay flexible.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Wamback". The signature is fluid and cursive, with a long horizontal stroke at the end.

Stephen Wamback, Chair  
Tacoma Planning Commission

- c. Mayor Victoria Woodards and Members of the Tacoma City Council
  - Elizabeth Pauli, Tacoma City Manager
  - Co-Chairs Jane Moore and Gerrit Nyland and Members of the Tacoma Transportation Commission
  - Brian Boudet, Planning Manager, Tacoma Planning and Development Services Department
  - Lisa O'Hanlon, Tacoma Government Relations Office
- Pierce County Representatives on the Sound Transit Board of Directors:
  - Bruce Dammeier, Pierce County Executive
  - Kent Keel, University Place Mayor
  - Kim Roscoe, Fife Mayor
  - Victoria Woodards, Tacoma Mayor



City of Tacoma  
Transportation Commission

April 24, 2019

Ryan Mello, Chair  
Infrastructure, Planning, and Sustainability Council Committee  
747 Market Street, Suite 1000  
Tacoma, WA 98402

Re: Sound Transit Tacoma Dome Link Extension

Dear Chair Mello,

Formed in 2013, the City of Tacoma Transportation Commission leads community efforts to ensure the transportation system investments in the City of Tacoma prioritize safety, efficiency and effectiveness. This letter identifies Tacoma Dome Link Extension station location preferences, and the rationale behind those choices.

In 2016, the Transportation Commission urged the City Council and then Mayor Strickland to fight for Tacoma Dome Link Extension completion by 2028. While the plan is for 2030, this Commission continues to prize timely completion, which requires focusing on only the most desirable locations. Therefore, the Transportation Commission recommends advancing just two elevated station locations at the East Tacoma Station and two elevated station locations at the Tacoma Dome Station for analysis in the next stage. The following recommendations prioritize safe and speedy pedestrian access to destinations and other modes of transit.

**City of Tacoma Transportation Commission Recommendation 1**

- Move forward East Tacoma Stations ET3A and ET3B for further analysis, with neither being prioritized as our top priority.

**City of Tacoma Transportation Commission Recommendation 2**

- Move forward Tacoma Dome Station TD2 as our top priority and Tacoma Dome Station TD3 as a secondary priority for further analysis.

For Recommendation 1, the Transportation Commission prefers the East Tacoma Stations ET3A and ET3B. These stations provide the best pedestrian connection to residential development in East Tacoma and to the Puyallup Tribe of Indians casino, a major employment and regional destination. With changing zoning to the west and north of the ET3A and ET3B station positions, this location also promotes future development. In addition to recommending these locations, the Transportation Commission highly recommends:

- A grade separated pedestrian route to the station from both the east and west side of Portland Avenue.

- An enhanced pedestrian and bicycle route to the south, either over I-5 or along existing routes under I-5 with improvements for both safety and the perception of safety.
- Design a pedestrian and bicycle route to the north to connect with the future Tacoma to Puyallup connection.

The other East Tacoma options fail to adequately connect to the East Tacoma neighbors, the primary target of this station location.

For the station location choices in Recommendation 2, the Transportation Commission prioritizes safe and efficient pedestrian movement between the Link, fixed route service, the new Bus Rapid Transit, the Tacoma Link, parking, the Sounder, Sound Transit Express buses, taxis and ride shares. While other stations may appear advantageous, they provide challenges that would cause riders to navigate multiple grade connections (more than one elevator or escalator needed), vehicular conflicts, and longer distances.

Furthermore, TD2 provides the least impact to current and future development. Other stations may require right of way acquisition that would demolish current structures or prevent development in an area designed for density. TD2 also appears to best provide for the potential future Link extension toward the Tacoma Mall area, a continuing Transportation Commission priority.

In designing TD2, the Transportation Commission highly recommends the routes between the Light Rail Platform to the platforms of other modes of transit include:

- No more than one elevator ride.
- No pedestrian/vehicular conflicts.
- A covered route.

Additionally, the Commission recognizes the historic importance of this area in relation to the Puyallup Tribe of Indians. This project should take the utmost care to work in consultation with the Puyallup Tribe of Indians to provide the least amount of disruption to the members of the Tribe, their historical lands, their reservation, and the lands they own.

Overall, the East Tacoma Station options ET3A and ET3B combined with the Tacoma Dome Station option TD2 provide the best connection to local and regional destinations, allow pedestrians the most efficient and safest routes, and will minimize issues that may prevent on-time and on-budget completion. For these reason we urge Sound Transit to choose these stations for additional analysis in the Environmental Impact Statement.

Sincerely,



Dr. Jane Moore  
Co-Chair  
Transportation Commission



Gerrit Nyland  
Co-Chair  
Transportation Commission

cc: Mayor Victoria Woodards  
Tacoma City Councilmembers  
Tacoma City Manager  
Steve Wamback, Planning Commission Chair  
Claire Chase, Sound Transit

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
April 30, 2019	City Council Study Session (TMBN 16, Noon)	Historic Preservation Program Updates	PDS	May is Historic Preservation Month and PDS staff will provide updates on the City's Historic Preservation Program.
		Tacoma Rescue Mission Expansion	NCS	Proposal for use of \$1,600,000 in Capital Funding to support the Tacoma Rescue Mission's shelter expansion of 50 beds by the end of 2019. Shelter expansion will provide safe, temporary shelter for individuals experiencing homelessness in Tacoma.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			



**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
May 7, 2019	City Council Study Session (TMBN 16, Noon)	2018 Year-End Financials, Reappropriation, and 2019 1 <sup>st</sup> Quarter Financials	Office of Management and Budget	OMB will present the 2018 Year-End and 1 <sup>st</sup> Quarter 2019 Financial Report as well as provide a briefing on the 2019 Reappropriation process.
		Review Proposed Six-Month Tideflats Interim Regulations Extension Public Hearing Testimony	PDS	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
May 14, 2019	Joint U-Board Study Session (TMBN 16, Noon)	Click! Contract Negotiation Update	CAO	
		City's Classification and Compensation Study	HR	
	City Council Study Session (TMBN 16, Noon)	Executive Session - City Manager's Performance Review	Council	
	City Council Meeting (TMB Council Chambers, 5:00 PM)	First Reading Tideflats Interim Regulations Extension Ordinance	PDS	
May 21, 2019	City Council Study Session (TMBN 16, Noon)	Bloomberg Harvard Innovation Project Update	Mayor	
		Community Workforce Agreement Taskforce Recommendations and Report	CMO	Facilitator Karen Reed will present recommendations developed by the "CWA Task Force" (comprised of leaders from labor unions, private contractors, minority and women's business enterprises, and economically distressed communities).
	Special Committee of the Whole Meeting (TMBN 16, 3:00)	Council Strategic Planning Work Session Follow-Up	CMO/OMB	This will be part two of the follow up for the Council's February 15th Strategic Planning Work Session to summarize Council priority policies that were identified and propose next steps to move to action.
	City Council Meeting (TMB Council Chambers, 5:00 PM)	Final Reading Tideflats Interim Regulations Extension Ordinance	PDS	
May 28, 2019	CANCELLED			

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
June 4, 2019	City Council Study Session (TMBN 16, Noon)	Tacoma Dome Link Extension Update	PDS	Staff from PDS and Sound Transit will review the community input received during the scoping period and discuss the Council's potential input to the Sound Transit Board regarding preferred station locations and route alternatives.
		Prioritizing New Streetlights with an Equity Lens	PW	The 2019/2020 Public Works budget included funding for the installation of 200 new streetlights in Tacoma. Presentation will be an overview of the overall need for new streetlights, identify existing infrastructure scenarios, and outline how Public Works is prioritizing the new installations and applying the Equity Index in an objective and systematic way.
	City Council Meeting (TMB Council Chambers, 5:00 PM)	JBLM Airport Overlay District Public Hearing	PDS	
June 11, 2019	City Council Study Session (TMBN 16, Noon)	Recommendations for Commingled Recycling	ESD/SWM	Solid Waste Mgt staff will provide recommendations based on the results of outreach efforts related to commingled recycling.
		JBLM Airport Overlay District	PDS	Review the June 4th public hearing testimony.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
June 18, 2019	Joint Public Utility Board Study Session (TMBN 16, Noon)	Click! Contract Negotiation Update	CAO	
	City Council Meeting (TMB Council Chambers, 5:00 PM)	JBLM Airport Overlay District Ordinance First Reading	PDS	
June 25, 2019	City Council Study Session (TMBN 16, Noon)	South Sound 911 Governance Restructuring	CAO	
		Beacon Senior Center Update and Stability Site Recommendations	NCS	Staff will provide an update on the youth and young adult services, including overnight shelter, and the senior services at the Beacon Center. In addition, recommendations for the Stability Site will be shared.
	City Council Meeting (TMB Council Chambers, 5:00 PM)	JBLM Airport Overlay District Ordinance Final Reading	PDS	

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
July 2, 2019	City Council Study Session (TMBN 16, Noon)	Environmental Action Plan	ESD	Each year, the City releases its latest assessment of the state of our environment. Staff will give an overview of the 2018 annual Environmental Action Plan Progress Report.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 19, 2019	City Council Study Session (TMBN 16, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 16, 2019	Study Session (TMBN 16, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 23, 2019	City Council Study Session (TMBN 16, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 30, 2019	City Council Study Session (TMBN 16, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			

<b>Community Vitality and Safety</b>			
<b>Committee Members:</b> Blocker (Chair), Beale, Thoms, Ushka, Alternate-Hunter <b>Executive Liaison:</b> Linda Stewart; <b>Staff Support -</b> Will Suarez		<b>2nd and 4th Thursdays</b> <b>4:30 p.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> • Citizen Police Advisory Committee • Human Services Commission • Human Rights Commission • Housing Authority • Commission on Disabilities • Library Board • Tacoma Community Redevelopment Authority
May 9, 2019	Tacoma Community Redevelopment Authority Board Interviews	Doris Sorum, City Clerk	3 vacancies
Future			
May 23, 2019	Human Services Commission Interviews	Doris Sorum, City Clerk	5 vacancies
June 13, 2019	Continuous Improvement Advocates Project: Reducing Emergency Medicine Treatment Errors	Sionna Stallings-Alailima, Fire Lieutenant, Tacoma Fire Department	From Sept.- Dec. 2018, Tacoma Fire Lieutenant, Sionna Stallings-Alailima, led a team to investigate emergency treatment errors as part of her course work in the CI Advocates program. In her presentation she will review suggested actions and discuss steps her workgroup has taken to prevent harm to customers and reduce the risk for potential litigation.
	Closed Captioning Resolution and Education Campaign	Lucas Smiraldo, Policy Analyst II, Office of Equity and Human Rights; Todd Holloway, Chair, Tacoma Area Commission on Disabilities	The Tacoma Area Commission on Disabilities (TACOD) is requesting support from the Community, Vitality and Safety Committee to recommend a resolution that will promote the practice of using closed captioning on televisions in establishments frequented by people in Tacoma including pubs, restaurants, bars, waiting rooms and other shared public spaces.



<b>Economic Development Committee</b>			
<b>Committee Members:</b> Thoms (Chair), McCarthy, Ushka, Woodards, Alternate-Beale <b>Executive Liaison:</b> Tadd Wille; <b>Staff Support</b> - Lynda Foster		<b>2nd, 4th, and 5th Tuesdays</b> <b>10:00 a.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> •Tacoma Arts Commission •Greater Tacoma Regional Convention Center Public Facilities District •Foss Waterway •City Events and Recognition Committee
<b>April 30, 2019</b>	<i>Cancelled</i>		
<b>Future</b>			
<b>May 14, 2019</b>	CERC interviews	<i>Clerks Office</i>	4 vacancies
<b>May 28, 2019</b>	<i>Cancelled</i>		

Government Performance and Finance Committee			
Committee Members: Ibsen (Chair), Blocker, Hunter, Mello, Alternate-Thoms Executive Liaison: Andy Cherullo; Staff Support - Bucoda Warren		1st and 3rd Tuesday 10 a.m. Room 248	CBC Assignments: •Public Utility Board •Board of Ethics •Audit Advisory Board •Civil Service Board
May 7, 2019	Cancelled		
Future			
May 21, 2019	Public Utility Board Interviews	Dorus Sorum, City Clerk	1 vacancy
June 4, 2019	Participatory Budgeting	Katie Johnston, Budget Director, Office of Management and Budget	

<i>Infrastructure, Planning and Sustainability Committee</i>			
<b>Committee Members:</b> Mello (Chair), Beale, Ibsen, McCarthy, Alternate-Hunter <b>Executive Liaison:</b> Kurtis Kingsolver; <b>Staff Support -</b> Rebecca Boydston (Nick Anderson will be covering through May)		<b>2nd and 4th Wednesdays</b> <b>4:30 p.m.</b> <b>Room 16</b>	<b>CBC Assignments:</b> •Sustainable Tacoma Commission •Planning Commission •Landmarks Preservation Commission •Board of Building Appeals •Transportation Commission
<b>May 8, 2019</b>	Environmental Services Strategic Plan Update		Enviornmental Services staff will present an update to the Strategic Plan, including updates to all three service areas.
<b>Future</b>			
<b>May 22, 2019</b>	Building Code Updates	Terry Forslund, Planning and Development Services	Updates on building codes in the City.
<b>June 12, 2019</b>			