

From: Nowman, Nicole
Sent: Tuesday, April 5, 2022 3:46 PM
To: City Clerk's Office
Subject: FW: Send an email to the Mayor

Follow Up Flag: Follow up
Flag Status: Flagged

From: Daren H. Holter <darenholter@gmail.com>
Sent: Thursday, March 31, 2022 8:49 PM
To: Nowman, Nicole <nnowman@cityoftacoma.org>
Subject: Send an email to the Mayor

To Mayor and ALL City Council Members

I am totally opposed to writing another law that no one will enforce. If Police are unable to arrest the drivers of the cars doing doughnuts in the intersections how do you cite the spectators? What can be done NOW is to enforce the current laws on the books. Arrest the drivers of the vehicles for Negligent Driving. This is an arrestable offence. It will allow the Police to impound the car/truck. The City needs to take a ZERO TOLLERANCE policy to street racers and have those racers be held accountable for their actions. How do you do it you ask? Well, I will tell you. Since there is no current police officers assigned, but volunteer for overtime for the current emphasis patrols, there are not enough offices to do what is needed to stop this activity. On weekends where the weather is nice or if there are tips as to where street racers are going to gather, have several officers on mandatory overtime 10-15 officers, believe me the citizens will be more than happy to pay to end these acts of civil defiance. Have the SWAT TEAM also respond with riot gear. More officers the better. Have officers respond from all direction. Block the entire group in. Identify the drivers, make the arrest, tow their cars away and if others block your ability to enforce the laws then arrest them as well. Once the word gets out and people don't have cars to drive since Police towed them away, you will have taken the streets back to the citizens of Tacoma. If you take quick and decisive action NOW you can get ahead of this. Waiting is not in your favor.

If you do this then you can't yell and scream at the Police for doing their job. Support the Police. Don't stab them in the back (AGAIN) and tell them they need to be fired for doing their job. All of you need to look in the mirror. Your inaction have put us where we are today. If you think otherwise then your part of the problem. For once in your lives be part of the solution and not part of the problem. Swallow your pride and take charge...

Daren and Patty Holter

1823 S. Visscher St.
Tacoma WA 98465
253-759-3825
darenholter@gmail.com

Please forward to all Council Members, Mayor and City Manager. Please have this email as part of Public Comments at next council meeting 4/5/2022

Sent from [Mail](#) for Windows

From: mbn121411@aol.com
Sent: Thursday, March 31, 2022 3:33 PM
To: City Clerk's Office
Subject: Suggestion for street racing/intersection takeovers

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I have noticed the participants in these events prefer larger intersections without cement traffic, pedestrian, or turn lane divisions. They need to be able to slide and create a display where there is room for numerous vehicles to be out of control. Street racers also like room to veer into oncoming traffic for whatever reason.

I think upgrading the larger streets and/or intersections with cement divisions or curbing would be a deterrent. This would create damage to tires, axels, etc. of the participants (and damage to the curbs obviously until the kids and parents have to deal with cost and downtime of those repairs. Cement is cheaper and quicker than car repairs). Tall, plastic, yellow tubes for dividers would only be an invitation to an obstacle course. Smaller events may still pop up but would be more manageable for the police to control and less satisfying for participants because there is a smaller audience.

After watching video of the 9th and Pacific Ave incident, there is no way I would want or expect an officer to leave their vehicle to ticket a bystander. You don't have, nor could you hire enough officers to control that kind of mob without putting the officer in serious harm.

Mary Drummond
mbn121411@aol.com
6102 S D St
Tacoma, WA 98408

From: DAVID GIBBONS <lvlawnscapes@yahoo.com>
Sent: Sunday, April 3, 2022 6:41 AM
To: City Clerk's Office
Subject: Street racing

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Impound violator's vehicles and if not stolen crush them in a car crusher.
This problem would go away real quick.
Thanks
David .

Sent from my iPad

From: Robb Krehbiel <robb.krehbiel@gmail.com>
Sent: Tuesday, April 12, 2022 3:36 PM
To: City Clerk's Office
Subject: Citizen's Forum Comments RE: Bridge Industrial Warehouse

Follow Up Flag: Follow up
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Hello City Clerk,

Please accept these written comments in advance of tonight's Citizen's Forum (which I am unable to attend).

I am very concerned about Bridge Industrial's proposed warehouse facility in South Tacoma. I'm primarily concerned with the impacts that increased truck traffic will have in terms of exacerbating local air pollution, causing more auto accidents, and increasing congestion.

More importantly, though, I'm very concerned about the public process involved with this proposal. City staff have stated several times that it is unlikely for any amount of public opposition to stop this proposal. Why is that? This is the largest warehouse facility proposed for the west coast and will drastically change the community around which it's located. When was there an opportunity for the public to weigh in and say no? It also seems like the city didn't advertise enough to let people know about this project, and many people are just learning about the issue.

This proposal shows to me that the way the city engages the public in permitting and zoning doesn't work. There needs to be an underlying change to how the city advertises projects and engages the public. People in South Tacoma feel ignored and undervalued, and a lot of that has to do with the poor outreach and engagement. I'm sure that staff did everything they legally needed to, but that just shows how the system is broken. The city needs to redefine its approach to outreach and engagement so that the public feels heard, respected, and empowered.

I'm disappointed in my city for allowing this project to come to Tacoma in the first place. I'm disappointed that the community has been overlooked and ignored. I blame a lot of this on Planning and Development Services Director Peter Huffman, who has a problematic history of circumventing environmental review, public engagement, and Tribal consultation. His leadership fosters a culture in the department to fast track permits for massive developments over the concerns of the community.

At the very least, the city should require a full EIS, a full health analysis (which includes looking at the impacts to air quality from increased truck traffic) and a full traffic analysis. The current mitigations proposed are insufficient and the full impacts have not been adequately studied.

Thank you,

Robb Krehbiel
Planning Commissioner
District 5

From: Michelle Mood <moodm@kenyon.edu>
Sent: Tuesday, April 12, 2022 2:13 PM
To: City Clerk's Office
Subject: Citizen's Forum 4/11

Follow Up Flag: Follow up
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To the City Council, especially my Council Member Keith Blocker:

There is a creek at the bottom of my property where I live up on a hill above the old BNSF land south of TPU that is part of a true riparian wetlands and thus its waters connect to and end up in the Sound. This stream will be right next to the proposed 2.5 million square foot distribution center, and yet no Invertebrate Community Index has been done to assess the health of the stream. Absolutely no biological criteria or indices have been done nor has the connection to Flett Creek been physically explored. In fact, it is the original headwaters of Flett Creek, which flows into Chambers Creek, which flows into the Sound -- both are salmon streams. Since this is a riparian wetlands and the waters feed into a salmon stream, there must be an Environmental Impact Statement before the proposed LU21-0125 permit is passed, and yet Shirley Schultz, Planner, is doing a preliminary determination of non-significance. There absolutely must be an EIS prior to this permitting. Additionally, I understand that current zoning allows this structure, but the goals and needs of 21st century Tacoma will be undermined by this and this step must be taking most cautiously.

The State of Washington State Environmental Policy act requires "all state and local governments to give environmental amenities and values appropriate consideration," and "to identify and evaluate important environmental impacts and alternatives including cumulative, short term, long term, direct and indirect." To do this, the city must require an Environmental Impact Statement and a Health Impact Assessment for this construction. They need to do this because they are basing this MDNS on all the work done back in 2007 and 2008 on a former permit (SEP2007-4000099829), which also had no EIS, and without considering the new scientific information and changes in policy that have taken place --

Securing Water

I note that on the Tacoma-Pierce County Health Department's website, they inform the public that "We help protect the City of Tacoma's drinking water. South Tacoma Groundwater Protection District (STGPD) sits above the South Tacoma aquifer. Groundwater typically supplies about 5% of Tacoma's water in the summer and supplements the supply from the Green River at other times of the year. Groundwater from this aquifer could supply up to 40% of Tacoma's drinking water." <https://www.tpchd.org/healthy-places/waste-management/business-pollution-prevention/south-tacoma-groundwater-protection-district?fbclid=IwAR0-BkjaHR1LOxDMDkx4bfzAhPqslsxo6NAOjH2FFMDxHySuiUOwNmgMdc>. We need the City Council to pause all building on the South Tacoma Groundwater Protection District until the final decision has been made on the South Tacoma Economic Green Zone (STEGZ) application.

TPCHD makes it clear Tacoma relies on this water, so we need to pass the STEGZ application and pause the LU21-0125 2.5 million sq ft distribution center.

It's not just my opinion that we need to aggressively protect our South Tacoma aquifer. The Washington State Department of Natural Resources put out a new Climate Resilience Report two years ago, including special attention to groundwater (<https://www.dnr.wa.gov/climate-change>). TPU's own Water Shortage Response Plan (2018) reveals that "Tacoma Water's South Tacoma wells are another important source of water and are typically used for peak water demands during the summer." <https://www.mypu.org/wp-content/uploads/watershortageresponseplan0219.pdf>

TPU's 2018 Integrated Resource Plan clearly states, "In the near term, Tacoma Water will undertake improvements to enable its existing groundwater supplies to provide optimal production and reliability" (p.39). Among the many things TPU should be doing to work towards those goals, chief among them should be support for the STGPD and the South Tacoma Economic Green Zone. Frighteningly, TPU's own modeling shows the possibility that, without South Tacoma wells, the city could **not** meet resource adequacy without groundwater even in the most likely (not worst case) scenario for climate change predictions. There is in fact a **planned steep increase** of use of wells for city water even under the most likely scenario. Groundwater is **essential** to the ability of TPU to supply water through 2037 and 2050 according to its own plan.

In TPU's Integrated Resource Plan, no plan is revealed that will improve the groundwater's "optimal production and reliability." Water is assumed to be there in the aquifers and only needs to be drilled for. No discussion of safeguarding replenishment is involved, even as groundwater pumping rates and an increasing percent of total groundwater rights are integral to TPU's plan to meet resource adequacy -- "more groundwater could be pumped if Tacoma Water enhanced pumping capacity of its current wells, or added new wells. Increased pumping of groundwater during the spring and early summer would improve the utility's ability to hold surface water in Eagle Gorge Reservoir into the late summer and fall" which is key since "the model suggests most curtailments result from lack of storage in the later summer months." However, what is being done to protect groundwater?

If you look at Table 4.2 of that document, resource adequacy using current sources and under the most stressed climate change conditions is only 80% met just fifteen years from now (and 50% met by 2050). **But using groundwater, resource adequacy is met almost 100% of the next fifteen years, and 95% of the time even out to 2050 -- with no curtailment of use -- and under the most stressed climate prediction!** Groundwater is key, and the South Tacoma Economic Green Zone will secure that for our future.

Upholding Tacoma's Climate Action Plan

The City Council must work with the Planning Commission in representing the short and long term interests of the residents of Tacoma. To that is, note that Tacoma City Council adopted the 2030 Tacoma Climate Action Plan on November 20, 2021 while the City's Office of Environmental Policy and Sustainability explains that "Tacoma is now experiencing extreme weather and worsening environmental and public health conditions as a result of climate changes. Conditions will worsen unless urgent climate action is taken" <https://www.cityoftacoma.org/cms/One.aspx?portalId=1698&pageId=213008> One result expected is "**declining snowpack which impacts freshwater availability**" https://www.cityoftacoma.org/government/city_departments/environmentalservices/office_of_environmental_policy_and_sustainability/climate_action#:~:text=Tacoma's%20vulnerabilities%20to%20climate%20change,species%20in%20our%20tidal%20fats

The South Tacoma Neighborhood Council was prescient in applying for the South Tacoma Groundwater Protection District's South Tacoma Economic Green Zone, and you as the City Council should work with the Planning Commission to implement it as soon as possible -- including stopping all permits that pave over the South Tacoma aquifer until this re-zoning has been complete. The City's own Environmental Services Department Office of Environmental Policy and Sustainability outlines sustainability strategies for each sector --

- In the natural systems sector, "to improve ecosystem resilience and ensure a healthy and sufficient water supply," the government must ensure "habitat restoration project guidance and resilience."
- In the economic sector, the government must create a "just and green jobs transition plan." <https://www.cityoftacoma.org/cms/One.aspx?portalId=1698&pageId=213008>

Pausing the 2.5 million sq. ft. warehouse and adopting the South Tacoma Economic Green Zone would meet both of these sustainability goals that the city's own experts have deemed necessary. Additionally, Tacoma's path towards net zero GHG emissions within 28 years is also charted in this Climate Action Plan, and creating STEGZ would be vital in meeting that goal as well. https://www.cityoftacoma.org/government/city_departments/environmentalservices/office_of_environmental_policy_and_sustainability/climate_action/2030_climate_action_plan In sum, it must be done.

Improving Environmental Justice as per EJLWG & State Legislation

The City of Tacoma's current Climate Action Plan has not yet made the necessary course correction as per the recommendations from the Environmental Justice Leadership Work Group (EJLWG). That is, EJLWG has requested that the city improve its collaborative governance structure and incorporate voices asking for structural, systemic and institutional change (see: https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/enviro/Sustain/CAP%20Final/Section%20B.pdf)

The fact that the South Tacoma Neighborhood Council volunteer representatives did all this work to propose a new STEGZ behooves the City not only to pass this application but also stop further construction since this would advance the Climate Action Plan and Environmental Justice goals in addition to the sustainability goals mentioned above. Listening to the STNC would not only advance a collaborative governance system as requested, but would also address the historical legacies of systemic racism that created our current zoning laws. Any proposed construction that would place impermeable material over unpaved land on top of the South Tacoma aquifer only by using current zoning laws should be stopped (at least until the updated policies for the STGPD and STEGZ have been finalized). Such expansion of impermeable material over our groundwater protection area would violate collaborative governance goals and impede the people's dreams embodied in the South Tacoma Economic Green Zone (as well as impede the replenishment of the South Tacoma Groundwater aquifer, as noted in the prior section).

You hopefully know that, in fact, the South Tacoma Groundwater Protection Plan includes land that was originally redlined for nonwhite or immigrant residents only, which in turn became the location of Heavy Industry zones. A new study finds "pollution levels have a consistent and nearly monotonic association" between redlined communities in 1940s and highest air pollution in the 2020s, explaining it thus: "Historical records indicate that many neighborhoods were given the "D" characterization [denying them federal housing loans] because they had Black and immigrant communities. This designation ... influenced later government land use decisions to place hazardous industries in or near "D" neighborhoods" <https://pubs.acs.org/doi/10.1021/acs.estlett.1c01012>. You can see the placement of Tacoma's historical redlining here: <https://dsi.richmond.edu/panorama/redlining/#loc=11/47.247/-122.552&city=tacoma-wa>). Thus, in South Tacoma, the only remaining unconstructed area is zoned Heavy Industrial due to historical institutionalized racism.

Sticking with that racist zoning should be suspended until STEGZ is passed. Accept the responsibility to change the system as requested not only by EJLWG, but also the Tacoma-Pierce County Health Department in its Health Equity work and Environmental Justice work, and the State of Washington's Environmental Justice work, and finally also by the 2021 Washington State Legislative Session. The legislature acted on a number of environmental bills, including legislation that will "Establish environmental justice as a core priority for our state agencies and create an environmental justice council to advise the state on our priorities and progress. The legislation will also require agencies to engage with environmentally overburdened communities who are impacted by agency activities." <https://www.governor.wa.gov/issues/issues/energy-environment> South Tacoma is one of those environmentally overburdened communities and thus the Planning Commission -- vital in deciding whether to replicate old racist patterns or to break them -- must act now to pass the South Tacoma Economic Green Zone, and put all permitting on pause until rezoning is complete.

Thus, the City must stop all permits based on redlining-era Heavy Industry zoning or environmental justice will not be possible, collaborative governance will be a broken promise, and Tacoma's climate resilience, Climate Action Plan, and TPU's Integrated Resource Plan will all be threatened.

I understand that the city Planner Shirley Schultz believes that the LU21-0125 permit does not need an EIS partly due to all the work done for ProLogis in 2007-08. However,

Since 2007, we have had the following changes:

1. New understanding that current zoning is related to racist redlining from around 1930s.
2. New Priority of Health Equity and Environmental Health Disparities

The State of Washington has created the Environmental Health Disparities Map and collated new findings about exposure to air and noise pollution, including diesel and PM2.5 emission, and finding that pollution can actually have more adverse impacts on vulnerable communities that are poor, unemployed, linguistically isolated, with less educational attainment, and with patterns of low birth weight and cardiovascular issues.

- The new scientific causal link between vulnerable communities and deeper environmental pollution impact demands a full Health Impact Assessment
 - This is especially necessary since both the Environmental Health Disparities Map and Tacoma-Pierce County Health Department's own Health Equity Maps show the zip code surrounding the proposed construction as experiencing the highest mortality rates from cardiovascular disease, the highest incidence of low birth weights, the shortest life spans, with the poorest people, many linguistically isolated and with less educational attainment. The maps not only show this area has the worst environmental health, but also show that the specific stresses from diesel and PM2.5 are already the highest or among the highest in the county. The impact of a new distribution center is likely to create significantly adverse health outcomes, since diesel exhaust creates more cardiovascular problems and more low-weight babies even in healthy communities. (See, for example, <https://www.theguardian.com/us-news/2021/dec/09/when-amazon-expands-these-communities-pay-the-price>)
3. New Governor Directive

Directive of the Governor 19-18 (December 19, 2019) confirms that SEPA requires assessment of climate change impacts and that the Department of Ecology must issue new rules "for cumulative environmental assessment and reporting." These should include 20-year and 100-year global warming potentials for all greenhouse gases attributable to the project, an assessment of any induced load or growth in fuel or energy consumption, criteria for assessing upstream and likely downstream lifecycle emissions attributable to the project, including indirect effects, and methods, procedures, protocol, criteria or standards for mitigation of greenhouse gas emissions as necessary to achieve a goal of no net increase in greenhouse gas emissions attributable to the project.

- While the SEPA emissions rule is not yet in effect, it confirms the core components of Governor Inslee's directive and the requirements of the SEPA statute: that LU21-0125 SEPA analysis for climate effects extends to the entire lifecycle, including the emissions, lights, generators/refrigeration, trucks, and the carbon load from all the concrete and cement that will be used in the new parking lots, sidewalks, pavements, roads, and foundations for 2.5 million square feet of building space – 125 acres' worth. Cement makes up 8% of overall global emissions (*Nature*, 9/28/2021), producing 0.93 pounds of CO2 for each pound of cement, according to the National Ready Mixed Concrete Association (<https://www.nrmca.org/>).
- The current LU21-0125 SEPA Checklist is irredeemably deficient in that it fails to adequately disclose the direct, indirect, cumulative and long-term effects associated with this construction. This limited disclosure does not meet SEPA's statutory or regulatory standards and is wholly inadequate to make a threshold determination. The work done 14 years ago for the project 32% smaller project (SEP2007-4000099829) and before the recent directive about climate change impacts, with no admission of the current concern for health equity or environmental justice, and with no reference to ground-breaking research on environmental health is completely inadequate and should not even be used as a starting point.

4. New Heat Deaths Locally

One final point about the effect on human health that has only recently become a regional problem is the impact of increased impermeable land on the urban heat island effect and heat deaths. The EPA has released information about climate change and deaths:

Unusually hot summer temperatures have become more common across the contiguous 48 states in recent decades (US Global Change Research Program 2017)(see the [High and Low Temperatures](#) indicator), extreme heat events (heat waves) have become more frequent and intense (see the [Heat Waves](#) indicator), and these trends are expected to continue (Ibid.). As a result, the risk of heat-related deaths and illness is also expected to increase (Intergovernmental Panel on Climate Change, 2014). The "urban heat island" effect accentuates the problem by causing even higher temperatures in densely developed urban areas (SUGCRP 2017) ... People with certain diseases, such as cardiovascular and respiratory illnesses, are especially vulnerable to excessive heat exposure, as are the economically disadvantaged. Data also suggest a higher risk among non-Hispanic Blacks (CDC WONDER database, 2016)

The LU21-0125 SEPA Checklist does not calculate the increased heating due to the new construction, the increased emissions to cool buildings to compensate, nor heat stress on surrounding communities, who precisely meet the criteria for "especially vulnerable populations" mentioned by the EPA above. *It is inadequate and a full EIS and Health Impact Assessment is needed before determining significance of environmental impact.*

I am just one person, with a small family living next to this proposed construction, hoping to live in my forever home with my adult disabled kids, loving the Pacific Northwest and loving living in a state with so many wonderful people and wonderful new laws, policies, and visions for the future. We need to work together to make Tacoma resilient in the face of climate change. This proposed construction is a step in the wrong direction, in my opinion, but at the very least, needs a full EIS and Health Impact Assessment before moving forward.

Thank you for listening.

-Michelle S. Mood

Tacoma, WA 98409

From: Heidi S. <heidigs@hotmail.com>
Sent: Tuesday, April 12, 2022 2:07 PM
To: City Clerk's Office; Woodards, Victoria; Hines, John; Rumbaugh, Sarah; Blocker, Keith; Ushka, Catherine; Bushnell, Joe; Daniels, Kiara; McCarthy, Conor; Walker, Kristina
Cc: Schultz, Shirley; Planning; EHDrinkingWater@tpchd.org; CommunitySafety@tpchd.org; cwillia4@tacomak12.wa.us; planning@tacoma.k12.wa.us; evba461@ecy.wa.gov; judy_lantor@fws.gov; Marty Stump; Mary Anderson; R6SSplanning@dfw.wa.gov; sepa@dahp.wa.gov; SEPA@psc Clean Air.org; SEPA@tpchd.org; SEPAReview@PuyallupTribe-nsn.gov; zmey461@ecy.wa.gov; stgpd@tpchd.org
Subject: Public comments to Community Forum re: permit application # LU21-0125

Follow Up Flag: Follow up
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Public comments to Tacoma City Council's April 12, 2022 Community Forum

RE: Public Health and Environmental Impact of Bridge Industrial Proposal, permit application # LU21-0125

Mayor Woodards and Tacoma City Council Members,

I understand this permit is not coming before you for vote; however, there is still much you can do.

Following on public health week, you have been made aware of the well-documented negative effects in neighborhoods where warehouse/distribution centers have been allowed: devastating lung underdevelopment and other life-long health and learning effects for children exposed to vehicle exhaust, and the clear continued environmental racism when allowing such facilities into low-income, minority communities such as South Tacoma.

In addition, there are several SEPA triggers which refute the city's stated expectation of environmental "nonsignificance" but instead support a full SEPA review and your voice to request that an Environmental Impact Statement and Health Impact Assessment must be done.

The South Tacoma Groundwater Protection District (STGPD) code is long overdue to be updated with current best-science; you can request a moratorium be placed on all permit approvals and expansions within the STGPD until that code is appropriately updated and properly enforced, especially in-light of a state funded feasibility study (see references, below).

Thank you for doing everything you can to prevent this mega-warehouse center from being built in the middle of our urban area directly above our back-up water supply, to avoid lifelong impacts on children and more environmental devastation within our city.

Heidi Stephens

When SEPA is Required (from Tacoma Planning Department)

The Most Common* SEPA Triggers

Work occurring within critical areas and/or on lands wholly or partly covered by water

Construction of residential structures – more than 20 dwelling units

Construction or demolition of a building – greater than 12,000 square feet

Construction of a parking lot – more than 40 vehicles

Fill or excavation – more than 500 cubic yards

Installation or removal of impervious tanks on industrial property – capacity of more than 60,000 gallons

Stormwater, water, & sewer utilities – more than 12 inches in diameter

Installation of wireless facilities – on a residence or school or within an area zoned residential

Construction of a wireless tower – 60 feet or taller or within a residential zone

Certain land use decisions – Rezone

*For a comprehensive list, see WAC 197-11-800.

The Bridge Industrial proposal appears to be in direct conflict with obligation of this study/grant:

Water Resources Streamflow Restoration Program Agreement Between the State of Washington

Department of Ecology and Tacoma Environmental Services Department

[https://cms.cityoftacoma.org/cityclerk/Files/CityCouncil/Agreements/IntAgr-](https://cms.cityoftacoma.org/cityclerk/Files/CityCouncil/Agreements/IntAgr-%20Washington%20Dept.%20of%20Ecology-2021-TacoES-00004.pdf)

[%20Washington%20Dept.%20of%20Ecology-2021-TacoES-00004.pdf](https://cms.cityoftacoma.org/cityclerk/Files/CityCouncil/Agreements/IntAgr-%20Washington%20Dept.%20of%20Ecology-2021-TacoES-00004.pdf)

Feasibility study activities shall include groundwater monitoring, stormwater/surface water monitoring and modeling, and soil investigations to design and maintain sustainable regional green infrastructure facilities at Sites 1 and 2 to retune seasonal high-flows through storage and aquifer recharge.

Tacoma Municipal Code, Title 13 - (protection district overlay should be the primacy land-use consideration)

<https://cms.cityoftacoma.org/cityclerk/files/municipalcode/Title13-LandUseRegulatoryCode.pdf>

D. South Tacoma Groundwater Protection District (STGPD)

2. Background, purpose, and intent. The South Tacoma groundwater aquifer system serves as a significant source of drinking water for the City of Tacoma. It may supply as much as 40 percent of the City's total water demand during periods of peak summer usage. For future growth, supplemental supply, and emergency response, this resource will continue to be extremely important to the City of Tacoma.

4. General provisions

b. District Designated (Environmentally Sensitive Area). Pursuant to Ecology's Chapter 197-11-908 WAC and TMC Section 13.12.908 of this title as may be amended from time to time, the area described above is hereby designated as an environmentally (geohydrologically) sensitive area.

From: Phil Harty <philhartymusic@gmail.com>
Sent: Tuesday, April 12, 2022 10:27 AM
To: City Clerk's Office
Subject: community comment for council meeting

Follow Up Flag: Follow up

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Hello my name is Phil Harty and I'm a concerned citizen speaking out against the Bridge industrial warehouse project in south Tacoma. I know this item isn't on the agenda for this week's council meeting, however, this project will negatively impact the environment and living conditions for the population of residents living in the area. There will be a large increase of air pollution that will be emitted from the over thousands of trucks and traffic operating out the site. The Bridge Industrial project is projected to have 1400 diesel trucks and over 3000 cars contributing to increased traffic and hazardous air pollution. The dangerous air quality from large warehouses in the vicinity of neighborhoods has been shown to cause both asthma, bronchitis and other respiratory illnesses among residents. The negative health effects of large warehouses on communities living nearby has been documented all over the country. For example in what's known as the Inland empire east of L.A. in California from 2016-2018 rates of ER visits due to asthma and pneumonia increased by 44% higher than their state's average. A study titled, "Warehouses, Pollution and Social Disparities" made by Earth Justice found that building large warehouses with no consideration for public health will continue to diminish the quality of life for low income communities of color. The community surrounding the Bridge industrial site in South Tacoma is home of both low income families and a majority of residents living in the area are people of color. If this project goes through it will be a stark example of environmental racism in the city of Tacoma. The negative health conditions this project will cause is only one of the negative impacts. Others being the aquifer on the site that is designated vulnerable, which by many experts should be reevaluated and coded as a green zone. Another aspect that should be evaluated is the amount of SEPA triggers this project will be breaking. The amount of prospective negative impacts on Tacoma that this project brings up should be cause for immediate pause and at least good reason to consider a moratorium on the project. Then there can be a proper environment evaluation on this project, which to me has too many negative impacts on Tacoma to really be an asset to our beloved city. Thank you for you time

From: Nichole Snyder <nichole.lsnnyder@gmail.com>

Sent: Tuesday, April 12, 2022 9:24 AM

To: City Clerk's Office; Sorum, Doris

Subject: Bridge Industrial warehouse complex

Follow Up Flag: Follow up

Flag Status: Flagged

Dear Doris Sorum,

I am writing to you today in regards to the Bridge Industrial warehouse complex that is being proposed in South Tacoma. I find such a project extremely concerning for a number of reasons.

First, was there any consideration into how this project is in fact an issue of racial injustice? The neighborhood where this proposed project would be built is predominantly BIPOC and low-income. I believe Tacoma had committed to being an anti-racist city, this project clearly shows that it doesn't actually hold those values.

Second, the pollution this project would bring to the neighborhood will be devastating. This area already has some of the highest rates of cancer, asthma, and mortality. It is absolutely outrageous that an environmental and health assessment was not done. Up to 5,000 cars and trucks (with around 1,400 of those vehicles being transportation trucks) would be funneled into this neighborhood a day. There's even a daycare one block away from this site.

I implore you to read this article, recently published by NBC, and consider how Tacoma is doing the same thing to its residents.

<https://www.nbcnews.com/tech/tech-news/treated-sacrifices-families-breathe-toxic-fumes-california-s-warehouse-hub-n1265420>

I end this letter with an ask, please be vocal in your support for an environmental and health assessment to be done.

We are in the tragic beginnings of a climate crisis. We are starting to see the devastating impacts this is having all over the world. It is every one of our responsibilities to do everything we can to lower emissions and try to keep our communities safe.

Thank you for your time,

Nichole Snyder

From: Heidi S. <heidigs@hotmail.com>
Sent: Friday, April 8, 2022 4:35 PM
To: City Clerk's Office; Woodards, Victoria; Hines, John; Rumbaugh, Sarah; Blocker, Keith; Ushka, Catherine; Bushnell, Joe; Daniels, Kiara; McCarthy, Conor; Walker, Kristina
Cc: Schultz, Shirley; Planning; EHDrinkingWater@tpchd.org; CommunitySafety@tpchd.org; cwillia4@tacoma.k12.wa.us; planning@tacoma.k12.wa.us; evba461@ecy.wa.gov; judy_lantor@fws.gov; Marty Stump; Mary Anderson; R6SSplanning@dfw.wa.gov; sepa@dahp.wa.gov; SEPA@psclicanair.org; SEPA@tpchd.org; SEPARewiew@PuyallupTribe-nsn.gov; zmey461@ecy.wa.gov
Subject: Public Comments re: Public Health Week / BI SEPA Checklist review
Importance: High
Follow Up Flag: Follow up
Flag Status: Flagged

Tacoma Mayor, City Council and others:

Public Health Week cannot pass without acknowledgement of the looming Bridge Industrial mega-warehouse/distribution center, proposed to cover some of the last open green space in South Tacoma and estimated to bring thousands of additional polluting vehicle trips into an already marginalized neighborhood.

Such facilities' negative environmental and public health impacts are well documented -- see four articles, below.

Please support the people you represent, calling for an end to environmental racism of this community by requesting that:

- an Environmental Impact Statement and
- Health Impact Assessment must be done,
- as well as a moratorium on all permitting with the South Tacoma Groundwater Protection District until that code is appropriately updated and even current policy is being properly enforced.

Thank you,
Heidi Stephens

Warehouses in their backyards - communities pay the price

<https://www.theguardian.com/us-news/2021/dec/09/when-amazon-expands-these-communities-pay-the-price>

*"Communities that host delivery facilities end up being the losers," says Sacoby Wilson, director of the Center for Community Engagement, Environmental Justice and Health at the University of Maryland, College Park, which worked with CR to analyze the locations of Amazon facilities. "They get **more traffic, air pollution, traffic jams and pedestrian safety problems**, but they don't receive their fair share of the benefits that accrue from having the retail nearby."*

Kids Need Clean Air: Air Pollution and Children's Health

<https://www.jstor.org/stable/i40210152>

*Air pollution affects children's health in many ways, including **reduced lung***

function, increased morbidity, increased use of health care services, and infant mortality. Decisions affecting air quality ultimately are made through political and social processes. Health care and health promotion practitioners who are concerned about the health of children **should** provide leadership for advocacy to promote environmental health in our communities

Treated like sacrifices: Families breathe toxic fumes from California's warehouse hub

<https://www.nbcnews.com/tech/tech-news/treated-sacrifices-families-breathe-toxic-fumes-california-s-warehouse-hub-n1265420>

"The pollution not only affects them in terms of respiratory health, such as asthma, but pollution like the type we see around these freeways and warehouses will also **reduce lung development for children**," said Dr. Afif El-Hasan, a pediatrician in Southern California and expert with the American Lung Association.

"Because many of the communities alongside busy transportation routes and warehouses are **low-income, they are disproportionately affected by the industrial growth.**"

San Bernardino City Council member Ben Reynoso, 28... said he's had enough with the warehouses popping up in the city, **bringing mostly poor-quality jobs and hordes of trucks.** Last month he proposed a citywide moratorium on building warehouses.

"The city is being bled dry with no infrastructure updates because no responsibility is being placed on developers."

"These developers don't represent us, and if our representatives don't hold them accountable, we have to elect them out of office.

Healthy Air, Healthy Brains: Advancing Air Pollution Policy to Protect Children's Health

<https://www.ncbi.nlm.nih.gov/pmc/a>

Evidence is growing on the adverse neurodevelopmental effects of exposure to combustion-related air pollution.

Project TENDR (Targeting Environmental Neurodevelopmental Risks), a unique collaboration of leading scientists, health professionals, and children's and environmental health advocates, has identified combustion-related air pollutants as critical targets for action to protect healthy brain development.

Children are exposed prenatally and in early childhood to multiple environmental stressors that can adversely affect their **cognitive abilities, academic performance and consequent educational trajectories, adult health, wealth, and social status.**^{1,2} Project TENDR (Targeting Environmental Neurodevelopmental Risks), a unique collaboration of leading scientists, health professionals, and children's and environmental health advocates, points to growing **scientific evidence linking exposure to toxic chemicals during early brain development with brain disorders** and calls on individuals, industries, and **policymakers to reduce these exposures.**³ Developmental disabilities, such as learning disabilities, developmental delays, autism, and attention-deficit/hyperactivity disorder (ADHD), affect one in six children in the United States, and the rate of these disorders is rising.⁴ The estimated annual cost (medical care, lost economic productivity) of environmentally mediated neurodevelopmental disorders in US

children is \$74.3 billion.⁵

Evidence linking combustion-related air pollution with adverse neurodevelopment is mounting. Sources of these pollutants include fossil fuel burning for power generation and transportation, wildfires, and burning of agricultural waste. Project TENDR identified these air pollutants—polycyclic aromatic hydrocarbons, nitrogen dioxide, fine particulate matter (PM_{2.5}, including ultrafine particulate matter [UFP]; ≤ 100 nm), and other pollutants for which nitrogen dioxide and PM_{2.5} are markers—as exemplary targets for action. The purpose of this commentary is to present Project TENDR's recommendations to reduce combustion-related air pollutant emissions to protect healthy brain development.

NEURODEVELOPMENTAL EFFECTS OF AIR POLLUTION

Section:

Air pollution exposure has been linked with preterm birth and low birth weight,^{6,7} known risk factors for many neurodevelopmental disorders in children.^{8,9} A growing body of human studies associate exposure to combustion-related air pollutants (PM_{2.5}, polycyclic aromatic hydrocarbons, nitrogen dioxide, black carbon) with adverse effects on brain development, including deficits in intelligence, memory, and behavior.^{10–12} Polycyclic aromatic hydrocarbons, a component of PM_{2.5}, have been associated with developmental delay; reduced IQ; symptoms of anxiety, depression, and inattention¹³; ADHD; and reduced size of brain regions important for processing information and impulse control.¹⁴ Other studies have linked roadway proximity,¹⁵ traffic-related PM,¹⁶ elemental carbon, or nitrogen dioxide¹⁷ to decreased cognitive function, including deficits in memory and attention. The effect of polycyclic aromatic hydrocarbon exposures during fetal development on cognitive and behavioral outcomes is magnified by material hardship or maternal demoralization.¹⁸ Low-income communities are thus disproportionately exposed and uniquely vulnerable because of family and community economic hardship. Increasing evidence links prenatal exposure to traffic-related air pollutants¹⁹ and PM_{2.5}²⁰ to autism spectrum disorder.

Laboratory studies provide support for the neurotoxic effects of exposure to air pollutants. In mice, prenatal exposures to fine and ultrafine particles caused enlarged lateral ventricles, an early and excessive myelination pattern, an increase in the size of the corpus callosum (the bridge connecting the two brain hemispheres), and a decrease in the hippocampal area (involved in emotional regulation, spatial navigation, and memory).²¹ Prenatal diesel exhaust exposure produced inflammation in fetal brain, decreased activity, increased anxiety, and brain microglial activation (indicating a pathological process) in males as adults.²² Prenatal diesel exhaust exposure in mice reduced locomotor activity and altered levels of neurotransmitters (dopamine, norepinephrine) in a region-specific manner.²³

Chronic exposure of young adult mice to UFP produced depressive-like behaviors and impaired spatial learning and memory.²⁴ In a series of studies, postnatal UFP exposures of mice produced a pattern of developmental neurotoxicity notably similar to the hypothesized mechanistic underpinnings of autism spectrum disorder. Both sexes exposed during early postnatal life, a period considered equivalent to the human third trimester, to concentrated ambient UFP showed disrupted development of the corpus callosum and persistent elevation of brain glutamate levels—an excitatory neurotransmitter—with effects more pronounced in males and persistent through adulthood. UFP is likely the most toxic fraction of particulate air pollution and once inhaled can migrate to the central nervous system via the nasal cavity, circulating blood, or

sensory nerves found in the gastrointestinal tract.²⁵ Exposures in these studies were at levels consistent with high-traffic areas of major US cities and thus highly relevant. Although specific autism spectrum disorder–defining behaviors were not examined in this series of studies, impaired learning and short-term memory and increased impulsivity were observed.²⁶

Potential cellular mechanisms responsible for air pollution–induced neurological damage include persistent glial activation with concomitant neuroinflammation and oxidative stress.^{22,27–29} The findings in controlled laboratory studies are consistent with and provide mechanistic evidence for air pollutant effects on neurocognitive and neurobehavioral outcomes observed in humans.

From: Catherine Pick <info@email.actionnetwork.org>
Sent: Tuesday, March 22, 2022 4:30 PM
To: City Clerk's Office
Subject: Pass the Home in Tacoma Ordinance Now

Follow Up Flag: Follow up
Flag Status: Flagged

City Clerk,

To: The Tacoma City Council

Tacoma has a housing affordability crisis. Over the last decade, median home prices in Tacoma have grown by 108%, rents have gone up by 78%, while median incomes have grown by only 10% (Tacoma News Tribune). These statistics paint a grim picture of what I've been saying publicly for years now, that working-class Tacomans are spending more and more of our paycheck every year on housing leaving us with less for other necessities like food, gas, and medical care.

Home In Tacoma is a long-overdue step in living up to city leaders' commitments. Working and middle-class people like our household can't afford to wait. My husband grew up in North Tacoma, attended Pt. Defiance Elementary, Truman MS, and Wilson HS. His parents were blue-collar workers and their neighborhood was affordable. Now we cannot even dream of buying a home there, or anywhere in Tacoma for that matter, to pass down this legacy to our son. We need affordable housing and zoning for mixed housing in all neighborhoods.

We have to start building homes in Tacoma again including low and mid-scale provisions, restoring housing choices and opportunities for ALL families in our city the way we used to build. Everyone deserves to own a decent, safe and sustainable home. The more housing we build, the lower rental rates will go. We have to decide, what kind of city do we want to be? Are we living up to our expressed values of inclusion or is that all just one giant virtue signal?

What kind of community are we when we value homeownership yet keep it unattainable? What are we willing to do today to increase the number of affordable homes within our city? Do we value housing justice and compassion or unjust profiteering and suffering?

As our elected leaders you need to tackle these unresolved problems while seriously considering the future we share. Tacoma's City Council must pass Home in Tacoma, once and for all abolishing the legacy of redlining and exclusionary zoning.

Thank you,

Cathy Pick
Lead Organizer
Tacoma Tenants Union.

Catherine Pick
cathypick253@gmail.com

7034 South 12th Street, APT 3604
Tacoma, Washington 98465

From: Andrea Avni <andrea.avni@gmail.com>
Sent: Wednesday, April 13, 2022 2:01 PM
To: City Clerk's Office
Subject: Bridge Industrial's massive warehouse proposal for South Tacoma

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City of Tacoma:

In regards to Bridge Industrial's warehouse proposed project for South Tacoma, as a neighbor on Vashon Island, I request:

- An environmental impact statement be done;
- A health impact assessment be carried out;
- A moratorium on all permitting within the South Tacoma Groundwater Protection District until it is appropriately updated and properly enforced, and the Economic Green Zone proposal is fully processed.

There are many reasons for concern about this project. Among the most important for me is air pollution. The warehouse project is estimated to create 1,400 diesel truck and 3,600 vehicle trips daily, with most trucks exiting Highway 16 onto S Union Ave, polluting the air horribly for that neighborhood. Council members already acknowledge that transportation is a leading cause of pollution in Tacoma, so why increase it? In California, which has struggled with a booming warehouse industry, policies dictate that warehouses should be sited [no closer than 1000 feet](#) from homes to keep truck emissions away from people. These emissions are linked to increased health consequences - [from asthma to bronchitis to cancer](#). South Tacoma deserves better.

Thank you.

Andrea Avni
Vashon Island, WA

From: Sean Arent <seanarent5@gmail.com>

Sent: Tuesday, April 12, 2022 7:52 PM

To: City Clerk's Office

Subject: For the record

Follow Up Flag: Follow up

Flag Status: Flagged

Council Remarks 4/12

Mayor and city council,

My name is Sean Arent, I'm speaking as a resident of Tacoma and an activist committed to ecological restoration. That commitment has taken me to volunteer around and appreciate Flett Creek, and leads me to my severe concerns around the Bridge Industrial project in South Tacoma.

For those unfamiliar Flett Creek is a tributary of Chambers Creek located in Lakewood but bordering South Tacoma. The Creek also has flow issues and is managed by the City of Tacoma, who operates a pumphouse on the creek, needed to maintain flow. The destruction of habitat and use of impervious surfaces has lead us to this situation.

I've reviewed the WATER RESOURCES STREAMFLOW RESTORATION PROGRAM AGREEMENT BETWEEN THE STATE OF WASHINGTON DEPARTMENT OF ECOLOGY AND TACOMA ENVIRONMENTAL SERVICES DEPARTMENT. This document outlines a 387k grant for a feasibility study, money I fear wasted if we destroy rather than restore this huge tract of land in South Tacoma.

This document discusses the South Tacoma Channel, and this area once called the South Tacoma Swamps, now owned by Bridge Industrial. Study is underway to find out if water infiltration at this site feeds the flow of Flett Creek. A test well is supposed to be installed for this purpose. Shouldn't we have an answer before paving it over? If this site is not only important to aquifer recharge, but also to restoring the creek, then it's our responsibility to restore it. Replacing natural processes with impervious surfaces will almost certainly overwhelm the current stormwater system.

Flett Creek "has the potential to host salmon populations and other native aquatic species of concern, including Chambers Creek Coho salmon, Chambers Creek Winter Chum salmon, South Sound Tributaries Winter Steelhead, and West South Sound Coastal Cutthroat Trout" this is a matter of species survival and tribal sovereignty.

Council, please use your voices to demand an environmental and health review of this project. This would be one of the largest warehouse complexes in the county. Make a statement to the planning department. Make a statement to the health department. We want to hear you all speak up.

<https://cms.cityoftacoma.org/cityclerk/Files/CityCouncil/Agreements/IntAgr-%20Washington%20Dept.%20of%20Ecology-2021-TacoES-00004.pdf>