



Help Us Plan the Future of

North Downtown

Comment Form

Thank you for your interest in the North Downtown Subarea Plan and EIS project and for coming to tonight's Public Hearing. Please share with us any comments you have about the project. Please note, comments will be accepted during the scoping period until June 16, 2014, 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:

What are strategies for
developing small business?

What are strategies for
live-work development?

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

Name: Gayle Rieber E-mail: gaylephoto@comcast.net
Gayle Rieber Photo
Address: 1121 A St
City, State, Zip: Tacoma, WA 98402 Phone: 253-627-5455

Gibbons, Cheri

From: Munce, Ian
Sent: Tuesday, June 03, 2014 12:18 PM
To: Gibbons, Cheri
Subject: FW: North Downtown Subarea Plan
Attachments: 2014-06-02%2017.33.13[5].jpg; 2014-06-02%2017.33.30[4].jpg

For our formal record

From: Gary Sevilles [gssevill@msn.com]
Sent: Tuesday, June 03, 2014 11:07 AM
To: imunce@cityoftacoma.org
Subject: North Downtown Subarea Plan

To: Ian Munce

Ian, my name is Gary Sevilles, My wife Judy and I sat next to you at last nights meeting at Kings Book store. I am hoping I can entrust you with our comments for any future public hearings and North Downtown committee meetings.

Judy and I will be in Europe till late July but will reengage in this process when we return.

Included with this email are two pictures taken from an elevated position at 4th and Stadium Way.

[[cid:D880DBDAE30D4C8398BA423189A3D863@DeskTop](#)] [[cid:D07C17628A9A42049E1273AA753CB0E0@DeskTop](#)]

As you can see from the photo's the public view is shrinking. The view from ground level is almost non-existent. The trees and vegetation are growing at such a pace, the view, even from an elevated position, will disappear by this time next year. The under brush along the slope is making for a great hide out for homeless people. Some of the places along Stadium Way and Schuster Parkway can and will make great places for crimes of opportunity.

My wife and I, along with many other residents of this area, do a lot of walking in this area. With the addition of the Schuster Parkway promenade and trails that would connect North Downtown Tacoma to the waterfront, our area could be the jewel of Tacoma. There are a lot of people of all income levels that live in our area from single family homes to apartments to condos and retirement homes. With the addition of the Link light rail to our area and some day to the airport, I can only imagine what could be possible .

We also believe the tribes should be involved in this project for the simple reason they are a big part of the history and the future of the area. I can envision Native American Art work along the trails and walkways from Schuster Parkway to Stadium Way and throughout North Tacoma. Art, like totem poles, wooden canoes, salmon swimming up stream.

We believe by opening up the public view first and clearing the under growth, people will see what can happen. When people see positive progress they tend to get involved, the more people involved the more progress will take place.

Thank You

Gary & Judy Sevilles

gssevill@msn.com<<mailto:gssevill@msn.com>>

360-829-2299

Gibbons, Cheri

From: Munce, Ian
Sent: Tuesday, June 03, 2014 5:00 PM
To: Gibbons, Cheri
Subject: FW: design standards

Formal Comment, please add page reference

From: thefakers@comcast.net [<mailto:thefakers@comcast.net>]
Sent: Tuesday, June 03, 2014 4:53 PM
To: imunce@cityoftacoma.org
Subject: design standards

ian: line 3 of first paragraph please add "not to interfere with views."
line 2 of second paragraph also add "not to interfere with views"

then please add box of design standards referred to at bottom of page.

thanks denny 6/3/2014

Gibbons, Cheri

From: Munce, Ian
Sent: Monday, June 16, 2014 2:01 PM
To: Gibbons, Cheri
Subject: FW: North Downtown EIS and Subarea Plan
Attachments: North Downtown Plan comments.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jane Moore [<mailto:janemoore.jm@gmail.com>]
Sent: Monday, June 16, 2014 1:54 PM
To: Munce, Ian
Subject: North Downtown EIS and Subarea Plan

Hello Ian,

Attached are my comments and a couple of questions for the North Downtown EIS and Subarea Plan. The references are page numbers in the subarea plan, but I have similar concerns about the same passages in the EIS.

Thank you,

Jane Moore

North Downtown resident

RECOMMENDATION M-14 Apply the City of Tacoma’s Mixed-Use Center Complete Streets Design Guidelines to Transit Priority Streets on the Tacoma link expansion alignment.

Don’t the Complete Streets Design Guidelines already apply to all mixed-use center and residential streets?

RECOMMENDATION M-16 Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront:

- Expand the South 4th Street overpass to connect with Pacific Avenue, effectively linking the Prairie Line Trail with the Dome to Defiance trail system
- Connect Stadium Way and adjacent neighborhoods to the new Schuster Parkway Promenade and the waterfront via the Bayside Trails

How can the South 4th Street overpass connect to Pacific Avenue? I can’t visualize how this would look/where it would be.

Parklets – great!

Open Space element in general very good.

Designated Pedestrian Streets page 137

Pedestrian streets are considered to be key streets in the development and utilization of Tacoma’s mixed use center districts due to pedestrian use, traffic volumes, transit connections, and/or visibility. The streets are designated for use with provisions such as increased transparency, weather protection, and street furniture standards. In some centers, these “pedestrian streets” are further designated as “core pedestrian streets” with additional provisions. In centers where multiple streets are designated, one street is designated the “primary pedestrian street.”

The following streets in the Stadium Mixed-Use Center are designated Pedestrian Streets:

- Division Avenue from South 2nd Street to Tacoma Avenue South: Core Pedestrian Street
- Tacoma Avenue South: Core and “Primary” Pedestrian Street
- North 1st Street: Core Pedestrian Street
- North I Street: Pedestrian Street

I am very concerned that this section could be read and used to mean that only the designated streets are for pedestrians and that pedestrians do not belong on any other streets. Could it be clarified by adding a statement that says pedestrians may walk on sidewalks anywhere and/or on streets where not expressly prohibited?

. The I-705 freeway spur can be accessed at South 13th Street and exits onto South 15th Street. It also has both on- and off-ramps at South 7th Street. Page 143
[Aren't the on- and off- ramps at South 9th Street?](#)

The Downtown Element of the Tacoma Comprehensive Plan establishes the following street classifications in the North Downtown Subarea:

- Pedestrian/Retail: Pacific Avenue, Broadway, and Tacoma Avenue South
- Transit Priority: Commerce Street, Market Street, Tacoma Avenue South, Pacific Avenue
- Connector: "A Street", 6th Avenue, South 9th Street, South 11th Street, South 13th Street, South 15th Street
- Bicycle Boulevard: Fawcett Avenue
- Urban Residential: Local Access Streets in the St. Helens, Hillside, and Nob Hill areas page 143

[Transit Priority and Bicycle Boulevard are described in the document but not the other classifications. What do they mean and imply?](#)

[Also, Broadway is discussed as a bicycle boulevard later in the document.](#)

MoMaP priority locations for intersection improvements within the North Downtown Subarea include:

- South Commerce Street & South 9th Street (originally identified in the MoMaP as a short-term priority, this project was completed as part of the Stadium Way Arterial Improvement project) pg 161

[I don't believe that this is correct. The intersection of 9th & Commerce has not changed and remains dangerous to cross especially when cars make right turn on red from southbound Commerce to uphill 9th. There are no painted crosswalks in spite of the presence of walk signals.](#)

- Tacoma Avenue & North 1st Street (medium-term) pg 161

[On the other hand, this intersection was improved with the first part of the Stadium Way project. It is very nice with distinctly marked crosswalks and walk signals.](#)

In addition to these MoMaP priority projects, North Downtown community stakeholders have also indicated that the intersection of 6th and St. Helens Avenue is in

need of an upgrade - see the Existing Conditions section of this chapter for more information. Pg 161

You repeatedly remark “stakeholders have also indicated” as if the city/engineers don’t agree. This is a highly dangerous intersection for pedestrians with the multiple intersecting streets. The other end of Baker Street at Fawcett is also difficult to cross – it’s hard to even figure out where one should be crossing.

June 16, 2014

Mr. Ian Munce
SEPA Responsible Official
Planning and Development Services
City of Tacoma
747 Market Street, Room 345
Tacoma, Washington 98402

In future correspondence please refer to:

Log: 061614-20-PI

Re: North Downtown Sub Area Plan and Draft Environmental Impact Statement

Dear Mr. Munce:

The Washington State Department of Archaeology and Historic Preservation (DAHP) is in receipt of the Draft North Downtown Subarea Plan (dated May 2014) and the Draft Environmental Impact Statement (DEIS). These documents have been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of the State Environmental Policy Act (SEPA). In response, I am providing the following comments and recommendations for your consideration:

1. On page 10 in Table 1-1 regarding draft recommendations, I recommend including another recommendation under economic development that touches upon historic preservation. Suggested wording might read something like the following:
Work with the Landmarks Commission, Historic Tacoma, DAHP, and other agencies/organizations to stimulate economic activity by preserving, rehabilitating, and interpreting historic properties.
2. On page 11, I recommend including another plan recommendation to encourage in-fill development or additions to be compatible with surrounding development. Wording may read something like the following:
Work with property owners and developers to make sure in-fill construction in historic districts/conservation areas or new additions are sensitive to the character of the district or nearby historic properties.
3. In the section on Consistency with Existing Plans and Policy beginning on page 30, it would be important to mention and describe the Historic Preservation Element of the City's comprehensive plan.
4. In the discussion on Development Capacity beginning on page 54, I note that historic structures are calculated as "undevelopable." While this is appropriate for planning purposes and conservatively calculating development capacity, I recommend a note or brief paragraph be included on page 56 to explain that, while it may be inappropriate to develop many historic structures, in actuality "rehabilitation" of historic structures is appropriate when protective mechanisms and reviews are in place. Mention of the Old City Hall and the Elk's Temple cited elsewhere in the plan could be used as examples.
5. Thank you for mentioning Transfer of Development Rights (TDR) and Live-Work/Work-Live as strategies on pages 57 and 58. Mention of the Landscape Conservation and

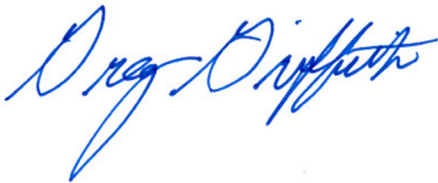


Local Infrastructure Program on page 58 is very interesting. A question is whether a similar program could be crafted to serve as a mechanism to assist historic rehabilitation efforts?

6. Thank you for including the section 5 on Historic Resources in the plan. Given the number of key historic properties and districts in the city, including this section is key not only in protecting such resources but also in achieving the goals of the subarea plan.
7. In the first paragraph on page 96, the plan states: "This unfortunate scenario is the result of the high cost of renovating deteriorated buildings and making them code-compliant..." This sentence gives the impression that renovating deteriorated buildings is inherently "high cost" whereas in actuality rehabilitation costs can be driven by many different factors that are not necessarily higher than new construction. Therefore, we recommend revising the sentence to read something like the following: "This unfortunate scenario is the result of the *often perceived* high cost of renovating deteriorated buildings..."
8. A similar recommendation is made in regard to similar text found on page 3.9-11 in the DEIS.
9. Also near the bottom of page 3.9-11 in the DEIS, I recommend a change to the third bullet point to read something like the following:
lack of code flexibility and/or interpretation of regulations that create unnecessary barriers to the rehabilitation of historic buildings.
10. Thank you for mentioning on page 97 and the sidebar on page 98 about the award given to the City of Tacoma of the Historic Property Maintenance Code. The proper reference to the award on page 97 should be: *The Washington State Historic Preservation Officer* and on page 98 should read "...the 2014 Washington State Historic Preservation Officer's Awards for Outstanding Achievement in Historic Preservation."

In closing, thank you for the opportunity to review and comment on the Draft North Downtown Subarea Plan. On behalf of the State Historic Preservation Officer and DAHP staff, we look forward to working with the City of Tacoma to assist implementing the preservation measures called for in the plan. Should you have any comments or questions about these comments, please do not hesitate to contact me at 360-586-3073 or greg.griffith@dahp.wa.gov.

Sincerely,



Gregory Griffith
Deputy State Historic Preservation Officer

c: Reuben McKnight, Historic Preservation Officer





June 16, 2014

Ian Munce, Special Assistant to the Director
City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma WA 98402

Dear Mr. Munce,

Thank you for the opportunity to comment on the North Downtown Subarea Plan & EIS. First, I would like to thank you for developing a plan that is so supportive of the Tacoma Link Expansion transit investment. The plan will be a very useful for Sound Transit's submittal for the Small Starts Grant funding because it evidences City activity to support the transit investment.

In addition, we support the following policies:

- Recommendation M-2 regarding LOS.
- Recommendation M-5 regarding Adaptive Management.

I have the following comments on the Plan draft:

1. On page 142, reference is made to Tacoma Link fares. I would note that fares have been deferred to begin in September 2016 thanks to a generous offer by the Tacoma Business Improvement Association (BIA). The BIA will pay Sound Transit \$29,000 a year for the next two years to cover net revenue from fares the agency would have collected. The Sound Transit Board approved the plan at its May 22 Board meeting. Beginning September 2016, fares are scheduled to be \$1.50 for adults and \$0.75 for youth, seniors and riders with disabilities.
2. Recommendation M-11 should be deleted. Sound Transit cannot commit to share responsibility for access improvements. Access improvements are not a part of the project budget. As you know, the Tacoma Link expansion is a partnership project that will require significant contribution of funds from the City and/or other partners, as well as the federal government. Thus, expanding the project scope and budget to incorporate additional access improvements will be detrimental to its feasibility and its immediate accomplishment as a catalyst project envisioned in the plan. We welcome, however, the City committing to improvements as described in Recommendation M-12.
3. Sound Transit strongly supports Recommendation M-13 to designate the Link expansion alignment as transit priority streets.

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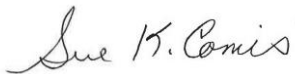
CHIEF EXECUTIVE OFFICER

Joni Earl

4. Regarding the paragraph on Station Location and Design, I would note that the siting and design of the Link expansion will be done by Sound Transit in collaboration with the City.
5. Regarding on-street parking, the plan should recognize that a specific number of parking spaces is not as important as achieving the goals of providing a multi-modal transportation system and a balance among modes. Further, the plan should recognize that the public right-of-way is limited and that transit stops may inevitably impact some on-street parking spaces.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Sue B. Comis".

Sue Comis, A.I.C.P.
Light Rail Project Manager

Cc: Chelsea Levy – Sound Transit
David Knowles – CH2M
Brian Kemper – Sound Transit

Gibbons, Cheri

From: Munce, Ian
Sent: Tuesday, June 17, 2014 9:11 AM
To: Gibbons, Cheri
Subject: FW: North Downtown Subarea Plan

From: Liz Underwood-Bultmann [<mailto:LUnderwood-Bultmann@psrc.org>]
Sent: Monday, June 16, 2014 8:08 PM
To: 'imunce@cityoftacoma.org'
Subject: North Downtown Subarea Plan

Hi Ian,

Thanks for providing the opportunity to review and comment on a draft of the North Downtown Subarea Plan. The draft subarea plan does an excellent job providing a comprehensive description of existing conditions, clear and specific actions for the city, and addressing subarea's role in both the larger regional growth center and the region. Particularly strong are the comprehensive discussion affordable housing, access to opportunity, brownfield remediation, and mobility in the center.

I just have a few minor comments to consider as the city moves toward adoption.

- The plan specifically mentions coordination with Sound Transit and includes a discussion of Pierce Transit service. The centers checklist includes an item addressing coordination with transit agencies - additional description in the plan or recommendations about how the city coordinates with Pierce Transit would be useful.
- The use of the term "Recommendations" could be clarified in future iterations. The South and Hilltop Subarea plans use the terminology "Actions" and "Proposed Actions" in a way that appears interchangeable with "Recommendations" here – this could be more clearly explained or made consistent with the other subarea plans.
- VISION 2040 calls for mode split goals for regional growth centers. This could be addressed center-wide through other elements - for example, if the city continues to maintain a comprehensive Downtown element. Just noting this item to consider as the city completes planning for its regional centers.

Please let me know if you have any questions, or if we can provide any additional assistance.

Best regards,

Liz

Liz Underwood-Bultmann | Associate Planner | Puget Sound Regional Council
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206.464.6174 office | LUnderwood-Bultmann@psrc.org

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253-682-1739 | dotg@tacomachamber.org

June 16, 2014

City of Tacoma
North Downtown Subarea Plan & EIS
Attn: Ian Munce
747 Market Street, Room 1036
Tacoma, WA 98402

Dear Mr. Munce,

Thank you for the opportunity to comment on the North Downtown Subarea Plan & EIS.

Downtown On the Go is the transportation resource and advocate for downtown Tacoma. Our Board of Directors represents eighteen downtown businesses, organizations, and agencies, and the approximately 30,000 employees and more than 5,000 students that commute to downtown Tacoma on a daily basis. Working with our partners at the City of Tacoma, Pierce Transit and the Tacoma-Pierce County Chamber, Downtown On the Go's goal is to reduce the downtown drive alone rate by 11 percent by 2015.

We are excited to see mobility and transportation options as a key goal of the project and are pleased to be included. Transportation is a vital element to the success of this plan, and this neighborhood can and should thrive on its walkability and bikability. We see this area developing into a model neighborhood that includes facilities for pedestrians, bicycles and transit. Having options for all modes will not only improve the flow of traffic, but create a more vibrant area that residents, business owners, shoppers and visitors want to be a part of.

However, we find it problematic that a specific number of on-street parking stalls is listed as a goal. While parking management is a key element to any neighborhood plan, managing parking includes a diverse set of solutions and transportation options that allow customers to get to businesses, drivers to find parking and a neighborhood to prosper. We maintain that business and economic development success will be influenced by customers, not vehicles, and we strongly recommend that this language (page 107) be removed from the plan in favor of the following.

- Maintain access to businesses through parking management and a diverse set of transportation options that has a positive effect on economic development.

We are happy that you included Downtown On the Go and our services in the plan and encourage you to take that a step further and include transportation demand management (TDM) plans as a project goal. By creating a TDM plan for the entire subarea plan or requiring new development to

Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.

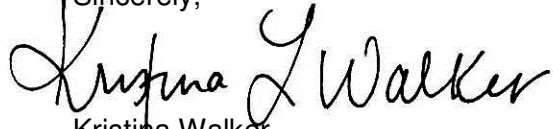
include TDM plans into their projects, it ensures that those who use the area know about available resources. It also ensures that transportation investments such as bike racks and free carpool/vanpool parking are not underutilized.

We suggest you include the following recommendation in your plan:

- Recommendation M-5.5. Develop a Transportation Demand Management plan to ensure that Adaptive Management and Mitigation Program investments are understood and utilized.

Thank you again for the opportunity to comment. We look forward to continuing to working with you on this important project for downtown.

Sincerely,


Kristina Walker
Downtown On the Go Manager

1 Stadium North Condominium Association
1 N Stadium Way, #14
Tacoma WA 98403
June 14, 2014

City of Tacoma Planning Department
City of Tacoma
Tacoma WA

RE: Open Space Forestry/View Maintenance Stadium Way Properties
Vegetation Management Plan

We are one of several property owner groups who are blessed with a beautiful marine view and we feel responsible to maintain the view along with an obligation to protect the forested area adjacent to our property overlooking Commencement Bay. Since the trees in the referenced area were modified to retain sight lines to the bay and to marine activity approximately ten years ago, there is now a healthy growth of trees so that the sight line has again become restricted. It is our desire to have the vegetation modified or replaced and wish to make certain that our view is included in the preservation of "iconic views," noted in "Environmental Design Standards for Stadium Hillside."

We note Tacoma Municipal Code Chapter 9.20 speaks of "spectacular views from many vantage points" in the City, speaks of the importance of maintenance of views and vegetation in contributing to the quality of life in Tacoma. Also referenced is the need to consider the value of the view and vegetation including such factors as wildlife habitat protection, air pollution control, noise pollution reduction, soil and water quality protection and climate control. None of these factors would be negatively affected by modification or change of the vegetation to restore our view.

We understand the City and Metro Parks are jointly conducting a "vegetation management plan" covering our slope from the arterial turn-off at old city hall up to Stadium High School and beyond, study to include all uses including private views, and that community input is being sought. We request that the City and Metro Parks proceed with this plan with due haste.

In a related matter, during the public pre-construction meetings for the recent renovation of Stadium Way, concern was voiced about sitting areas constructed for pedestrians to enjoy the marine view, but with no provision for removal or modification of trees that do not allow such enjoyment. That condition currently exists.

In summary, we desire to protect the quality of life for citizens along the Stadium Way corridor with its view and vegetation and to protect the investment of property owners from being unnecessarily diminished by uncontrolled growth of vegetation, which presently exists in the adjacent open space.

We request your consideration in this matter.

Respectfully,

Curt Anderson, owner, and
Corinne Dixon, Chair, 1 N Stadium Way Condo Association

