



## WEEKLY REPORT TO THE CITY COUNCIL

October 15, 2020

Members of the City Council  
City of Tacoma, Washington

**Dear Mayor and Council Members:**

### **ITEMS OF INTEREST**

1. Mayor Victoria Woodards provides the **attached amendment to Ordinance No. 28696, approving a six month extension to the Tideflats Interim Regulations.**
2. Planning and Development Services Director Peter Huffman provides the **attached update on the shoreline permitting for the SeaPort Sound Terminal Project.**
3. Mayor Woodards, Deputy Mayor Blocker, Council Member Ushka and Council Member Beale provide the **attached amendment to Ordinance No. 28695, relating to the Land Use Regulatory Code and modifying the Residential Infill Pilot Program.**
4. The City Manager Office provides the attached **letter from the Mayor and City Council to the Pierce County Council regarding the Environmental Impact Statement relating to Community Plan updates.**
5. Chief Don Ramsdell provides the **attached Weekly Crime Report.**
6. Community and Economic Development has launched a **Resiliency Grant opportunity for Tacoma's micro businesses that have five or fewer employees.** This program will provide \$10,000 grants for fifty businesses. Micro businesses that have majority ownership making 80% or less of area median income may apply. This program will allow for home-based businesses in the lower economic opportunity areas per the Equity Index Map, to also apply. The **application deadline is Friday, October 23, at 5:00pm.** A Community and Economic Department goal is to reach micro businesses that may not qualify for traditional lending. Please see the attached flyers.
7. Please see the attached City of Tacoma **Weekly Meeting Schedule.**

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

8. The **City Council Study Session** of Tuesday, October 20, 2020, will be conducted through Zoom conference. The public can watch the meeting at: [tvtacoma.com](http://tvtacoma.com). Discussion items will include: (1) **Affordable Housing and Health**; (2) **Systems Transformation**; (3) **Other items of Interest- City Council Letter Discussion**; (4) **Committee Reports**; (5) **Agenda Review and City Manager's Weekly Report.**

At Tuesday's Study Session, staff will present on how the **2021-2022 proposed budget advances the City Council priority areas of Affordable Housing and Health**. Staff from the City's Community and Economic Development Department, Planning and Development Services, Neighborhood and Community Services, Office of Equity and Human Rights, Tacoma Public Utilities and Environmental Services will present.

On our last agenda item, City Manager Elizabeth Pauli will be giving an **update on Systems Transformation**.

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

### **MARK YOUR CALENDARS**

10. You have been invited to the following events:

- City of Tacoma City Manager Elizabeth Pauli and Deputy City Manager Tadd Wille will be hosting a **Town Hall to discuss the 2021-2022 Proposed Budget** via Zoom conference, please see the login details below:  
Webinar ID: 835 4192 7915  
Please click the link below to join the webinar:  
<https://us02web.zoom.us/j/83541927915?pwd=U2lMb3U3UWUzYmtvTTMzTDdrRjNQdz09>  
Passcode: 219278

Sincerely,



Elizabeth Pauli  
City Manager

EAP:ram

## **MOTION FOR CITY COUNCIL CONSIDERATION**

**October 20, 2020**

**I move to amend Ordinance No. 28696, extension of the Tideflats Interim Regulations, to add an additional subsection under "Be it Ordained" stating:**

That the Tacoma Planning Commission is hereby directed to review these Interim Regulations, and recommend non-interim regulations to replace them for consideration by the City Council by April of 2021. In undertaking this work, the Commission will consider only those issues and uses initially addressed by Amended Ordinance No. 28470, and will limit the scope of work to those regulatory options reviewed in the public record. The Commission should seek substantive input from the Port of Tacoma, the Puyallup Tribe, and other governments and stakeholders of the Tacoma Tideflats. Further, the Commission will review and assess approaches to regulate the expansion of existing uses, and consider new findings of fact, including any lessons learned from permitting in the time since the regulations were put into effect, and changes to baseline conditions. The Commission's recommendations should provide clarity and predictability for industry and community, particularly given the current COVID-19 crisis and economic impacts.

**I make this motion because:**

I make this motion because our historic inter-governmental subarea planning process has been impacted by the COVID-19 emergency, and will continue to be impacted for an unknown period. Work on the subarea plan continues but with the continuing COVID-19 impacts to that process, I believe it is very important to give our residents, businesses, and peer local governments some regulatory certainty before the completion of the long-term subarea planning process.



**TO:** Elizabeth Pauli, City Manager  
**FROM:** Peter Huffman, Director, Planning and Development Services *PA*  
**SUBJECT:** Update – Shoreline Permitting for SeaPort Sound Terminal Project (LU20-0107)  
**DATE:** October 15, 2020

As requested by the City Council, please see the information below regarding the permitting process for LU20-0107 – SeaPort Sound Terminal Plant Modernization.

The SeaPort Sound Terminal (Terminal) uses the property at 2628 Marine View Drive for bulk fuel storage and transportation. The existing property includes infrastructure related to the use, including a boiler and associated building, tanks, refinery equipment and piping. The Terminal has applied for a Shoreline Substantial Development Permit and SEPA Environmental Review to demolish the aging refinery infrastructure, including the tanks, and replace with new infrastructure. The project also includes an upgraded wastewater treatment system and replacement of existing stormwater infrastructure.

The Terminal is an allowed use in the S-10 Shoreline District – Port Industrial and the M-2 Heavy Industrial District. A shoreline substantial development permit is required because portions of the project are within the S-10 Shoreline District. SEPA environmental review is required because the capacity of the tanks exceeds the 60,000 gallon threshold for SEPA exemption.

Public notice of the project included a mailing within 2,500 feet of the Port of Tacoma Manufacture/Industrial Center and a public meeting held on September 10, 2020. Public comments were accepted until close of business on September 21, 2020. The City received 450 comment letters, many as form letters. In general, people expressed concern with the possibility to increase capacity at the site and the on-going storage of petrochemicals. Most comments included a request that the City issue a Determination of Environmental Significance (DS).

On September 28, 2020, the City sent all comments to the applicant. The City also requested additional information, including an analysis of current and proposed capacity; number of shipments via ship, train, and/or truck; the spill response plan; and the process for decommission of the facility. The applicant provided their response to the City on Wednesday, October 14, 2020.

The next step is to evaluate the new information and make an environmental determination. If a DS is made by the City, an Environmental Impact Statement must be prepared prior to issuance of a decision related to the Shoreline Substantial Development Permit. If a Determination of Environmental Nonsignificance (DNS) or Mitigated Determination of Environmental Nonsignificance (MDNS) is made, the City will issue the environmental determination with the Shoreline Permit. The Director of Planning and Development Services is tasked with making the determination. City staff will be meeting over the next few weeks to evaluate the file, including new information, and make a determination.

Please contact Jana Magoon, Planning Manager, at 253-882-9713 or [jmagoon@cityoftacoma.org](mailto:jmagoon@cityoftacoma.org) with questions.

## MOTION FOR CITY COUNCIL CONSIDERATION

October 20, 2020

I move to amend Ordinance No. 28695, to amend the fourth Recital, add three additional subsections under "Be it Ordained" and amend Exhibits A and B consistent with the terms of this motion:

WHEREAS the proposed amendments will allow for ~~three~~ **six** new spaces for each project type in each of the five Council Districts, for a total of ~~15~~ **30** projects per type, or ~~60~~ **120** total projects; will address affordability through the development of additional, smaller units in more restrictively zoned areas of the City which would inherently create more housing choice and reduce per-unit costs; and will make other minor adjustments to the project types currently allowed through the Program, and

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That Chapter 13.05 of the Tacoma Municipal Code is hereby amended as set forth in the attached Exhibit "A."

Section 2. That Chapter 13.06 of the TMC is hereby amended as set forth in the attached Exhibit "B."

Section 3. That the City Manager is directed to provide updated information about the status and results of the program to Council every six months.

Section 4. That the City Manager, in coordination with the Planning Commission, will expedite the work to modify Tacoma's housing growth strategy and associated zoning to promote housing supply, choice and affordability by allowing a broader range of housing types in Tacoma's predominantly single-family neighborhoods.

Section 5. That the Planning Commission is directed to forward a package of recommended Comprehensive Plan amendments by May of 2021 and a full package of implementing zoning, along with appropriate standards and processes to ensure that infill complements neighborhood patterns, promotes efficient, compact, transit-supporting and walkable patterns of development, establishes a high quality of design requirements, and incentives affordability measures in addition to being well-supported by urban infrastructure and services, for City Council consideration by December of 2021.

I make this motion because:

Tacoma residents face urgent and mounting housing challenges resulting from long-term trends of housing supply and choice falling short of this community's need while

housing prices continue to rise faster than incomes. The current global pandemic is rapidly increasing economic uncertainty for many Tacoma residents making acute housing instability an emerging near-term crisis, and deepening the long-term imbalance between housing needs and housing supply. Housing challenges are most acute for moderate and low income households, meaning that the crisis disproportionately impacts non-white residents, who on average have lower incomes. Housing meets a fundamental human need for shelter and has a clear link to health, welfare and access to opportunity for everyone.

While there is no single solution to this complex problem, one important action is to create more homes for more people. As part of implementation of the Affordable Housing Action Strategy, the City is launching the Home In Tacoma Project to revisit Tacoma's housing growth strategy, which sets aside about three-fourths of Tacoma's land available for residential use exclusively for single-family detached housing, limiting Tacoma's capacity to flexibly respond to changing housing needs and preferences. The effort will forward options for allowing compact, attached housing types, often referred to as Missing Middle Housing, in more areas of the City, and regulatory incentives to promote affordability in quickly growing areas like Downtown Tacoma. The project will present Council with a range of actions to increase housing supply, create more affordable housing options, and expand housing choice throughout Tacoma neighborhoods.



## City of Tacoma

---

City Council

October 20, 2020

Pierce County Council  
930 Tacoma Avenue South  
Room 1046  
Tacoma, WA 98402

Re: Community Plan Updates

Dear Chair Richardson and Honorable Members of the Pierce County Council,

The Tacoma City Council would like to express our appreciation for your work as our fellow policy makers with regard to planning for population and economic growth in the South Sound region that we all call "home." We understand the complexities and the need for balancing competing interests that are inherent in setting smart growth policy. With that in mind, we respectfully submit this letter to express our perspective and concerns with the proposed Centers and Corridors Community Plan updates.

Our City Manager provided letters during the scoping, Draft Environmental Impact Statement, and Planning Commission hearing process as the City participated in the review process at the staff and Planning Commission level. These letters are resubmitted as attachments for direct entry into the record for full Council consideration of the Centers and Corridors proposal, summarized and reiterated as below.

The Environmental Impact Statement (EIS) remains inadequate in that it does not fully analyze impacts from development related to the proposed code changes, including impacts to Tacoma and other neighboring jurisdictions.

- It remains unclear that Pierce County has the capacity to provide levels of service requisite for urban levels of development.
- It underestimates the amount of development that is likely to occur and therefore does not analyze the impacts from that development, especially in light of the questions surrounding infrastructure capacity.

It is understood that the EIS is a non-project review and is meant to be high-level analysis related to changes in policy. However, the EIS is tied to very real actions in the rezones and development standards proposed in the Community Plan Updates. The claim that *capacity* for development is irrelevant when the *probability* of development is much lower (as shown through the housing study, for example), without any controls on development, is problematic. It is like opening the doors widely but only assuming that one horse of the herd will leave the barn. Growth management is not just an idealistic pursuit—it's good business. Just like when a business expands, municipal entities need to plan and fund the investments needed to guide and sustain that growth.

While the Centers and Corridors concept is a valid vision for urbanizing the unincorporated area and accommodating growth, the infrastructure and services currently are not in place to support the growth the rezones and code changes will allow. Along Pacific Avenue, where high capacity transit is planned and funded, it is appropriate to complete the upzones at this time. But that is not the case elsewhere, where there is no policy or funding commitment to providing urban transportation, infrastructure and services. This is especially true and of concern along Portland Avenue where upzones would directly impact Tacoma's 72<sup>nd</sup> and Portland Avenue Mixed-Use Center.

Acknowledging that unincorporated Pierce County can and should grow when the time is right does not mean any and all growth is good. Opening the doors wide to growth without a clear funding strategy for the essential building blocks of urban neighborhoods just kicks the can down the road, with little hope of catching up. As the Metropolitan City in Pierce County, Tacoma is responsible to accommodate the largest proportion of expected growth under the Vision 2050 population allocations. Tacoma has made the upfront investments over decades in connected streets, infrastructure, neighborhood centers and other essential urban building blocks in preparation for that growth. The City understands the need for Unincorporated Pierce County to accommodate growth as well; however, as it stands upzoning in most of the Centers and Corridors geography would result in neighborhoods lacking in walkable, connected streets, raising concerns about the capacity of schools, utilities and services. While developers may benefit in the short-term, it's the residents of all of Pierce County who would pay the long-term environmental, economic and social costs.

The City believes that Pierce County can accommodate increased population with an incremental and rational implementation of rezones and urbanization. With that in mind, the City can support a phased implementation of the Centers and Corridors Plan and Community Plan Updates as follows:

- Rezones should be evaluated only as high capacity transit is planned and funded for an area, along with other urban level infrastructure and services. This would allow a more thorough and meaningful environmental analysis with each incremental rezone. For areas that are not along the planned Bus Rapid Transit line, including Portland Avenue, rezones should be delayed.
- The County should complete a Supplemental Environmental Impact Statement to clearly establish phasing the zoning and development standard changes. This would allow a more realistic analysis of potential and probable growth, as well as establishing future environmental review parameters as each upzone is considered.

The Growth Management Act sets forth policy direction for long-range planning that can preserve open space and rural areas while facilitating growth to occur in targeted areas where public and private investment can be maximized. Should the County Council choose to pass the Community Plan updates in



their current form, the City of Tacoma will evaluate all options, including a potential appeal to the Growth Management Hearings Board, to address our concerns.

We welcome further discussion with you on growth policy in our area and hope that you will consider the issues raised in this letter as you continue your deliberations on the ordinance.

Yours in service,

[Insert signatures]



City of Tacoma  
City Manager

March 2, 2020

Honorable Bruce Dammeier, Pierce County Executive  
County-City Building  
930 Tacoma Avenue South, Room 737  
Tacoma, WA 98402-2100

RE: Planning Commission Public Hearings on Centers and Corridors, Community Plan updates, upzones and housing market study

Dear Executive Dammeier:

Thank you for another opportunity to comment on this initiative. We are again writing to you directly, along with the Planning Commission, because we feel strongly that the proposals are of fundamental importance to both of our jurisdictions. The Planning Commission is scheduled to forward final recommendations to the Pierce County Council on March 10 and 12, 2020. Yet Tacoma's consistent concerns remain largely unaddressed. We believe that as they stand, the proposals are inconsistent with the planning and concurrency requirements of the Growth Management Act (GMA), Vision 2050 and the State Environmental Policy Act (SEPA), and with the Countywide Planning Policy call for joint planning.

We applaud the effort to address urbanization issues for this important area of Pierce County. Tacoma supports the Centers and Corridors concept as a policy framework, to be implemented through potential zoning changes over time as adequate transportation, infrastructure and services become available. We believe the requisite conditions for zoning changes are in place along the Pacific Avenue Bus Rapid Transit (BRT) corridor, and support proposed design standards, simplification of zoning districts, and other components of the package. With modifications, we believe there is a path forward to positively shape future growth in the Urban Growth Area (UGA).

As they stand the proposals would undercut Tacoma's role as a metropolitan city by effectively erasing the GMA distinctions between incorporated and unincorporated areas. Decades of planning efforts have sought to target growth to cities and prevent sprawl. In contrast, the proposed upzones would establish a growth capacity that would rival that of our City in an area lacking in urban transportation, infrastructure and services. We recognize that Pierce County's UGA will continue to grow and concur with the concept of focusing growth into Centers and Corridors. However, the GMA requires that urban transit, infrastructure and services be

available (or financial commitments in place to provide them) prior to upzoning. In this case, the need for additional growth capacity has not been demonstrated; with the exception of the Pacific Avenue corridor transportation, infrastructure and services are not adequate to accommodate major growth. We believe that moving forward with the bulk of the proposed upzones would pull growth away from Tacoma, undercut regional transportation strategies, harm the environment, and lock Pierce County into unsustainable growth patterns.

The GMA and SEPA require that growth impacts be disclosed, analyzed and mitigated. We believe that unrealistically low growth assumptions in the Draft Environmental Impact Statement (EIS) obscured likely transportation, infrastructure, environmental and other impacts. While it is positive that Pierce County is studying potential housing growth, we have significant concerns. The methodology and assumptions have been narrowly defined in a manner that may not accurately capture likely growth. With the first preliminary outputs only two weeks prior to the final Planning Commission action, there is little time to learn from the study. Most significant, there is no commitment to how study outcomes could or should inform the proposals moving forward.

#### **A Centers and Corridors vision Tacoma could support**

Tacoma supports the Centers and Corridors concept as a policy framework to focus growth to walkable, transit-oriented places served by urban transit, infrastructure and community assets. This includes:

- *Future Growth Framework:* Tacoma would support enactment of the Centers and Corridors concept as a long-range policy framework to guide urban growth in the UGA. The County would strongly commit to a phased evaluation of upzones only when high capacity transit, infrastructure and services will reliably be made available and to analyzing and mitigating environmental impacts. The County would recommit, and put tools in place, to prevent growth in low-density, rural and environmentally sensitive areas both within and outside of the UGA.
- *Target Growth Allocations:* Tacoma supports Pierce County growth allocations endorsed by Tacoma and the County for Vision 2050, which allocate substantial growth to unincorporated Pierce County. However, there is still the obligation under the GMA to provide transit and urban services and to address growth impacts when evaluating potential upzones. Pierce County should target those growth allocations in the future to appropriate areas within the UGA, consistent with the GMA, SEPA and Vision 2050, and potential zoning changes should be considered subsequently.
- *Pacific Avenue BRT Corridor:* Tacoma generally supports proposed upzoning of the Pacific Avenue Corridor along the BRT line. However, to promote focused growth within the proposed Centers, we recommend scaling down proposed height between the Centers.

Pierce County Planning Commission Public Hearing – March 2, 2020

- *Phase Growth:* Tacoma supports the concept of phasing growth within the Centers and Corridors geography. Unlike the Pacific Avenue Corridor, the other proposed upzones are in areas that lack urban essentials including high capacity (or any) transit service, connected street grids, and complete neighborhood amenities to support walkability. Planning for transit is still preliminary and there is no financing commitment in place. These proposed upzones should be removed from the current package and revisited when there is committed funding for high capacity transit, urban infrastructure and services. We concur with the Planning Commission's recommendation to shift the S. 176<sup>th</sup> Street Corridor to phase 2, but phasing must go further and remove proposed upzones in areas without urban transit, infrastructure, and services.
- *Reevaluate the EIS:* As we have continued to argue, Pierce County must revisit the Draft EIS in light of more realistic growth assumptions and identify mitigation steps for any impacts. Please reference Tacoma's May 19, 2019 letter.

We recognize Pierce County's efforts at collaboration and the hard work of the Planning Commission. We write to you, the Planning Commission and staff in the hopes that further changes will be made that address our serious concerns and to build upon the positive components of Centers and Corridors.

Sincerely,



Elizabeth Pauli, City Manager

Cc: Pierce County Planning Commission  
Dan Cardwell, PALS  
Jessica Gwilt, PALS  
Peter Huffman, Planning and Development Services Director  
Anita Gallagher, Government Relations Officer



City of Tacoma  
City Manager

May 20, 2019

Honorable Bruce Dammeier, Pierce County Executive  
County-City Building  
930 Tacoma Avenue South, Room 737  
Tacoma, WA 98402-2100

RE: Pierce County Community Plan and Draft Environmental Impact Statement (EIS)

Dear Executive Dammeier:

Thank you for this opportunity to comment on this major initiative. The City of Tacoma is writing to you directly (with a copy to your designated staff) because we feel strongly that these proposals are of fundamental importance to both of our jurisdictions.

As this letter explains in detail, Tacoma has very serious concerns regarding the Draft EIS. Our review shows that the Draft EIS assumes a fraction of the growth that your proposed regulations would allow. Because the Draft EIS drastically understates likely growth it is not a useful tool to evaluate impacts, and in our view fails to meet the requirements of the State Environmental Policy Act (SEPA). By this letter, we request that the Draft EIS be reworked to address the development impacts which can reasonably be anticipated from the proposed large-scale increases in permitted height and density.

Tacoma also has fundamental concerns regarding the proposed growth vision and upzones. While we see merit in the Centers and Corridors concept for the Pacific Avenue Bus Rapid Transit (BRT) corridor, we are strongly opposed to proposed upzones elsewhere in the Urban Growth Area (UGA) where lack of urban services and transportation facilities, and other factors, make dense urban growth inappropriate.

We applaud the initiative to focus on this important area, and urge Pierce County to take more time for collaborative visioning, planning and technical analysis to develop a growth strategy informed by state, regional and local policy goals, including the ongoing Vision 2050 and Buildable Lands updates. It is our position that the proposal as it stands is not consistent with those policies and would have major, long-term negative impacts to Pierce County, Tacoma and the region.

#### **Comments on the Draft EIS**

We respectfully submit that the DEIS in its current form has a fatal flaw in its methodology that can only be corrected by reworking and reissuing a new DEIS. If this analysis were focused around our collaborative efforts with Pierce Transit as related to the Pacific Avenue Bus Rapid Transit Project, we would have minimal technical comments. However, the EIS is intended to inform proposals to up-zone thousands of acres outside the BRT corridor with up to 85 feet in height and unlimited density within proposed Centers and Corridors, and to up-zone hundreds of acres even further from transit and urban services. Given the scope of the upzones, the DEIS growth assumptions are unrealistically low. As a result, the analysis falls far short of SEPA requirements, and minimizes likely growth impacts.



An area-wide EIS must contain a capacity analysis, followed by a thorough market analysis and a range of reasonable alternatives. To illustrate, in Tacoma's 2014 South Downtown Subarea Plan and EIS (an area that encompasses approximately 600 acres) the City of Tacoma first considered Pierce County's analysis of the redevelopment potential in portions of Downtown Tacoma in a 2009 report entitled Identifying Redevelopable Lands. This report looked at the opportunities associated with maximizing the existing zoning potential for dense development and with a 10% increase in rents. The City concluded that South Downtown Tacoma could accommodate 42,225 people and 62,431 jobs. The City then applied a market analysis and evaluated three alternatives: (1) 30,000 more residents and 40,000 jobs; (2) 20,000 residents and 26,667 jobs; and (3) 10,000 residents and 13,333 jobs.

In contrast, the current DEIS Alternatives 1 and 2 would establish two new zoning categories: Towne Center and Urban Corridor. Alternative 1 would create 814 acres of Towne Center zoning and 1,630 acres of Urban Corridor zoning for a total of 2,444 acres. Alternative 2 would create 593 acres of Towne Center zoning and 2,742 acres of Urban Corridor zoning for a total of 3,335 acres. By way of comparison, the entire Downtown Tacoma Regional Growth Center has a total of 1,424 acres. Both new zones drastically increase development potential over current zoning by removing the current density maximums and increasing height to 85 feet in Towne Center zones and 65 feet in Urban Corridors (DEIS, page 21). These are very substantial increases in development capacity, even in those areas already zoned for commercial development and clearly in single-family zoned areas.

Given the current real estate market in our region, we respectfully submit that the DEIS dramatically understates the scale and impacts of the current up-zoning proposal. The DEIS posits an Alternative 1 of 2,646 additional housing units beyond the 18,180 housing units expected by 2040 under current zoning and an Alternative 2 of 3,426 additional housing units beyond the 18,180 housing units expected by 2040 under current zoning. This equates to about one multi-family five-over-two building a year for 20 years.

These low growth assumptions do not bear scrutiny. Under DEIS Alternatives 1 and 2, if only a modest assumption of 10% of this combined acreage was developed or redeveloped under these proposed new zones, this would produce approximately 30,000 new housing units by 2040. Yet, without any capacity study or market analysis, the DEIS drops this figure to approximately 3,000 new units by 2040. The DEIS simply states that: "Several factors have been considered to establish the number and location of net new housing units over the next 20 years:

- Trending areas in today's development market
- Proximity to utilities to support dense development
- Availability of large parcels that have high development or redevelopment potential
- Existing or future access to high-capacity transit service
- Historic annual residential development trends
- Expressed interest from property owners" (DEIS pg. 94 and 95)

The DEIS analysis of growth potential is premised on the assumption that the impacts of existing zoning do not need to be analyzed by the current DEIS. However, the proposal makes fundamental changes to the current zoning capacity by removing its density maximums. This gap in analysis is critical, particularly when considered over such a large area. By way of comparison, the overall permitted density under both Alternatives 1 and 2 broadly equates to that of the Downtown Tacoma Regional Growth Center.

These alternatives do not cover nor constitute the range of reasonable alternatives required under SEPA and request that you rework and reissue a new DEIS such that the public and public agencies can have an opportunity to understand and comment on potential impacts.

Furthermore, the DEIS does not include an assessment of consistency with Tacoma's policies, zoning and standards for the Potential Annexation Area as requested in our May 23, 2018 scoping comments letter. We believe that such an assessment would identify both spillover impacts to Tacoma's streets, infrastructure and neighborhoods, environmental impacts from undermining growth in cities, and impacts from directing growth into areas with gaps in the essential urban services and amenities.

Alternatively, while this is not our assertion, if the DEIS's low development levels were in fact realistic, this would further undermine the premise. Unincorporated Pierce County is already on track to exceed its regional growth allocations and has ample zoning capacity today to do so. Upzones would clearly accelerate that trend and are not necessary to accommodate reasonable growth.

The DEIS conclusion that there are no significant adverse impacts from the proposal has not been substantiated. The EIS does acknowledge that consistency with Multicounty Planning Policies and regional growth strategy is one of several "Significant Areas of Controversy and Uncertainty" (DEIS page 16), yet offers no resolution.

### **Collaborative planning**

Early on in the County's process for rezoning and amending the Community Plan for the City's Potential Annexation Area, staff raised two procedural concerns: 1. That the Countywide Planning Policies (CPPs) support joint planning, between the County and the City, for the PAA, and 2. That joint planning should support and/or lead to the eventual annexation/incorporation of the PAA. On May 23, 2018 the City of Tacoma submitted a letter raising concerns regarding the scope of Pierce County's Centers and Corridors proposals and requesting joint planning. At the time, however, the CPPs were clear on the potential content of joint planning, but vague on the specifics of how joint planning should be conducted. As you know, the agencies agreed to a staff-level planning consultation process which occurred over the next several months. Since that time, a model for joint planning has been established in relationship to the Tideflats Subarea Plan. Perhaps this model for joint planning could be transferred to the discussions at hand.

Nonetheless, Tacoma would like to thank Pierce County staff for participating in a staff-level collaboration for the Community Plan updates. During that collaboration, Tacoma staff consistently argued that the following principles should underpin planning for Pierce County's UGA:

- The Growth Management Act, Countywide Planning Policies, Multicounty Planning Policies and Vision 2040 provide a strong policy framework that cities are the right place for growth, and that growth, land use, and infrastructure decisions must support that.
- A robust environmental analysis based on realistic growth scenarios is essential to meaningful insight into growth impacts and necessary mitigation steps. Such an analysis would likely reveal that directing this level of growth to Pierce County's UGA undermines Tacoma's long-term growth, creates spillover impacts to Tacoma neighborhoods, and risks establishing areas that are no longer rural but also not entirely urban in the County.

- To prevent sprawl and establish for orderly urbanization patterns, growth in UGAs must be targeted where it can efficiently be supported with transportation choices and urban services within areas appropriate for eventual annexation or incorporation.
- Despite the large size of the UGA, the Pacific Avenue BRT corridor and Tacoma's PAA are the primary areas with characteristics that make a stronger case for urban development. Planning for these areas should promote eventual annexation or incorporation, including by demonstrating general consistency with the City's policies and development standards.
- In all areas zoned for growth and development, land use, development standards, transportation investments and other strategies must be carefully crafted and supported to catalyze fully urban development patterns. This is essential to creating livable, healthy and sustainable places to live and work, and to prevent locking in patterns of over-dependence on cars and the associated spillover effects on adjacent areas.

We recognize positive components of the proposal, which emphasizes harnessing private investment and development to address community needs, including:

- Promoting Transit Oriented Development along the Pacific Ave BRT corridor
- Increasing employment base in the South Sound area
- Seeking ways to address gaps in urban services
- Promoting revitalization of stagnant commercial areas
- Simplifying and clarifying the existing system of zoning districts
- Improving development standards to result in a more walkable and urban built environment
- Adopting an affordable housing height bonus option

Though the staff discussions did bear fruit, fundamental disagreement remains regarding the scope and extent of the proposed upzones. The City continues to be concerned that the current proposal will result in patterns of urban sprawl and strip development, with long-term negative impacts to Tacoma's growth, the environment, transportation choices and quality of life.

#### **Policy recommendations**

As Pierce County continues these policy discussions, we request that you consider the following topics and integrate them into a revised DEIS.

#### *Support Centers and Corridors.*

Instead of large-scale area-wide upzones, growth should be focused along the Pacific Avenue BRT corridor, with corresponding decreases of development capacity outside of that corridor, and with full urban infrastructure, services and amenities. Proposed designation of the other three Centers and connecting Corridors should be delayed until such time as significant transit-supportive development has occurred along Pacific Avenue and within Tacoma's nearby Centers. Designating Centers of Local Importance in areas without high capacity transit, particularly outside the Transit Benefit District, inappropriately prioritizes infrastructure investment to non-transit-supportive areas.



For the Pacific Avenue corridor, the proposal upzones the entire corridor to 65 feet with no maximum density and broadly flexible use standards. This approach risks continuing existing patterns of strip commercial development, and may undercut the proposed Centers by spreading growth over a large area. Instead, height and density should be moderate between the Centers, consistent with Tacoma's concept of pattern corridors with clearly identifiable, transit-ready urban nodes.

Pierce County should support its proposed Centers and Corridors by creating a mechanism to shift growth away from other areas which are not appropriate for dense urban growth (e.g., reducing the size of the UGA, downzones of environmentally sensitive areas or areas where providing urban services is challenging, or establishing a Transfer of Development Rights program).

*Upzones walkable to transit stations.*

Proposed upzones that effectively widen and extend the corridors beyond a quarter-mile walkable distance to transit stations should be removed or scaled back. In addition, the proposed single-family upzones located far from proposed centers and corridors would be highly auto-dependent and far from walkable amenities and should not move forward.

*Protect environmentally sensitive areas.*

The proposal includes upzones of areas with significant critical areas and flood hazards (see DEIS pg. 175 which maps the County Wetlands Inventory), yet concludes that critical area standards are adequate. While critical areas standards offer some protection, increasing development pressure would very likely result in impacts. Areas with substantial critical areas should not be zoned to promote development.

*Portland Avenue upzones.*

The proposed upzones and extension of high density zoning along Portland Avenue south of the City boundary should be removed or scaled back. The upzones would likely undercut development potential in Tacoma's adjacent Portland Avenue Mixed-Use Center.

*Growth only where urban services are available.*

The proposal includes upzones in areas where providing urban services may be costly and challenging. Many of the areas proposed for upzones have incomplete and disconnected street and pedestrian networks and currently lack basic infrastructure such as sewer service. Directing high density development to such areas effectively locks in higher infrastructure costs, auto-dependency and incomplete neighborhoods.

*Vision for urban development.*

Everyone deserves livable, distinct neighborhoods with high quality of life. For better or worse, recent growth has occurred largely in an auto-dependent, suburban manner. This impacts the people who live there. Further community discussion is warranted to refine a well-supported vision for how Pierce County's UGA can transition into places that offer all the advantages of true urban neighborhoods. State, regional and local policies offer a strong starting point, emphasizing 20-minute walkable

neighborhoods, promoting diverse housing types in high opportunity areas, walkability, and access attractive public gathering spaces. A more robust environmental review will shed light on the resources needed to make that vision a reality and should incorporate solid commitments to doing so.

*Transportation choices.*

State, regional and local policies strongly emphasize the importance of transportation choices. To create true urban neighborhoods, Pierce County should offer commitments to multimodal transportation and connectivity strategies including complete streets, active transportation pathways, and transit service. Pierce County should consult with Washington State Department of Transportation regarding growth impacts to state highways. In addition, Pierce County must coordinate with transit providers and extend the Transit Benefit District before any consideration of upzones outside its current boundaries. Finally, regulatory and other tools are needed to create new street and pedestrian connections with development where they are currently lacking.

*Environment and quality of life.*

State, regional and local policies strongly emphasize the importance of green features and open space as critical to quality of life in urban areas. Pierce County should more strongly protect the environment and promote sustainability through ensuring that critical areas, stormwater and aquifer protections are consistent with the City of Tacoma as well as with other applicable standards. Tacoma's urban forestry, tree canopy coverage goals, and landscaping standards offer one model. Proactive parks, open space and trail planning is critical to ensure that residents can walk to attractive neighborhood destinations. Pierce County should ensure that cherished natural, historic and cultural features are protected as growth occurs.

*Tacoma's Potential Annexation Area.*

As proposed centers and corridors urbanize, residents may ultimately seek to become part of the City of Tacoma or to incorporate as separate cities. In partnership with the County, the City of Tacoma will seek opportunities to support community dialogue on this topic. Meanwhile, within Tacoma's PAA the City urges Pierce County to strive for consistency with City standards for infrastructure, services and utilities.

*Vision 2050.*

The Puget Sound Regional Council is in the process of conducting an environmental review analysis for the update and extension of the Multicounty Planning Policies, which includes regional population forecasts and growth targets for jurisdictions planning under GMA. As part of the Environmental Review, the PSRC is considering a growth alternative that would shift growth targets from Tacoma to Unincorporated Pierce County.

Following the adoption of VISION 2050, which is expected in 2020, an updated Buildable Lands Analysis will be conducted to determine sub-allocations for housing and whether jurisdictions have appropriate zoning and buildable lands capacity to accommodate the planned growth. Pierce County has already initiated a process to begin evaluating a buildable lands methodology that would be applied to the next round of updates. Local jurisdictions, including Counties, are required to take reasonable measures to bring plans and zoning into conformance with these planned growth targets. State law on buildable lands requires jurisdictions that are both underperforming targeted growth and over-performing

targeted growth, to take steps to bring development forecasts into conformance with the planned targets.

Following the Buildable Lands Update, Pierce County and the City of Tacoma will be conducting the periodic review of local Comprehensive Plans and Zoning for consistency with VISION 2050 and local housing and employment targets.

The process for conducting these updates is deliberately set out in a sequential fashion to ensure consistency between regional policies and local comprehensive plans. The County's move to massively rezone Unincorporated Pierce County disrupts this deliberative process, vesting development potential before these policies and analyses have been accomplished, and without conducting the review necessary to substantiate that these changes are consistent with VISION 2040. Under the proposal, the County's development ceiling in the 2014 Buildable Lands Report (a demonstrated capacity for 40,000 new housing units), would now represent the floor for growth expectations going forward, yet this fundamental change to the County's zoning structure is not addressed in the draft EIS.

We urge Pierce County to continue to focus on this important area, postpone the current proposals and utilize the policy guidance and analytical tools now being developed. This would allow a better opportunity for our communities to grow together and build a positive future for Pierce County as a whole.

My team continues to be willing to meet and discuss these issues and potential options/paths forward. If you have questions or wish to schedule further meetings, please feel free to reach out to me or to Peter Huffman.

Sincerely,



Elizabeth Pauli  
City Manager

cc. Eric Jaszewski, Pierce County Planning and Land Use  
Randall Lewis, Government Relations Officer  
Peter Huffman, Planning and Development Services Director



City of Tacoma  
City Manager

May 23, 2018

Honorable Bruce Dammeier, Pierce County Executive  
County-City Building  
930 Tacoma Avenue South, Room 737  
Tacoma, WA 98402-2100

Dear Executive Dammeier,

Thank you for the opportunity to comment on the Community Plan Updates and Centers and Corridors Draft Environmental Impact Statement (EIS). The City of Tacoma writes to you directly with our comments (with a copy to your designated staff person) because we feel that this EIS Proposal is of fundamental importance to both our jurisdictions.

As you know, the City strongly supports your efforts to secure a better jobs/housing balance across the Puget Sound Region. We would like to see this initiative be a driving force behind the EIS analysis. We also strongly support your work with Sound Transit, Pierce Transit, and the City of Tacoma to develop Bus Rapid Transit (BRT), from Spanaway and Parkland along Pacific Avenue to Downtown Tacoma, and look forward to seeing a context sensitive Transit Orientated Development (TOD) take place along this corridor.

That being said from the details your staff have provided, three of the four Land Use Alternatives proposals developed for EIS analysis appear to involve significant new height and density increases in the unincorporated portion of the City's Urban Growth Area unrelated to further South Sound job creation and TOD and were not proposed as a result of the joint planning between the City and County called for in our Countywide Planning Policies.

With this in mind, we respectfully submit that we will need to see the EIS Scope require a detailed evaluation of the four EIS proposals against the following policy documents: VISION 2040, PSRC Centers Policies, Transportation 2050, the Countywide Planning Policies for Pierce County (CPPs), the population and housing targets set forth in Appendix A to the CPPs, and the City of Tacoma One Tacoma Comprehensive Plan.

In order for the EIS evaluation to be as thorough as necessary to support a SEPA Planned Action ordinance, it will need to be grounded in detailed land use and transportation modeling and forecasting work set forth in the EIS. Our particular concerns are the following:

- How will the regional transportation system be able to handle the results of the increased density that would be stimulated by three of the four alternatives?

- What mitigation measures (regulations and fees) will need to be put in place by Pierce County and the City of Tacoma to mitigate for the projected results of the increased density?
- What impacts to the City of Tacoma and the region simply cannot be mitigated satisfactorily?
- What changes need to be made to the final County's Centers and Corridors Proposal to ensure it complies with the CPPs and is compatible with the plans of adjacent jurisdictions?

If you need further clarification on the comments shared, please feel free to reach out to Government Relations Officer Randall Lewis at (253) 591-5122 or [randall.lewis@cityoftacoma.org](mailto:randall.lewis@cityoftacoma.org).

Sincerely,



Elizabeth Pauli  
City Manager

cc: Jeff Mann, Pierce County Planning and Land Use  
Randall Lewis, Government Relations Officer  
Peter Huffman, Planning and Development Services Director





## **DETERMINATION OF SIGNIFICANCE (DS) AND REQUEST FOR COMMENTS ON SCOPE OF NON- PROJECT ENVIRONMENTAL IMPACT STATEMENT (EIS)**

**Proposal Name:** Community Plan Updates and Centers and Corridors Draft EIS

**Proponent and Lead Agency:** Pierce County Planning and Public Works

**Proposal Location:** The community plan updates cover the central Urban Growth Area of Pierce County comprised of four community plan areas, including Parkland-Spanaway-Midland, Frederickson, Mid-County, and South Hill. The Centers and Corridors are located within the community plan areas along Pacific Avenue East (SR-7), Meridian Avenue East (SR-161), 176th Street East, 112th Street East, and Canyon Road East.

**Description of Proposal:** The Community Plan Update includes updates to the four community plans noted above with changes to plan text, policies, land use, and zoning. The proposal also includes the Center and Corridors land use concept which builds on existing community plan directions to designate six high-density pedestrian-oriented centers and connecting high-density commercial/residential and industrial corridors to provide for future growth. Also included are associated text and policy changes in the Comprehensive Plan for the designation of the Centers and Corridors. The update to the four community plans is being done at the same time to address common issues and provide the opportunity for Centers and Corridors, which connects the plan areas.

**Environmental Determination:** Pierce County Planning and Public Works, as the SEPA lead agency, will prepare a non-project EIS to analyze impacts and determine and disclose any significant adverse environmental impacts. A non-project EIS will be prepared under RCW 197-11-442 and RCW 42.21C.030 (2)(c). The Draft EIS will discuss impacts and alternatives in the level of detail appropriate to the scope and level of planning of this non-project proposal. [WAC 197-11-442 (2)]

**Elements of Environment:** Pierce County has identified the following elements for analysis in the EIS.

Housing	Public Services & Utilities	Land Use
Aesthetics	<ul style="list-style-type: none"><li>• Fire</li></ul>	Climate
Transportation	<ul style="list-style-type: none"><li>• Police</li></ul>	Energy
<ul style="list-style-type: none"><li>• Vehicular Traffic</li></ul>	<ul style="list-style-type: none"><li>• Schools</li></ul>	Air Quality
<ul style="list-style-type: none"><li>• Parking</li></ul>	<ul style="list-style-type: none"><li>• Parks</li></ul>	Noise
	<ul style="list-style-type: none"><li>• Water</li></ul>	
	<ul style="list-style-type: none"><li>• Sewer</li></ul>	

## **Alternatives**

The following Alternatives, including the proposal, have been preliminarily identified to be used in the EIS for analysis and comparison of impacts and mitigation measures.

**Alternative 1 - Proposal: Community Plan Updates with Centers and Corridors.** Proposed Action includes the updates to the text, policies, and map change requests for the Parkland-Spanaway-Midland, Frederickson, Mid-County, and South Hill Community Plans, as well as policies and land use designations for Centers and Corridors. Centers and Corridors, under this alternative, includes a Neighborhood Corridor Designation as a transition zone from Towne Centers and Urban Corridors to surrounding neighborhoods.

**Alternative 2 – Community Plan Updates with Centers and Corridors Urban Corridor Alternative.** Alternative 2 includes the same elements as Alternative 1 – Proposal, except the Urban Corridor designation is used for the corridors connecting the Centers and does not include the Neighborhood Corridor transition zone.

**Alternative 3 – Community Plan Updates with Map Changes Alternative.** Alternative 3 includes the community plan updates for Parkland-Spanaway-Midland, Frederickson, Mid-County, and South Hill communities and the proposed land use designation and zoning changes requested by the Land Use Advisory Commissions (LUACs) and/or property owners.

**Alternative 4 – No Action Alternative.** No Action – Maintain existing policies and land use designation in the four community plans.

**Scoping:** Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. Methods for presenting your comments are described below. **All comments are due no later than 4:30 pm, May 25, 2018** and may be submitted:

- Via e-mail to: Jeff Mann at [jmann@co.pierce.wa.us](mailto:jmann@co.pierce.wa.us)
- In writing to: Community Plan Updates and Centers and Corridors Draft EIS, Pierce County Planning and Public Works, 2401 South 35th Street, Room 2, Tacoma, WA 98409
- Via the Scoping Notice Comment Page under the Community Plan Update website found at: <http://www.co.pierce.wa.us/4693/Community-Plan-Updates>

Date: May 4, 2018

SEPA Responsible Official:



(for) Dennis Hanberg  
Director of Planning and Public Works



## Citywide Weekly Briefing for 05 October 2020 to 11 October 2020

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. Small numbers may cause large percent increases and decreases.

Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	07-Oct-2019	05-Oct-2020	16-Sep-2019	14-Sep-2020	01-Jan-2019	01-Jan-2020			
	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020			
<b>Persons</b>	68	67	303	308	3296	2939	1.5%▼	1.7%▲	10.8%▼
Assault	60	63	279	273	2931	2666	5.0%▲	2.2%▼	9.0%▼
Homicide (doesn't include Negligent/Justifiable)	0	0	0	3	16	21	0.0%	NC	31.3%▲
Kidnapping/Abduction	2	3	5	12	44	49	50.0%▲	140.0%▲	11.4%▲
Sex Offenses, Forcible	6	1	19	20	304	203	83.3%▼	5.3%▲	33.2%▼
<b>Property</b>	484	328	1803	1374	16772	15359	32.2%▼	23.8%▼	8.4%▼
Arson	3	3	8	7	75	109	0.0%	12.5%▼	45.3%▲
Burglary/Breaking and Entering	27	30	128	146	1465	1484	11.1%▲	14.1%▲	1.3%▲
Counterfeiting/Forgery	3	1	11	5	167	112	66.7%▼	54.5%▼	32.9%▼
Destruction/Damage/Vandalism of Property	155	97	570	379	5153	4417	37.4%▼	33.5%▼	14.3%▼
Fraud	46	10	161	45	1479	649	78.3%▼	72.0%▼	56.1%▼
Larceny/Theft	190	133	699	540	6573	6435	30.0%▼	22.7%▼	2.1%▼
Motor Vehicle Theft	42	38	149	181	1216	1541	9.5%▼	21.5%▲	26.7%▲
Robbery	6	8	32	41	344	331	33.3%▲	28.1%▲	3.8%▼
Stolen Property	10	7	40	27	263	232	30.0%▼	32.5%▼	11.8%▼
<b>Society</b>	32	14	101	54	960	617	56.3%▼	46.5%▼	35.7%▼
Drug/Narcotic	23	9	72	38	667	382	60.9%▼	47.2%▼	42.7%▼
Pornography/Obscene Material	2	0	2	0	36	30	100.0%▼	100.0%▼	16.7%▼
Prostitution	0	0	0	0	24	5	0.0%	0.0%	79.2%▼
Weapon Law Violations	7	5	27	16	233	200	28.6%▼	40.7%▼	14.2%▼
<b>Citywide Totals</b>	584	409	2207	1736	21028	18915	30.0%▼	21.3%▼	10.0%▼

### Last 7 Days

#### Notes:

- There was no Homicide offense during the last 7 days.
- 68.3% (43/63) of the Assaults were coded Simple Assault.
- There were 48 DV-related offenses.
- 77.1% (37/48) of the DV-related offenses were Persons.
- 55.6% (35/63) of the Assaults were DV-related.
- DV-related Offenses: 62 ▾ 48
- There were no Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 98 ▾ 66

#### Top 5 Locations - Compared to last year

- 4502 S Steele St: 7 ↔ 7
- 625 N Jackson Ave: 0 ↗ 4
- 2257 Lincoln Ave: 0 ↗ 4
- 2120 S 48th St: 8 ▾ 4
- 2345 S I St: 0 ↗ 3
- 12 Additional with 3 Locations

#### Top 5 Offense Locations - Compared to last year

- Street/Right Of Way: 86 ▾ 71
- Parking Lot: 115 ▾ 69
- Single Family Residence: 83 ▾ 67
- Apartment: 30 ↗ 35
- Sporting Goods Store: 36 ▾ 20





## Sector 1 Weekly Briefing for 05 October 2020 to 11 October 2020

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. Small numbers may cause large percent increases and decreases.

Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	07-Oct-2019	05-Oct-2020	16-Sep-2019	14-Sep-2020	01-Jan-2019	01-Jan-2020			
	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020			
<b>Persons</b>	13	12	78	71	814	760	7.7%▼	9.0%▼	6.6%▼
Assault	13	12	75	62	743	695	7.7%▼	17.3%▼	6.5%▼
Homicide (doesn't include Negligent/Justifiable)	0	0	0	1	4	6	0.0%	NC	50.0%▲
Kidnapping/Abduction	0	0	1	2	7	11	0.0%	100.0%▲	57.1%▲
Sex Offenses, Forcible	0	0	2	6	60	48	0.0%	200.0%▲	20.0%▼
<b>Property</b>	122	64	500	274	3735	3435	47.5%▼	45.2%▼	8.0%▼
Arson	2	0	2	1	31	35	100.0%▼	50.0%▼	12.9%▲
Burglary/Breaking and Entering	3	9	26	38	318	333	200.0%▲	46.2%▲	4.7%▲
Counterfeiting/Forgery	0	0	1	0	30	20	0.0%	100.0%▼	33.3%▼
Destruction/Damage/Vandalism of Property	48	15	201	80	1335	1062	68.8%▼	60.2%▼	20.4%▼
Fraud	8	2	30	4	253	106	75.0%▼	86.7%▼	58.1%▼
Larceny/Theft	51	24	184	101	1394	1472	52.9%▼	45.1%▼	5.6%▲
Motor Vehicle Theft	8	10	36	36	248	290	25.0%▲	0.0%	16.9%▲
Robbery	1	1	8	9	76	69	0.0%	12.5%▲	9.2%▼
Stolen Property	1	3	12	5	45	39	200.0%▲	58.3%▼	13.3%▼
<b>Society</b>	6	4	24	16	220	121	33.3%▼	33.3%▼	45.0%▼
Drug/Narcotic	5	4	15	11	174	81	20.0%▼	26.7%▼	53.4%▼
Pornography/Obscene Material	0	0	0	0	2	4	0.0%	0.0%	100.0%▲
Prostitution	0	0	0	0	3	0	0.0%	0.0%	100.0%▼
Weapon Law Violations	1	0	9	5	41	36	100.0%▼	44.4%▼	12.2%▼
<b>Sector Totals</b>	141	80	602	361	4769	4316	43.3%▼	40.0%▼	9.5%▼

### Last 7 Days

#### Notes:

- There was no Homicide offense during the last 7 days.
- 66.7% (8/12) of the Assaults were coded Simple Assault.
- There were 4 DV-related offenses.
- 100.0% (4/4) of the DV-related offenses were Persons.
- 33.3% (4/12) of the Assaults were DV-related.
- DV-related Offenses: 8 ▽ 4
- There were no Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 35 ▽ 11

#### Top 5 Locations - Compared to last year

- 2257 Lincoln Ave: 0 ▽ 4
- 1210 S Sprague Ave: 0 ▽ 3
- 423 Puyallup Ave: 0 ▽ 3
- 1801 S 15th St: 0 ▽ 3
- 2368 Yakima Ave: 0 ▽ 3
- 2345 S I St: 0 ▽ 3

#### Top 5 Offense Locations - Compared to last year

- Parking Lot: 35 ▽ 18
- Street/Right Of Way: 25 ▽ 18
- Apartment: 4 ▽ 7
- Auto Related Business: 2 ▽ 6
- Single Family Residence: 9 ▽ 5



## Sector 2 Weekly Briefing for 05 October 2020 to 11 October 2020

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. Small numbers may cause large percent increases and decreases.

Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	07-Oct-2019	05-Oct-2020	16-Sep-2019	14-Sep-2020	01-Jan-2019	01-Jan-2020			
	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020			
<b>Persons</b>	<b>17</b>	<b>11</b>	<b>65</b>	<b>50</b>	<b>719</b>	<b>507</b>	35.3%▼	23.1%▼	29.5%▼
Assault	12	11	54	45	619	443	8.3%▼	16.7%▼	28.4%▼
Homicide (doesn't include Negligent/Justifiable)	0	0	0	0	3	5	0.0%	0.0%	66.7%▲
Kidnapping/Abduction	1	0	1	0	9	5	100.0%▼	100.0%▼	44.4%▼
Sex Offenses, Forcible	4	0	10	5	88	54	100.0%▼	50.0%▼	38.6%▼
<b>Property</b>	<b>116</b>	<b>102</b>	<b>448</b>	<b>383</b>	<b>4767</b>	<b>4369</b>	12.1%▼	14.5%▼	8.3%▼
Arson	0	0	0	0	13	9	0.0%	0.0%	30.8%▼
Burglary/Breaking and Entering	8	10	39	35	461	379	25.0%▲	10.3%▼	17.8%▼
Counterfeiting/Forgery	2	1	2	3	43	35	50.0%▼	50.0%▲	18.6%▼
Destruction/Damage/Vandalism of Property	34	28	125	98	1467	1215	17.6%▼	21.6%▼	17.2%▼
Fraud	11	5	42	13	422	197	54.5%▼	69.0%▼	53.3%▼
Larceny/Theft	44	45	184	174	1996	2059	2.3%▲	5.4%▼	3.2%▲
Motor Vehicle Theft	13	10	38	46	251	351	23.1%▼	21.1%▲	39.8%▲
Robbery	2	2	9	6	63	78	0.0%	33.3%▼	23.8%▲
Stolen Property	1	1	6	6	35	33	0.0%	0.0%	5.7%▼
<b>Society</b>	<b>4</b>	<b>2</b>	<b>12</b>	<b>4</b>	<b>102</b>	<b>79</b>	50.0%▼	66.7%▼	22.5%▼
Drug/Narcotic	4	1	10	2	72	53	75.0%▼	80.0%▼	26.4%▼
Pornography/Obscene Material	0	0	0	0	6	3	0.0%	0.0%	50.0%▼
Prostitution	0	0	0	0	1	0	0.0%	0.0%	100.0%▼
Weapon Law Violations	0	1	2	2	23	23	NC	0.0%	0.0%
<b>Sector Totals</b>	<b>137</b>	<b>115</b>	<b>525</b>	<b>437</b>	<b>5588</b>	<b>4955</b>	<b>16.1%▼</b>	<b>16.8%▼</b>	<b>11.3%▼</b>

### Last 7 Days

#### Notes:

- There was no Homicide offense during the last 7 days.
- 72.7% (8/11) of the Assaults were coded Simple Assault.
- There were 7 DV-related offenses.
- 85.7% (6/7) of the DV-related offenses were Persons.
- 54.5% (6/11) 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: 21 ≥ 26

#### Top 5 Locations - Compared to last year

- 625 N Jackson Ave: 0 ≥ 4
- 6901 Bridgland Ln: 0 ≥ 3
- 2602 Westridge Ave W: 0 ≥ 3
- 3710 N Villard St: 0 ≥ 3
- 1519 S Meyers St: 0 ≥ 2
- 19 Additional with 2

#### Top 5 Offense Locations - Compared to last year

- Street/Right Of Way: 12 ≥ 21
- Single Family Residence: 19 ≥ 17
- Parking Lot: 26 ≥ 13
- Apartment: 13 ≥ 10
- Sporting Goods Store: 8 ≥ 6
- Driveway: 1 ≥ 6





## Sector 3 Weekly Briefing for 05 October 2020 to 11 October 2020

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. Small numbers may cause large percent increases and decreases.

Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	07-Oct-2019	05-Oct-2020	16-Sep-2019	14-Sep-2020	01-Jan-2019	01-Jan-2020			
	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020			
<b>Persons</b>	18	19	72	85	755	754	5.6%▲	18.1%▲	0.1%▼
Assault	17	17	68	77	667	692	0.0%	13.2%▲	3.7%▲
Homicide (doesn't include Negligent/Justifiable)	0	0	0	0	1	6	0.0%	0.0%	500.0%▲
Kidnapping/Abduction	0	2	1	5	12	18	NC	400.0%▲	50.0%▲
Sex Offenses, Forcible	1	0	3	3	74	38	100.0%▼	0.0%	48.6%▼
<b>Property</b>	132	82	436	360	3964	3677	37.9%▼	17.4%▼	7.2%▼
Arson	1	1	3	1	7	27	0.0%	66.7%▼	285.7%▲
Burglary/Breaking and Entering	10	7	34	43	342	415	30.0%▼	26.5%▲	21.3%▲
Counterfeiting/Forgery	1	0	3	2	41	39	100.0%▼	33.3%▼	4.9%▼
Destruction/Damage/Vandalism of Property	36	27	121	93	1113	1011	25.0%▼	23.1%▼	9.2%▼
Fraud	15	0	44	13	394	173	100.0%▼	70.5%▼	56.1%▼
Larceny/Theft	49	35	182	144	1598	1468	28.6%▼	20.9%▼	8.1%▼
Motor Vehicle Theft	12	8	35	46	305	384	33.3%▼	31.4%▲	25.9%▲
Robbery	2	3	6	13	80	87	50.0%▲	116.7%▲	8.8%▲
Stolen Property	5	1	6	5	76	58	80.0%▼	16.7%▼	23.7%▼
<b>Society</b>	8	3	23	14	252	211	62.5%▼	39.1%▼	16.3%▼
Drug/Narcotic	5	1	15	10	166	129	80.0%▼	33.3%▼	22.3%▼
Pornography/Obscene Material	1	0	1	0	20	19	100.0%▼	100.0%▼	5.0%▼
Prostitution	0	0	0	0	5	3	0.0%	0.0%	40.0%▼
Weapon Law Violations	2	2	7	4	61	60	0.0%	42.9%▼	1.6%▼
<b>Sector Totals</b>	158	104	531	459	4971	4642	34.2%▼	13.6%▼	6.6%▼

### Last 7 Days

#### Notes:

- There was no Homicide offense during the last 7 days.
- 58.8% (10/17) of the Assaults were coded Simple Assault.
- There were 14 DV-related offenses.
- 64.3% (9/14) of the DV-related offenses were Persons.
- 47.1% (8/17) of the Assaults were DV-related.
- DV-related Offenses: 24 ↘ 14
- There was no Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 22 ↘ 14

#### Top 5 Locations - Compared to last year

- 4502 S Steele St: 7 ↔ 7
- 2120 S 48th St: 8 ↘ 4
- 5102 S 58th St: 0 ↗ 3
- 6247 South Tacoma Way: 0 ↗ 3
- 6001 S Oakes St: 0 ↗ 3
- 6015 Tacoma Mall Blvd: 0 ↗ 3

#### Top 5 Offense Locations - Compared to last year

- Parking Lot: 34 ↘ 29
- Street/Right Of Way: 14 ↗ 15
- Single Family Residence: 29 ↘ 13
- Apartment: 10 ↘ 9
- Garage (Residential): 4 ↗ 6



## Sector 4 Weekly Briefing for 05 October 2020 to 11 October 2020

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. Small numbers may cause large percent increases and decreases.

Offense Breakdown	7 Days		28 Days		Year to Date		7 Days	28 Days	YTD
	07-Oct-2019	05-Oct-2020	16-Sep-2019	14-Sep-2020	01-Jan-2019	01-Jan-2020			
	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020	13-Oct-2019	11-Oct-2020			
<b>Persons</b>	<b>20</b>	<b>25</b>	<b>88</b>	<b>102</b>	<b>1008</b>	<b>918</b>	25.0%▲	15.9%▲	8.9%▼
Assault	18	23	82	89	902	836	27.8%▲	8.5%▲	7.3%▼
Homicide (doesn't include Negligent/Justifiable)	0	0	0	2	8	4	0.0%	NC	50.0%▼
Kidnapping/Abduction	1	1	2	5	16	15	0.0%	150.0%▲	6.3%▼
Sex Offenses, Forcible	1	1	4	6	82	63	0.0%	50.0%▲	23.2%▼
<b>Property</b>	<b>114</b>	<b>80</b>	<b>419</b>	<b>357</b>	<b>4306</b>	<b>3878</b>	29.8%▼	14.8%▼	9.9%▼
Arson	0	2	3	5	24	38	NC	66.7%▲	58.3%▲
Burglary/Breaking and Entering	6	4	29	30	344	357	33.3%▼	3.4%▲	3.8%▲
Counterfeiting/Forgery	0	0	5	0	53	18	0.0%	100.0%▼	66.0%▼
Destruction/Damage/Vandalism of Property	37	27	123	108	1238	1129	27.0%▼	12.2%▼	8.8%▼
Fraud	12	3	45	15	410	173	75.0%▼	66.7%▼	57.8%▼
Larceny/Theft	46	29	149	121	1585	1436	37.0%▼	18.8%▼	9.4%▼
Motor Vehicle Theft	9	10	40	53	412	516	11.1%▲	32.5%▲	25.2%▲
Robbery	1	2	9	13	125	97	100.0%▲	44.4%▲	22.4%▼
Stolen Property	3	2	16	11	107	102	33.3%▼	31.3%▼	4.7%▼
<b>Society</b>	<b>14</b>	<b>5</b>	<b>42</b>	<b>20</b>	<b>386</b>	<b>206</b>	64.3%▼	52.4%▼	46.6%▼
Drug/Narcotic	9	3	32	15	255	119	66.7%▼	53.1%▼	53.3%▼
Pornography/Obscene Material	1	0	1	0	8	4	100.0%▼	100.0%▼	50.0%▼
Prostitution	0	0	0	0	15	2	0.0%	0.0%	86.7%▼
Weapon Law Violations	4	2	9	5	108	81	50.0%▼	44.4%▼	25.0%▼
<b>Sector Totals</b>	<b>148</b>	<b>110</b>	<b>549</b>	<b>474</b>	<b>5700</b>	<b>5002</b>	<b>25.7%▼</b>	<b>12.8%▼</b>	<b>12.2%▼</b>

### Last 7 Days

#### Notes:

- There was no Homicide offense during the last 7 days.
- 73.9% (17/23) of the Assaults were coded Simple Assault.
- There were 23 DV-related offenses.
- 78.3% (18/23) of the DV-related offenses were Persons.
- 73.9% (17/23) of the Assaults were DV-related.
- DV-related Offenses: 21 ⤴ 23
- There were no Gang-Related offense(s) during the last 7 days.
- Theft from Motor Vehicle: 20 ⤵ 15

#### Top 5 Locations - Compared to last year

- 4052 Mckinley Ave: 0 ⤴ 3
- 1122 E 52nd St: 0 ⤴ 2
- 6823 Homestead Ave: 0 ⤴ 2
- 25 Additional Locations with 2

#### Top 5 Offense Locations - Compared to last year

- Single Family Residence: 26 ⤴ 32
- Street/Right Of Way: 35 ⤵ 17
- Sporting Goods Store: 9 ⤴ 12
- Apartment: 3 ⤴ 9
- Parking Lot: 20 ⤵ 9





CITY OF TACOMA

# SMALL BUSINESS RESILIENCY GRANT

\$10,000 grants are available to qualifying businesses

## ELIGIBILITY CRITERIA:

- Businesses must be located and licensed in Tacoma
- Majority business owner must be at or below 80% Area Median Income (AMI)
- Business must be a micro-enterprise employing 5 or fewer full-time equivalent employees (including owner)

**For complete eligibility requirements and application visit:**

[Makeittacoma.com](https://www.makeittacoma.com)



**Questions? Contact:**

[resiliencygrant@cityoftacoma.org](mailto:resiliencygrant@cityoftacoma.org) | 253-253-591-5208





CIUDAD DE TACOMA

## SUBVENCIÓN DE RESILIENCIA PARA PEQUEÑAS EMPRESAS

Tenemos disponibles subvenciones de \$10,000  
para empresas que califiquen

### CRITERIO DE ELEGIBILIDAD:

- La empresa deben estar ubicada y tener licencia en Tacoma
- El propietario mayoritario del negocio debe tener un ingreso medio del área que no sobrepase el 80%
- La empresa debe ser una microempresa que emplee no más de 5 empleados equivalentes a tiempo completo (incluyendo al propietario)

Para conocer todos los requisitos de elegibilidad y aplicar, visite:  
[Makeittacoma.com](http://Makeittacoma.com)



### Preguntas? Contacto:

[resiliencygrant@cityoftacoma.org](mailto:resiliencygrant@cityoftacoma.org) | 253--591-5208





## MEETINGS FOR THE WEEK OF OCTOBER 19, 2020 THROUGH OCTOBER 23, 2020

TIME	MEETING	LOCATION
<b>MONDAY, OCTOBER 19, 2020</b>		
4:00 PM	Transit Oriented Development Advisory Group	Please contact BT Doan at <a href="mailto:BDoan@cityoftacoma.org">BDoan@cityoftacoma.org</a>
5:30 PM	Metro Parks Tacoma Board of Commissioners Committee of the Whole	Please visit <a href="https://metroparkstacoma.org">https://metroparkstacoma.org</a>
<b>TUESDAY, OCTOBER 20, 2020</b>		
9:00 AM	Hearing Examiner's Hearing *	Please visit <a href="https://cityoftacoma.org/hearingexaminer">https://cityoftacoma.org/hearingexaminer</a>
10:00 AM	Government Performance and Finance Committee	Join Zoom Meeting at: <a href="https://zoom.us/j/82752998740">https://zoom.us/j/82752998740</a> Telephonic: Dial 253-215-8782 Meeting ID: 827 5299 8740 Passcode: 614650
11:00 AM	Bid Opening	Please visit <a href="http://www.tacomapurchasing.org">http://www.tacomapurchasing.org</a>
NOON	City Council Study Session	Join Zoom Meeting at: <a href="https://zoom.us/j/89496171192">https://zoom.us/j/89496171192</a> Telephonic: Dial 253-215-8782 Meeting ID: 894 9617 1192 Passcode: 896569
5:00 PM	City Council Meeting	Join Zoom Meeting at: <a href="https://zoom.us/j/84834233126">https://zoom.us/j/84834233126</a> Telephonic: Dial 253-215-8782 Meeting ID: 848 3423 3126 Passcode: 349099
<b>WEDNESDAY, OCTOBER 21, 2020</b>		
9:00 AM	Unfit Building Hearings ****	Please contact Keith Williams at <a href="mailto:KWilliams2@cityoftacoma.org">KWilliams2@cityoftacoma.org</a>
9:00 AM	WorkForce Central Executive Board	Please visit <a href="https://workforce-central.org/events/">https://workforce-central.org/events/</a>
3:00 PM	Tacoma-Pierce County Board of Health Study Session	Please visit <a href="https://www.tpchd.org/i-want-to-/about-us/board-of-health/board-of-health-meetings">https://www.tpchd.org/i-want-to-/about-us/board-of-health/board-of-health-meetings</a>
4:00 PM	City Events and Recognitions Committee	Join Zoom Meeting at: <a href="https://zoom.us/j/87320156844">https://zoom.us/j/87320156844</a> Telephonic: Dial 253-215-8782 Meeting ID: 873 2015 6844
5:00 PM	Planning Commission	Join Zoom Meeting at: <a href="https://zoom.us/j/87950952577">https://zoom.us/j/87950952577</a> Telephonic: Dial 253-215-8782 Meeting ID: 879 5095 2577
5:30 PM	Tacoma Public Library Board of Trustees	Please visit <a href="https://tacoma.bibliocommons.com/events">https://tacoma.bibliocommons.com/events</a>
5:30 PM	Transportation Commission	Please contact Jennifer Kammerzell at <a href="mailto:JKammerzell@cityoftacoma.org">JKammerzell@cityoftacoma.org</a>
6:00 PM	City Council – SPECIAL MEETING	Join Zoom Meeting at: <a href="https://zoom.us/j/83541927915">https://zoom.us/j/83541927915</a> Telephonic: Dial 253-215-8782 Meeting ID: 835 4192 7915 Passcode: 219278
<b>THURSDAY, OCTOBER 22, 2020</b>		
7:30 AM	Tacoma Community Redevelopment Authority Board	Please contact Danai Mangum at <a href="mailto:DMangum2@cityoftacoma.org">DMangum2@cityoftacoma.org</a>
8:30 AM	Local Employment & Apprenticeship Program Advisory Committee	Please contact Clifford Armstrong at <a href="mailto:CArmstrong@cityoftacoma.org">CArmstrong@cityoftacoma.org</a>
9:00 AM	Hearing Examiner's Hearing *	Please visit <a href="https://cityoftacoma.org/hearingexaminer">https://cityoftacoma.org/hearingexaminer</a>
4:30 PM	Community Vitality and Safety Committee	Join Zoom Meeting at: <a href="https://zoom.us/j/82370106303">https://zoom.us/j/82370106303</a> Telephonic: Dial 253-215-8782 Meeting ID: 823 7010 6303 Passcode: 614650
5:00 PM	Land Use Public Meeting ***	Please contact Jana Magoon at <a href="mailto:JMagoon@cityoftacoma.org">JMagoon@cityoftacoma.org</a>
6:00 PM	Community Council Meeting	Please contact Allyson Griffith at <a href="mailto:AGriffith@cityoftacoma.org">AGriffith@cityoftacoma.org</a>
<b>FRIDAY, OCTOBER 23, 2020</b>		
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.

\*\*\* 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.

\*\*\*\* Hearings may be held at various times throughout the day.



**City of Tacoma 2020  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
October 20, 2020	City Council Study Session (dial-in, Noon)	Affordable Housing and Health	Office of Management & Budget	Staff will present how the 2021-2020 proposed budget advances the City Council Priority areas of Affordable Housing and Health.
		Systems Transformation	Elizabeth Pauli	City Manager Elizabeth Pauli will be giving an update on Systems Transformation
	City Council Meeting (dial-in, 5:00 PM)			
October 27, 2020	City Council Study Session (dial-in, Noon)	Access Workshop (Library and Metro Parks)	Office of Management & Budget	
		Systems Transformation	Elizabeth Pauli	City Manager Elizabeth Pauli will be giving an update on Systems Transformation
	City Council Meeting (dial-in, 5:00 PM)			
November 3, 2020	City Council Study Session (dial-in, Noon)	Livable Wage Jobs, Belief and Trust, and Organizational Culture and Effectiveness	Office of Management & Budget	
		Systems Transformation	Elizabeth Pauli	City Manager Elizabeth Pauli will be giving an update on Systems Transformation
	City Council Meeting (dial-in, 5:00 PM)			
November 10, 2020	City Council Study Session (dial-in, Noon)	At Home In Tacoma Project	PDS and MCO	Elliot Barnett and Jacques Colon will be giving an update on the At Home in Tacoma Project.
		Systems Transformation	Elizabeth Pauli	City Manager Elizabeth Pauli will be giving an update on Systems Transformation
	City Council Meeting (dial-in, 5:00 PM)			
November 17, 2020	Joint Utility Board Study Session (dial-in , Noon)	Citywide State Legislative Priorities	TPU and CMO	
		Process Review and feedback		
		FWDA Transition	Public Works, Legal & CED	Staff will provide an update to the City Council on the FWDA sunset and the transition of obligation to the City.

**City of Tacoma 2020  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
		Systems Transformation	Elizabeth Pauli	City Manager Elizabeth Pauli will be giving an update on Systems Transformation
	City Council Meeting (dial-in, 5:00 PM)		-	
<b>November 24, 2020</b>	City Council Study Session (dial-in, Noon)	Systems Transformation	Elizabeth Pauli	City Manager Elizabeth Pauli will be giving an update on Systems Transformation
	City Council Meeting (dial-in, 5pm)			

Community Vitality and Safety			
<b>Committee Members:</b> Blocker (Chair), Beale, Hines, Ushka, Alternate-Hunter <b>Executive Liaison:</b> Linda Stewart; <b>Staff Support -</b> Bucoda Warren		<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
	Topic	Presenters	Description
October 22, 2020	TBD		
Future			
November 12, 2020	Interviews for the Tacoma Area Commission on Disabilities	Doris Sorum, City Clerk	
	Provider Funding Approaches	Allyson Griffith, Assistant Director, Neighborhood and Community Services; Jason McKenzie, Resource Manager, Neighborhood and Community Services	
	Humane Society Contract	Danielle Larson, Tax and License Manager; Captain Shawn Stringer, Tacoma Police Department	
November 26, 2020	Cancelled (Thanksgiving)		

<b>Economic Development Committee</b>			
<b>Committee Members:</b> Thoms (chair), Blocker, McCarthy, Ushka, 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 •Tacoma Creates Advisory Board
<b>October 27, 2020</b>	Juneteenth Celebration	Ashely Jones and Christopher McNabb, City's Events and Recognitions Committee members	The mission of Juneteenth Tacoma will be to celebrate on June 19th annually the emancipation of those who have been enslaved in the United States in order to create opportunities for strong links between races and ethnicities.
	Curbside Café and Market Program	Jana Magoon, Planning and Development Services Department, and Jennifer Kammerzell, Public Works Department	Planning and Development Services (PDS) and Public Works (PW) staff will present an update on the temporary programs available to businesses during the State's response to COVID-19. The presentation will include the Curbside Café and Market Program, Food Load Zones, and 8th Street Eatery. Staff will discuss program limitations and opportunities.
<b>Future</b>			
<b>November 10, 2020</b>	Tacoma Arts Commission Interviews	City Clerk	

Government Performance and Finance Committee			
Committee Members: Hines, Hunter (chair), Thoms (vice chair), and Walker Alternate - Blocker 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
	Topic	Presenters	Description
October 20, 2020	TPU Economic Development Plans	Jacki Flowers, TPU Director	
	PDS Code Change	Corey Newton, Division Manager, Planning and Development Services	
Future			
November 3, 2020	Interviews for the Board of Ethics	Doris Sorum, City Clerk	
	Fee Schedule	Reid Bennion, Lead Management Analyst, Office of Management and Budget; Jackis Coulibaly, Management Analyst, Officer of Management and Budget	
November 17, 2020	Interviews for the Audit Advisory Board	Doris Sorum, City Clerk	

**Infrastructure, Planning and Sustainability Committee**

<b>Committee Members:</b> McCarthy (Chair), Beale (Vice Chair), Hunter, & Walker; Alternate-Ushka <b>Executive Liaison:</b> Mike Slevin; <b>Coordinator:</b> Claire Goodwin & Lynda Foster (July 20-November 22)		<b>1st and 3rd Wednesdays; Beginning in June 2020,</b> <b>2nd and 4th Wednesdays</b> <b>4:30pm</b> <b>Room 248</b>	<b>CBC Assignments:</b> •Sustainable Tacoma Commission •Planning Commission •Landmarks Preservation Commission •Board of Building Appeals •Transportation Commission
	<b>Topic</b>	<b>Presenters</b>	<b>Description</b>
<b>October 28, 2020</b>	Planning Commission interviews	Doris Sorum, City Clerk	Candidates will be interviewed to fill vacant positions on the Planning Commission
	Planning Commission's Annual Report and Work Program	Brian Boudet, Planning Division Manager, Planning and Development Services	Planning & Development Services staff will present the Planning Commission's Annual Report and Work Program, which summarizes their accomplishments over the past year and outlines the focus of their anticipated work program for the next couple of years.
<b>Future</b>			
<b>November 11, 2020</b>	Cancelled		
<b>November 18, 2020 Special Meeting</b>	Transportation Commission Interviews	Doris Sorum, City Clerk	4 vacancies