



**North Downtown Subarea Plan  
and Environmental Impact Statement (EIS)**

**Public Comment**

**Received during the EIS Public Scoping Process  
June 14 – July 19, 2013**

## Index

---

Monica Adams, Pierce Transit -----	1
Charlotte Brown -----	3
Anthony L-T Chen, Tacoma-Pierce County Health Department -----	4
David Cook -----	6
Micaela Cooley -----	7
Department of Ecology, Southwest Regional Office -----	8
Dennis Engel, Washington State Department of Transportation -----	11
Karen Havnaer-----	13
Scott Heller -----	14
Debby Herbert (1) -----	16
Debby Herbert (2) -----	18
Debby Herbert (3) -----	20
Blaine Johnson (1) -----	23
Blaine Johnson (2) -----	25
Judi Marty-----	27
Fred Parkinson -----	28

July 19, 2013

Ian Munce, AICP  
City of Tacoma  
747 Market St.  
Tacoma, WA 98402-3769

RE: N DOWNTOWN AREA SCOPING

Dear Ian,

Thank you for inviting Pierce Transit to be involved in the N. Downtown EIS Scoping process. We are supportive of the City's vision to encourage development and economic revitalization in the area. Public transportation and complete pedestrian infrastructure are vital in this type of environment. We need to ensure transit is included in the study and that origin/destination identification for travelers today and anticipated in the future should be included for future transit planning purposes.

Our route network currently utilizes nearly every street within the subarea limits and nearly every local Pierce Transit route makes a connection on Commerce Street. This facility alone serves an average of 6407 passengers every weekday. The area is also heavily served by our Paratransit/SHUTTLE vehicles. Public transit is already a critical element within the subarea. As redevelopment occurs, Pierce Transit's service will become even more viable. Early coordination between developers, City staff and Pierce Transit will be essential.

Prioritizing transportation investments including light rail, parking, pedestrian, transit and bike improvements within the subarea is a key function of this effort. Transit elements need be coordinated closely as conversations of a future street car alignment move forward. In order to avoid duplication of services, local fixed route services can be realigned and the service reinvested to better coordinate with potential future street car or light rail services.

Tacoma Municipal Code includes transit supportive requirements, based on size and nature of a new or major redevelopment project. Under the area-wide plan, a separate SEPA notice will no longer be required on individual projects. An alternate notification and review process will need to be created to ensure Pierce Transit continues to have the opportunity to identify transit related, developer-funded requirements and to coordinate with public and private developers.

Again, we applaud the City's efforts and goals for the N. Downtown area and look forward to continued collaboration and coordination in the future.

If you have any questions please contact me at (253) 581-8130 or [madams@piercetransit.org](mailto:madams@piercetransit.org).

Sincerely,



Monica Adams, Planner II  
Bus Stops, a division of Scheduling & Planning

Cc: Lynne Griffith  
Jay Peterson  
Tina Lee  
Peter Stackpole  
Justin Leighton

#13-010 N Downtown Area Scoping.doc

**From:** [Munce, Ian](#)  
**To:** [Gibbons, Cheri](#)  
**Subject:** FW: Brown property -- 1340 Fawcett  
**Date:** Monday, July 01, 2013 6:45:47 PM

---

For the record

---

From: der407@earthlink.net [der407@earthlink.net]  
Sent: Monday, July 01, 2013 4:30 PM  
To: Munce, Ian  
Subject: Re: Brown property -- 1340 Fawcett

You are always so prompt in responding. Thank you!

Charlotte B. Brown

-----Original Message-----

From: "Munce, Ian"  
Sent: Jul 1, 2013 11:00 AM  
To: "der407@earthlink.net"  
Cc: "Gibbons, Cheri"  
Subject: Brown property -- 1340 Fawcett

<o:shapedefaults v:ext="edit" spidmax="1026"> </o:shapedefaults> <o:shapelayout v:ext="edit"> <o:idmap  
v:ext="edit" data="1"> </o:idmap></o:shapelayout>

Good morning, Ms. Brown.

Your property is zoned Downtown Residential. The maximum height in this zone is 90 feet. There has been no discussion to date during the N. Downtown Sub-Area planning process about changing this height limit. The public notice reference to 400 feet refers to the existing Downtown Commercial Core (DCC) zoning, zoning which begins one block below your property. The current height limit in DCC is 400 feet.

If you have any additional question or concerns please do not hesitate to contact me.

Best regards

Ian Munce, AICP

July 10, 2013

Mr. Ian Munce  
Planning and Development Services Department  
City of Tacoma  
747 Market Street, Room 345  
Tacoma, WA 98402

Re: Scoping for the North Downtown Subarea Plan and Environmental Impact Statement

Dear Mr. Munce:

Thank you for the opportunity to provide our comments to the North Downtown Subarea Plan and Environmental Impact Statement (EIS) scoping process. We hope the following perspective and contributions will aid in enhancing the health, livability and prosperity potential of the project area build-out.

1. Unless addressed, environmental conditions may cause unnecessary risks and delays in completion of a project and/or area build-out. Please describe how you will address environmental conditions and regulatory requirements during the course of the build-out, including:
  - Waste management (e.g. asbestos, demolition materials, fill materials, etc.);
  - Underground storage tanks;
  - Contaminated soil and/or groundwater (documentation and remediation should be completed prior to installation of permanent structures that would otherwise limit remediation activities);
  - Abandoned wells; and
  - Other state and local environmental regulations.

We would be happy to provide further specifics about these regulations.

2. Community design, development, and investments impact a wide range of additional public health concerns. Please describe how these will be addressed:
  - Tacoma Urban Forestry and Agriculture Element implementation;
  - Complete Streets implementation; promoting safe and convenient pedestrian and bicycle access to transit, grocery stores, parks, trails and other resources.
  - Air quality-Reducing sources of and mitigating exposure to fine particulate matter, ground level ozone, and greenhouse gas emissions;

- Waste reduction, reuse and recycling to encourage sustainable resource use while discouraging vectors and limiting nuisances.
- Indoor air quality--Building construction materials and techniques, such as LEED standards, that improve ventilation and reduce sources of and exposure to toxics.

Please also consider the health impacts and measures contained in “A Guide to Integrating Health Into State Environmental Policy Act Review,” available from staff or at <https://www.tpchd.org/files/library/a6bd730e70512250.pdf>.

We also would like to encourage clear avenues for meaningful and inclusive community participation. Opportunities for ongoing meaningful community participation are vital for successful plan development and implementation. To ensure meaningful involvement please address these questions:

- How will this planning incorporate the area’s history, past and adjacent planning efforts, and current realities?
- How will the process include affected and underserved community members?
- What is already decided and what isn’t? Who decides, when, and how? How can community members, local businesses representatives and others most efficiently inform and influence process and content?

We look forward to continuing to work with you to improve benefits and reduce risks associated with plan development and implementation. Please contact Rob Olsen at (253) 798-2855 or [rolsen@tpchd.org](mailto:rolsen@tpchd.org) if you have any questions or would like to discuss our concerns and suggestions.

Sincerely,



Anthony L-T Chen, MD, MPH  
Director of Health

**From:** [Munce, Ian](#)  
**To:** [David Cook](#)  
**Cc:** [Gibbons, Cheri](#)  
**Subject:** RE: Scoping meeting  
**Date:** Thursday, June 27, 2013 8:36:47 AM

---

Good morning, Mr. Cook.

Thank you for your comments. They will be added to the record and the issues you raised will be addressed in our planning work.

Best regards

Ian Munce

-----Original Message-----

From: David Cook [<mailto:dcookwa@harbornet.com>]  
Sent: Thursday, June 27, 2013 6:53 AM  
To: [imunce@cityoftacoma.org](mailto:imunce@cityoftacoma.org)  
Subject: Scoping meeting

Hello Ian,

I was unable to come to the scoping meeting, but wanted to make some comments regarding plans. I recently became aware that some businesses are opposed to the proposed cycle track along wright park because 14 parking spaces will be lost. A quick count of parking spaces that directly touch the block including titus will and stadium thrifty yields a number of almost 160. This includes both sides of the streets and the parking lot on N 1st where thriftway shoppers can park. Losing 14 spaces is only 8% and my count does not include any additional spaces along that aren't directly within my small catchment area. I would propose continuing with bicycle infrastructure to encourage active transportation options that would decrease the number of necessary parking spaces or encourage the idea of parking further away and walking into the shopping area. If parking becomes, more difficult but walking and cycling is easier, a percentage of folks will change their habits. Not all will change but if 10% change their habits, we will have offset the less than 10% loss presently at risk.

As Tacoma's growth approaches the estimates, vehicles simply won't fit within our city even with revisions. We should encourage excellent infrastructure to get cars into and out of the city and walk or cycle or use transit or use light rail to move within the city.

Thank you,  
David Cook



6/26/13



## Comment Form

Thank you for your interest in the North Downtown Subarea Plan and EIS project and for coming to tonight's Scoping Meeting. Please share with us any comments you have about the project. Please note, comments will be accepted during the scoping period until July 19, 2013, at 5 p.m. There will be additional chances to comment on the project as it progresses.

Please provide any comments or questions you have about the project and its scope:

- 1) Trail ~~the~~ work from gasfield park behind Annie Wright down to the water would be FABULOUS - really connect stadium to the H2O.
- 2) Green Belts which connect stadium to downtown would be great - a
- 3) a dog park would be wonderful

Would you like to be added to our project mailing list? Please provide your information below:

Name: Micaela Cooley E-mail: micaela.c@piersecountycd.org  
Address: 1 N Broadway #26  
City, State, Zip: Tacoma WA 98903 Phone: 253 306 3457



STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300  
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

July 19, 2013

Mr. Ian Munce, J.D., AICP  
City of Tacoma  
Planning & Development Services  
747 Market Street, Room 1036  
Tacoma, WA 98402

Dear Mr. Munce:

Thank you for the opportunity to comment on the scoping for the North Downtown Subarea Plan project. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

**AIR QUALITY (GHG): Gail Sandlin (360) 407-6860**

Consider greenhouse gas (GHG) impact of various options.

**TOXICS CLEANUP**

**TACOMA SMELTER PLUME CONTACT: Elizabeth Weldin (360) 407-7094**

Ecology recognizes this is a non-project action.

The City of Tacoma is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool at:  
<https://fortress.wa.gov/ecy/smeltersearch/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:  
[http://www.ecy.wa.gov/programs/tcp/sites\\_brochure/tacoma\\_smelter/2011/brochuresAndPubs.html](http://www.ecy.wa.gov/programs/tcp/sites_brochure/tacoma_smelter/2011/brochuresAndPubs.html) - Click on "Level and Action Level FAQ."

Ecology recommends that the City of Tacoma consider adopting future policies related the Tacoma Smelter Plume.

Ecology also recommends that the City of Tacoma include the following as conditions of approval for future grading projects located in the North Downtown Subarea:

- Sample the soil and analyze for arsenic and lead. The applicant shall contact Elizabeth Weldin with the Southwest Regional Office (SWRO), Toxics Cleanup Program at the phone number given above or via email at [ewel461@ecy.wa.gov](mailto:ewel461@ecy.wa.gov) for guidance about soil sampling within Tacoma Smelter Plume. The soil sampling results shall be sent to the local land use permitting agency and Ecology for review.
- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The applicant shall also contact the Environmental Report Tracking System Coordinator at the Ecology Southwest Regional Office at (360) 407-6300. The MTCA cleanup level for arsenic is 20 ppm and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
  - 1) Enter into the Voluntary Cleanup Program with - Ecology prior to issuance of any site development permits for this proposal and/or the initiation of any grading, filling, or clearing activities. For more information on the Voluntary Cleanup Program, visit Ecology website at:  
<http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm>.
  - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation will likely result in no further action under - MTCA prior to the issuance of any site development permit and/or the initiation of any grading, filling, or clearing activities. The issued site development permit plans shall be consistent with the plans reviewed and deemed consistent with MTCA by Ecology. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
  - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.

If Ecology determines this project should not be part of the Voluntary Cleanup Program, Ecology will contact the lead agency and discuss possible options.

- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children's play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

For assistance and information about Tacoma Smelter Plume and soils contamination, contact Elizabeth Weldin at the phone number above or via email at [ewel461@ecy.wa.gov](mailto:ewel461@ecy.wa.gov).

**TOXICS CLEANUP: Cris Matthews (360) 407-6388**

The area encompassed by the “North Downtown Subarea Plan” (Plan) includes approximately fifty known Ecology Toxics Cleanup Program sites in various stages of regulation and involvement ranging from active remedial work to properties on an Ecology list of confirmed or suspected contamination awaiting some form of future attention. This number does not include potential unknown, as yet undiscovered, contamination which could greatly increase the number of affected sites in the Plan area.

Ecology has concerns that under the cumulative environmental impact analysis approach proposed in the Plan, future project-specific environmental review would be eliminated. The project-specific SEPA process allows interested and/or affected parties to comment on project proposals, and is means for project applicants and the City of Tacoma to be aware of potential environmental problems associated with proposed actions and be informed of measures to protect themselves and others.

Future Plan area project-specific work should include pre-development contact and planning by the project applicant with Ecology to determine the cleanup regulatory status of a particular property or properties, and any associated requirements that may apply as a result of that status.

In addition, environmental contamination – either known, suspected, or encountered, whether the result of project-specific development or otherwise – shall be reported to Ecology according to the requirements of the MTCA (Chapter 173-340 WAC). This applies to every part of the Plan area and is independent of any proposed or final environmental impact analysis conclusions.

Ecology’s comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology  
Southwest Regional Office

(SM:13-3054)

cc: Cris Matthews, TCP  
Gail Sandlin, AQP  
Elizabeth Weldin, TCP



**Washington State  
Department of Transportation**

Lynn Peterson  
Secretary of Transportation

Olympic Region Headquarters  
5720 Capitol Boulevard, Tumwater  
P. O. Box 47440  
Olympia WA 98504-7440  
360-357-2600

Fax 360-357-2601  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

July 17, 2013

Mr. Ian Munce  
City of Tacoma  
Planning and Development Services Department  
747 Market Street, Room 345  
Tacoma, WA 98402

RE: North Downtown Subarea Plan and Environmental Impact Statement

Dear Mr. Munce:

Thank you for allowing the Washington State Department of Transportation (WSDOT) the opportunity to comment on the scoping process for the North Downtown Subarea Plan and Environmental Impact Statement (EIS). The comments we are providing as to the scope of this plan and EIS are consistent to those that we provided to you for the earlier South Downtown Subarea Plan and EIS effort. Therefore, we offer the following comments and ask that the subarea planning team take advantage of seeking input from WSDOT and other transportation partners and consider the impacts of the subarea plan on:

State Highway System: Portions of state routes are located within and/or adjacent to the proposed study area. Having a state facility located within the immediate area of the study area, WSDOT will be interested in what potential impacts the proposed subarea plan and EIS could have on any state facility. WSDOT will want the opportunity to review and comment on any traffic analysis that is conducted during the process.

Mitigation Measures: WSDOT is interested in how mitigation measures will be implemented, particularly implementing improvements to address potential impacts to state facilities. It is our understanding that under this process, the city's adoption of the subarea plan and subsequent ordinance would exempt future developments from additional review, substituting the case-by-case evaluation that WSDOT would normally do under State Environmental Policy Act. We are interested in how mitigation measures for state facilities will be addressed.

Will there be provisions to revisit the plan's recommendations at some future threshold or timeline? The concern is that, when development does occur, it could take the form of something very different than what the EIS and preferred alternative assumes. If so, this would require a new look at mitigation than that described in the EIS.



Transit: The proposed subarea plan and EIS should consider and identify transit's ability to help mitigate the effects of growth on the transportation system as well as the evaluation how different levels of transit service can accommodate projected growth in jobs and people in the area.

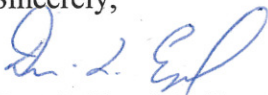
Traffic Demand Management: The proposed subarea plan and EIS should consider the strategies and impacts on meeting the statewide goals for reducing vehicle miles traveled. The proposed plan should evaluate the effects of land use policies and jobs/people growth targets on transportation demand. Without changes in mode share, services, and infrastructure, the transportation system may be overwhelmed. How would different mode share targets affect transportation performance in the future? The plan should also consider providing alternative travel choices to reduce trips into, out of, and within the subarea.

Sustainability: What strategies will be employed to reduce the consumption of energy and other resources through land use linkages?

Climate Change/Environmental: The proposed subarea plan and EIS should consider addressing how it will help meet statewide goals for reducing transportation emissions. The analysis should consider a climate change vulnerability risk assessment on facilities in general, and particularly on transportation infrastructure. Potential impacts from sea-level rise and river flooding on transportation infrastructure in the Tacoma area could affect the transportation system (WSDOT can offer our assessment of the state routes that may be vulnerable in the area).

Thank you for the opportunity to comment on this proposal and we look forward to working with the City in regards to this study. Please contact Patrick Babineau of my office at (360) 357-2675 if you have any questions or would like to discuss any of these comments.

Sincerely,



Dennis Engel, P.E.  
Transportation Planning Manager  
WSDOT, Olympic Region

DE:gk

cc:	Leah Bolotin (WSDOT)	TB55
	Yorik Stevens-Wajda (PSRC)	
	Chris Regan (WSDOT)	47331
	Kathy Leotta (WSDOT)	47387

**From:** [Munce, Ian](#)  
**To:** [Karen Havnaer](#)  
**Cc:** [Gibbons, Cheri](#)  
**Subject:** RE: Public Scoping Meeting  
**Date:** Wednesday, June 26, 2013 4:43:09 PM

---

Karen,

Thank you so much for these detailed comments. We will add them to our record and will respond to them in our draft plan. Yes to more green spaces.

Best regards

Ian Munce

-----Original Message-----

From: Karen Havnaer [<mailto:karenh@harbornet.com>]  
Sent: Wednesday, June 26, 2013 4:03 PM  
To: [imunce@cityoftacoma.org](mailto:imunce@cityoftacoma.org)  
Subject: RE: Public Scoping Meeting

Dear Ian Munce; My name is Karen Havnaer, I'm a resident of Hilltop and a board member of the Guadalupe Land Trust. I have lived and worked in the St. Leo's Community for over 30 years and am hoping to bring attention to the need for productive and beautiful places in our area.

In the '80's and '90's Bill Bichsel, S. J., and Carrie Little, founder of Mother Earth Farms, began to garden in vacant lots (often loaned to them by owners of the properties) began gardening on the Hill eventually creating the first CSA in the city of Tacoma. People came to the Catholic Worker, Guadalupe House located on G Street each week for their share of fruits, vegetables and flowers. When Carrie and Fr. Bix left the gardens in the early 2000's they owned two properties which were the basis of our forming the non-profit, Guadalupe Land Trust.

One of those properties is the Viet Huong Garden, formerly La Grande Garden, an approximately 1/2 block property located at South 18th and G Street and containing 65 10x12 feet plots and a children's garden where fresh produce is raised every year by our neighbors from Viet Nam and an ethnically diverse group. Another Guadalupe property is the Gallucci Learning Garden, located at the corner of South 14th and G - an approximately 50 by 150 foot corner lot of a beautifully landscaped property. Ten to twenty people regularly attend weekly workshops at Gallucci, and receive and discuss the instruction of experienced and Master Gardeners. There is also an active children's garden for 4 H members and children from the housing project Guadalupe Vista, located a block from the garden.

The Trust also helps to manage a property at South 19th and Yakima Avenue, owned by the Webster family who contribute their property for use by our gardeners while they are away in the Spring and Summer.

Although limited personally as to my actual gardening knowledge and skills, I'm active on the board of the Guadalupe Land Trust because I feel that green space, cared for and used, adds so much to the beauty and the spirit of our neighborhood. I lived on the Hill in the '80's and '90's when the gardening project was begun and I think that activity and presence contributed not just to the beauty but to the health and good spirits of neighbor to neighbor on the Hill.

Hoping Green Spaces will be an important part of the planning for our and the City of Tacoma's future.

Karen Havnaer

## Gibbons, Cheri

---

**From:** Munce, Ian  
**Sent:** Friday, July 19, 2013 6:07 PM  
**To:** Gibbons, Cheri  
**Subject:** FW: North Downtown subarea plan

---

From: Scott Heller [scottkheller@gmail.com]  
Sent: Friday, July 19, 2013 5:36 PM  
To: [imunce@cityoftacoma.org](mailto:imunce@cityoftacoma.org)  
Subject: North Downtown subarea plan

Hi Ian,

My name is Scott Heller and I represent the Gallucci Learning Garden, part of the Guadalupe Land Trust, located within the boundaries of the North Downtown subarea. In creating the EIS for the North Downtown Tacoma subarea, please consider that these components will help create a better urban environment in the future:

1. More green space<<http://www.sciencedirect.com/science/article/pii/S026427510400054X>>, in the form of gardens and parks<<http://onlinelibrary.wiley.com/doi/10.1111/1467-9515.t01-1-00253/abstract>>, preferably in the form of a green belt or wildlife corridor<[http://en.wikipedia.org/wiki/Wildlife\\_corridor](http://en.wikipedia.org/wiki/Wildlife_corridor)>, as bees and other migrating creatures may require this for moving through our city.
2. Open public space, in the form of plazas, public squares and public roof gardens.
3. Alternative transportation support in the form of effective bike lanes<[http://en.wikipedia.org/wiki/Cycling\\_in\\_Copenhagen](http://en.wikipedia.org/wiki/Cycling_in_Copenhagen)> (\*and I mean continuous bike lanes. Maybe not everywhere but at least main thoroughfares. I run out of bike lane halfway across the Yakima street bridge. That's not very safe), car-sharing (zipcar, the like) and bike-sharing<<http://pugetsoundbikeshare.org/>> as well. Cities all over the world<<http://sustainablecitiescollective.com/robin-carey/159276/urban-biking-back-future>> are making room for more people by creating bike friendly streets and dedicated bike lanes. Cycling public awareness campaigns<[http://www.bikesbelong.org/assets/documents/uploads/Bikes\\_Belong\\_Foundation\\_Safety\\_Campaign\\_Best\\_Practices\\_Report\\_reduced.pdf](http://www.bikesbelong.org/assets/documents/uploads/Bikes_Belong_Foundation_Safety_Campaign_Best_Practices_Report_reduced.pdf)> can help with this. We also may want to reconsider our bicycle helmet laws in order to accommodate bike sharing.
4. Avoid visible blight. Utilize vacant property and storefronts by allowing lower rents, possibly through subsidies, grants, or waivers. If we let the creative people of Tacoma fill these gaps, a thriving social and economic environment will be subsequent. People go where people are. SpaceWorks<<http://spaceworkstacoma.wordpress.com/>> is already doing some of this. Mixed-income housing <[http://en.wikipedia.org/wiki/Mixed-income\\_housing](http://en.wikipedia.org/wiki/Mixed-income_housing)> can also address this.

Many of these ideas are already supported by forward thinking members of our community and local governance. All over the world there is a growing recognition of the value of urban green space, including urban gardens, and of alternative transportation. I'd like to see Tacoma lead the way in these forms of sustainable development and not become a rusted relic of the past.

I cannot claim to know all the details involved in creating this future but I urge the relevant committees to think about a comprehensive, integrated plan. So much of Tacoma is un-even, dis-jointed - the "gap toothed smile" I call it. Any individual idea should take a back seat to a vision of the future of Tacoma as a whole, making it more live-able and enjoyable for everyone.



Please keep me informed as to how I might help.

Sincerely,  
Scott

--

Scott K Heller

[scottkheller@gmail.com](mailto:scottkheller@gmail.com)<<https://mail.google.com/mail/?view=cm&fs=1&tf=1&to=scottkheller@gmail.com>>

"Nothing is lost, nothing is created, everything is transformed." --Antoine Laurent Lavoisier

## Gibbons, Cheri

---

**From:** Munce, Ian  
**Sent:** Friday, July 19, 2013 7:38 AM  
**To:** Gibbons, Cheri  
**Subject:** FW: Commentary on the Downtown Core

---

From: Debby Herbert [tahoedebby@aol.com]  
Sent: Thursday, July 18, 2013 11:18 PM  
To: [imunce@cityoftacoma.org](mailto:imunce@cityoftacoma.org)  
Subject: Commentary on the Downtown Core

Dear Ian,

I think something needs to be done about the over growth of trees along Stadium Way. I have traveled this corridor daily for years, prior to the road construction and will again once it is re-opened. The view coming off the freeway and heading to the freeway was always such a joy with the drop-dead stunning views of Commencement Bay, something that I even looked forward to. I wonder how many other commuter -weary travelers miss that show-stopper view at the beginning and end of their daily commutes. Now it is just pitch dark foliage with hardly a break to let in even a little sparkle of blue and sunshine. How sad for such a natural asset as that view to be taken away from the citizens and taxpayers.

And I remember how much fun it was to drive my out-of-town family/guests along the route and show off our beautiful Commencement Bay, and hear the oohs and ahhs over the incredible view, knowing that any "naysayers" about Tacoma were quick converts. Surely I am not the only one with this opinion, as thousands of Tacomans drove Stadium Way, same as I did. What a wonderful first impression it was and "advertisement" of Tacoma to visitors from all over. Now you would never know it. Along with the Seattle, Tacoma did have that rare combination of a downtown area with water views. Can you imagine Seattle planting trees in front of their downtown waterfront, completing blocking the views? No way, no city would... but it happened here, of all places.

Please don't jump to conclusions; I understand completely the need for trees in our environment, as I consider myself to be a very strong supporter of the environment. I know one of the main benefits is that they clean the air. But this can still be achieved without destroying such an outstanding view and natural asset. Read on. But there needs to be a balance of the vested interests, not just one side, perhaps due to, I am guessing, maybe a few people in the City at that time, and their wishes prevailing.

I think a viable solution would be to trim/remove some of the trees up high along the border of Stadium Way that totally obscure the views. This could partially be done by a call for volunteers to plant an equal or greater number of trees removed by the City along Stadium Way, but planted in another more appropriate location in the City where the trees would enhance the view, not destroy as is now the case. Maybe in another park or in an industrial area that needs foliage, or near a freeway.

It would seem the response would be very strong, especially by the residents above the street whose views are probably mostly blocked by now. Perhaps it could even be a fundraiser to the City. The city would cut down/trim a tree, and the volunteers could plant a new tree elsewhere and pay a donation/fee to the City to do this.

It hardly needs stating that Tacoma needs to foster every possible positive aspect it has to overcome its "tainted" past, not destroy it. And I applaud the City for the great strides made in the downtown area and there is a lot to be proud of, but the destruction of this wonderful view and natural asset, I feel is a huge step backward and a "black eye" for the promotion of Tacoma and the downtown area.

Was there an environmental impact study done when the tree were planted? Why did they choose trees with 100 foot height potential? I remember reading years back when the Bayside Trail below Stadium Way was funded by the Feds, that one of the requirements was that views were to be preserved. How was that disregarded? And speaking of environmental impact, those trees are Big Leaf Oaks which can grow to 100 feet tall or more, with very shallow roots. There needs to be an analysis of what they can do to the hillside with soaking rain and high winds. That amount of tree foliage will act like a big sail on wet soil on a steep slope and could pose a risk of de-stabilizing that entire hillside. So much for our brand new roadway and the millions of dollars in repairs.

Thank You for this forum. I will volunteer to help in any way I can to re-store this once beautiful natural asset.

Signed as; A Fan of Tacoma

## Gibbons, Cheri

---

**From:** Munce, Ian  
**Sent:** Friday, July 19, 2013 5:20 PM  
**To:** Debby Herbert  
**Cc:** Gibbons, Cheri  
**Subject:** RE: Commentary on the Downtown Core

Thanks, correction noted.

---

From: Debby Herbert [tahoedebby@aol.com]  
Sent: Friday, July 19, 2013 5:10 PM  
To: Munce, Ian  
Subject: RE: Commentary on the Downtown Core

Thank you. ( There is a typo; I meant to say the trees there are "Big Leaf Maples", not "Big Leaf Oaks" ).

Debby/Fan of Tacoma

-----Original Message-----

From: Munce, Ian [mailto:imunce@ci.tacoma.wa.us]  
Sent: Friday, July 19, 2013 7:38 AM  
To: Debby Herbert  
Cc: Gibbons, Cheri  
Subject: RE: Commentary on the Downtown Core

Dear Debby,

Thank you very much for your carefully crafted and thought out analysis and proposal. Others have mentioned the issue you raise with me but without the larger context that you present.

We will look into the issue as part of our sub area planning work and keep in touch with you.

Best regards,

Ian

---

From: Debby Herbert [tahoedebby@aol.com]  
Sent: Thursday, July 18, 2013 11:18 PM  
To: imunce@cityoftacoma.org  
Subject: Commentary on the Downtown Core

Dear Ian,

I think something needs to be done about the over growth of trees along Stadium Way. I have traveled this corridor daily for years, prior to the road construction and will again once it is re-opened. The view coming off the freeway and heading to the freeway was always such a joy with the drop-dead stunning views of Commencement Bay, something that I even looked forward to. I wonder how many other commuter -weary travelers miss that show-stopper view at the beginning and end of their daily commutes. Now it is just pitch dark foliage with hardly a break to let in even a little

sparkle of blue and sunshine. How sad for such a natural asset as that view to be taken away from the citizens and taxpayers.

And I remember how much fun it was to drive my out-of-town family/guests along the route and show off our beautiful Commencement Bay, and hear the oohs and ahhs over the incredible view, knowing that any "naysayers" about Tacoma were quick converts. Surely I am not the only one with this opinion, as thousands of Tacomans drove Stadium Way, same as I did. What a wonderful first impression it was and "advertisement" of Tacoma to visitors from all over. Now you would never know it. Along with the Seattle, Tacoma did have that rare combination of a downtown area with water views. Can you imagine Seattle planting trees in front of their downtown waterfront, completely blocking the views? No way, no city would. but it happened here, of all places.

Please don't jump to conclusions; I understand completely the need for trees in our environment, as I consider myself to be a very strong supporter of the environment. I know one of the main benefits is that they clean the air. But this can still be achieved without destroying such an outstanding view and natural asset. Read on. But there needs to be a balance of the vested interests, not just one side, perhaps due to, I am guessing, maybe a few people in the City at that time, and their wishes prevailing.

I think a viable solution would be to trim/remove some of the trees up high along the border of Stadium Way that totally obscure the views. This could partially be done by a call for volunteers to plant an equal or greater number of trees removed by the City along Stadium Way, but planted in another more appropriate location in the City where the trees would enhance the view, not destroy as is now the case. Maybe in another park or in an industrial area that needs foliage, or near a freeway.

It would seem the response would be very strong, especially by the residents above the street whose views are probably mostly blocked by now. Perhaps it could even be a fundraiser to the City. The city would cut down/trim a tree, and the volunteers could plant a new tree elsewhere and pay a donation/fee to the City to do this.

It hardly needs stating that Tacoma needs to foster every possible positive aspect it has to overcome its "tainted" past, not destroy it. And I applaud the City for the great strides made in the downtown area and there is a lot to be proud of, but the destruction of this wonderful view and natural asset, I feel is a huge step backward and a "black eye" for the promotion of Tacoma and the downtown area.

Was there an environmental impact study done when the tree were planted? Why did they choose trees with 100 foot height potential? I remember reading years back when the Bayside Trail below Stadium Way was funded by the Feds, that one of the requirements was that views were to be preserved. How was that disregarded? And speaking of environmental impact, those trees are Big Leaf Oaks which can grow to 100 feet tall or more, with very shallow roots. There needs to be an analysis of what they can do to the hillside with soaking rain and high winds. That amount of tree foliage will act like a big sail on wet soil on a steep slope and could pose a risk of de-stabilizing that entire hillside. So much for our brand new roadway and the millions of dollars in repairs.

Thank You for this forum. I will volunteer to help in any way I can to re-store this once beautiful natural asset.

Signed as; A Fan of Tacoma

## Gibbons, Cheri

---

**From:** Munce, Ian  
**Sent:** Friday, July 19, 2013 6:56 PM  
**To:** Debby Herbert  
**Cc:** Gibbons, Cheri  
**Subject:** RE: Commentary on the Downtown Core

Thanks for adding this

---

From: Debby Herbert [tahoedebby@aol.com]  
Sent: Friday, July 19, 2013 6:29 PM  
To: Munce, Ian  
Subject: RE: Commentary on the Downtown Core

Also worthy of mention, the maple from the cut down trees have a substantial value on the open market. I know that Maple wood is in demand for the building of hardwood furniture items. Depending on how many trees are cut down this value I am guessing could easily hit into the six figures. Money to off-set the cost of cutting with money left over for the cash strapped City coffers. That would be a huge win-win.

Debby

-----Original Message-----

From: Munce, Ian [mailto:imunce@ci.tacoma.wa.us]  
Sent: Friday, July 19, 2013 5:20 PM  
To: Debby Herbert  
Cc: Gibbons, Cheri  
Subject: RE: Commentary on the Downtown Core

Thanks, correction noted.

---

From: Debby Herbert [tahoedebby@aol.com]  
Sent: Friday, July 19, 2013 5:10 PM  
To: Munce, Ian  
Subject: RE: Commentary on the Downtown Core

Thank you. ( There is a typo; I meant to say the trees there are "Big Leaf Maples", not "Big Leaf Oaks" ).

Debby/Fan of Tacoma

-----Original Message-----

From: Munce, Ian [mailto:imunce@ci.tacoma.wa.us]  
Sent: Friday, July 19, 2013 7:38 AM  
To: Debby Herbert  
Cc: Gibbons, Cheri  
Subject: RE: Commentary on the Downtown Core

Dear Debby,

Thank you very much for your carefully crafted and thought out analysis and proposal. Others have mentioned the issue you raise with me but without the larger context that you present.

We will look into the issue as part of our sub area planning work and keep in touch with you.

Best regards,

Ian

---

From: Debby Herbert [tahoedebby@aol.com]

Sent: Thursday, July 18, 2013 11:18 PM

To: imunce@cityoftacoma.org

Subject: Commentary on the Downtown Core

Dear Ian,

I think something needs to be done about the over growth of trees along Stadium Way. I have traveled this corridor daily for years, prior to the road construction and will again once it is re-opened. The view coming off the freeway and heading to the freeway was always such a joy with the drop-dead stunning views of Commencement Bay, something that I even looked forward to. I wonder how many other commuter -weary travelers miss that show-stopper view at the beginning and end of their daily commutes. Now it is just pitch dark foliage with hardly a break to let in even a little sparkle of blue and sunshine. How sad for such a natural asset as that view to be taken away from the citizens and taxpayers.

And I remember how much fun it was to drive my out-of-town family/guests along the route and show off our beautiful Commencement Bay, and hear the oohs and ahhs over the incredible view, knowing that any "naysayers" about Tacoma were quick converts. Surely I am not the only one with this opinion, as thousands of Tacomans drove Stadium Way, same as I did. What a wonderful first impression it was and "advertisement" of Tacoma to visitors from all over. Now you would never know it. Along with the Seattle, Tacoma did have that rare combination of a downtown area with water views. Can you imagine Seattle planting trees in front of their downtown waterfront, completing blocking the views? No way, no city would. but it happened here, of all places.

Please don't jump to conclusions; I understand completely the need for trees in our environment, as I consider myself to be a very strong supporter of the environment. I know one of the main benefits is that they clean the air. But this can still be achieved without destroying such an outstanding view and natural asset. Read on. But there needs to be a balance of the vested interests, not just one side, perhaps due to, I am guessing, maybe a few people in the City at that time, and their wishes prevailing.

I think a viable solution would be to trim/remove some of the trees up high along the border of Stadium Way that totally obscure the views. This could partially be done by a call for volunteers to plant an equal or greater number of trees removed by the City along Stadium Way, but planted in another more appropriate location in the City where the trees would enhance the view, not destroy as is now the case. Maybe in another park or in an industrial area that needs foliage, or near a freeway.

It would seem the response would be very strong, especially by the residents above the street whose views are probably mostly blocked by now. Perhaps it could even be a fundraiser to the City. The city would cut down/trim a tree, and the volunteers could plant a new tree elsewhere and pay a donation/fee to the City to do this.

It hardly needs stating that Tacoma needs to foster every possible positive aspect it has to overcome its "tainted" past, not destroy it. And I applaud the City for the great strides made in the downtown area and there is a lot to be proud of, but the destruction of this wonderful view and natural asset, I feel is a huge step backward and a "black eye" for the promotion of Tacoma and the downtown area.

Was there an environmental impact study done when the tree were planted? Why did they choose trees with 100 foot height potential? I remember reading years back when the Bayside Trail below Stadium Way was funded by the Feds, that one of the requirements was that views were to be preserved. How was that disregarded? And speaking of environmental impact, those trees are Big Leaf Oaks which can grow to 100 feet tall or more, with very shallow roots. There needs to be an analysis of what they can do to the hillside with soaking rain and high winds. That amount of tree foliage will act like a big sail on wet soil on a steep slope and could pose a risk of de-stabilizing that entire hillside. So much for our brand new roadway and the millions of dollars in repairs.

Thank You for this forum. I will volunteer to help in any way I can to re-store this once beautiful natural asset.

Signed as; A Fan of Tacoma



## Gibbons, Cheri

---

**From:** Munce, Ian  
**Sent:** Sunday, June 23, 2013 10:08 AM  
**To:** Blaine Johnson  
**Cc:** Gibbons, Cheri  
**Subject:** RE: Blaine Johnson comment on EIS scoping N DT

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Blaine,

Thank you these comments. We will add them to the record. The sub-area plan could be the vehicle to make the change in designation to "theatre district". It can also be the vehicle to address the balancing of interests issue that you raise.

I look forward to discussing them with you, maybe Monday July 1?

Ian

---

From: Blaine Johnson [blaine@graphserv.com]  
Sent: Monday, June 17, 2013 10:36 AM  
To: Ian Munce  
Subject: Blaine Johnson

Ian -

I received the notice on the scoping meeting coming up for North Downtown. I have to do some work in Los Angeles tomorrow through late evening on the 26th. So, I'll miss the public meeting. There are some important issues that need to be addressed and I would like to meet with you when I return.

One thing that has been very frustrating is to get the City to consistently identify the area that is on the map in yellow and called "St. Helens" as the Theater District. I finally was able to get Ricardo to identify this area as the Theater District on his outreach materials. This area, from essentially S. 11th to Division and Pacific to Tacoma Ave. has been identified as the Theater District historically and we are working on some branding activities with the Broadway Center and other arts entities to promote this area accordingly. What is particularly aggravating is how we have the arts organizations and neighborhood businesses and residents working diligently to bring a higher level of identity to this area and we don't seem to have a recognition of the value of such promotion on the part of the City – even while the City tries to rally people to enhance the area.

The City of Seattle recently formally created the Seattle Theater District. A number of cities around the country celebrate and promote similar districts. Let's use what we have and leverage it. There is no designation that more clearly sends a message of a colorful, lively, artistically cultured place than to call it the Theater District. In Tacoma's case, it is an area that has an important history dating back to the 1880. The research we are conducting for a book on the Theater District validates this heritage.

It has been suggested that the City conduct an asset map of the types of uses that are in place downtown. This relates to the number of social service organizations, subsidized housing and other activities that have dominated downtown over the past 40 years since retail and many businesses moved out of the area. There was discussion years ago, as investment was sought in downtown, that there be a curtailment of adding more of these entities so that a balance could be achieved. This should be part of the scoping discussions.

Thanks for your leadership in making this process as meaningful as possible.

Blaine

---

Blaine Johnson                      Cell: 253-617-8545  
714 Market Street, #201  
Tacoma, WA 98402

Email: [blaine@graphserv.com](mailto:blaine@graphserv.com)

---

Memo from Blaine Johnson  
6/24/13

## Tacoma Theater District Branding –

There are over 30 designated Theater Districts in cities large and small throughout the United States and beyond. London has one. Even the ancient Roman city of Pompeii has a virtually reconstructed Theater District.

In the past year three communities, including Seattle, have formally adopted this designation. The reason for this label is to convey an area of entertainment and cultural vibrancy. This label represents a brand that speaks universally to tourists and locals alike that a Theater District is an appealing place.

Tacoma has all the important identifying elements in its Theater District, historically significant performance venues, an emerging arts and entertainment scene and the Theater District Association, an organization representing the arts, business and residential interests that has committed considerable effort to promote and enhance this special section of Tacoma.

Yet, we still have City materials, including those designed to promote downtown Tacoma, ignoring this designation, instead using such terms as “North Downtown” and “St. Helens”. One would think with the City’s (and therefore the taxpayers’) investment in the Broadway Center for the Performing Arts, would inspire an effort to promote this area with the brand of Theater District that virtually every large city in the country sees as valuable.

With the three theaters of the Broadway Center, the Tacoma Grand Cinema, the Temple Theater, comedy clubs, nightclubs, art galleries and the forthcoming McMenamins performance venue, it is baffling why it so difficult to have this brand employed in our community. The brand “Theater District” should be applied to every possible opportunity for identifying this area.

In fact, given the rich heritage of this area as the performing arts center from Tacoma's founding, the most accurate characterization should be the brand of "Tacoma's Historic Theater District."

Cities promoting the designation Theater District include:

Pompeii, Italy  
London  
New York City  
Chicago  
Los Angeles  
San Francisco  
Houston  
Boston  
Seattle  
Pittsburgh  
Cleveland  
Buffalo  
Minneapolis  
Lafayette, Georgia  
Worcester MA  
Petaluma, CA  
Branson, Missouri  
Allentown, PA  
Berwyn, Illinois  
Phoenix  
Detroit  
New Haven, Connecticut  
Baltimore  
Dallas  
Savannah, Georgia  
Memphis  
Demopolis, Alabama  
Birmingham, Alabama  
Kansas City  
Costa Mesa, CA  
Hartford, Connecticut  
Denver

## Gibbons, Cheri

---

**From:** Munce, Ian  
**Sent:** Friday, July 19, 2013 4:32 PM  
**To:** Gibbons, Cheri  
**Subject:** FW: Northend/Stadium Way

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

---

From: Judi Marty [sunny45@comcast.net]  
Sent: Friday, July 19, 2013 11:29 AM  
To: [imunce@cityoftacoma.org](mailto:imunce@cityoftacoma.org)  
Subject: Northend/Stadium Way

I'm writing in behalf of over 300 residents that overlook the Stadium Way beautification project. To date, things look like the street portion of the project is shaping up nicely. The issue we all have, is the massive overgrown vegetation that is choking the hillside and totally negating the "view property" we all pay for in taxes. 2-3 years ago, the Overlook Condominiums threw over \$14,000 to the city to attempt to thin, shape, remove, trim or do what was environmentally acceptable to enhance our view. After many meetings, an environmental study and a few more dollars thrown in by us, we were told "these trees are part of the environmentally protected wetlands". What about the scrub vegetation? Most of the trees are not native to this hillside, simply growth that has been allowed to get totally out of control. We were also told, that the City of Tacoma has been negligent in the upkeep of these hillsides.

There are a couple of "lookouts" built into the new street sidewalks. What are we supposed to be "looking" at? It's all overgrowth. By keeping this jungle of scrub overgrowth, the only advantage is giving the homeless folks a place to live.

Please, do not reply as to "we're looking into this". Please reply that this ugly mess will be taken care of in short order, hopefully before this beautiful new street opens up for traffic.

Thank you,

Judi Marty

1 Broadway S. #103

Tacoma, WA 98402

**From:** [Munce, Ian](#)  
**To:** [Fred and Lee Parkinson](#)  
**Cc:** [Gibbons, Cheri](#)  
**Subject:** RE: North Downtown Subarea Plan  
**Date:** Monday, July 01, 2013 8:55:33 AM

---

Good morning, Mr. Parkinson.

Thank you for your clear and thoughtful comments.

We will include them in our record and address them in our scope of work.

Best regards

Ian Munce, AICP

---

**From:** Fred and Lee Parkinson [mailto:flparkinson@msn.com]  
**Sent:** Sunday, June 30, 2013 12:29 PM  
**To:** imunce@cityoftacoma.org  
**Subject:** North Downtown Subarea Plan

My comments on the subject regard mostly the Foss Waterway development. Although there has been some planned progress, nothing tangible has materialized in the last 3 years. We moved into the Esplanade Condominiums in Feb. 2010 and looked forward to the development of the Foss. There was an extensive 2 day workshop in 2011 where over a 100 people including myself made good inputs. FWDA came out with a plan but was very conservative in my mind and seemed to focus on the next 15 years not the next 5 years. Yes, there are two plans that we hear are moving forward-specifically the remodel of Johnny's Seafood building with a Bistro and the construction of more apartments on Site 1 south of Alber's Mill. However the long anticipated hotel on the site just south of the Esplanade Condominiums is stalled again by litigation by the Murano. It also seems that the FWDA emphasizes the "A" (Authority) more than the "D" (Development). Yes, we've been in a recession but now that we are out of it and the economy is improving, isn't there more that the City can do? Can't they spur Development of the Foss?

One particular issue with the Foss that I hope will be soon handled in the Subarea Plan is access to the Foss. I had the privilege of serving on the Prairie Line Trail Steering Committee and there was plans to include improvement and widening of the 15th street flyover in this project. I think the City needs to address this not only within the Prairie Line project and but in general for the benefit of the Foss Waterway. I have travelled to 100 countries and been to most of the ports in Europe when I was Marketing Director for the Boeing Jetfoil and I can say that the Foss Waterway has the potential to be as good a waterfront as there is in the WORLD but only if it is developed. Most waterfronts and ports have been developed with a large input from local governments. I think the City of Tacoma should step up to this development. The rewards would be great. Let's have more

development and less authority.

I would also like to add that it was a distinct pleasure working with Elliott on the PL Steering Committee. He was very professional and great to work with.

Regards  
Fred Parkinson