

From: Esther Grace Chen <chenes22@uw.edu>
Sent: Wednesday, March 5, 2025 8:14 PM
To: City Clerk's Office
Subject: Enhancing Tacoma's Vibrancy and Public Spaces Amid Growth

Dear City of Tacoma,

I hope this email finds you well. I am reaching out as a Tacoma renter and student of urban planning at UWT who is deeply invested in Tacoma's future. With the ongoing housing developments and the increasing influx of new residents, I want to raise a crucial question: Are we just building housing, or are we also creating places where people can truly experience and enjoy the city?

Vibrant cities are not solely defined by their buildings but by the experiences they offer. A thriving urban environment balances residential growth with well-loved public spaces, cultural amenities, and places that foster human connection. However, as new developments rise, I worry that we are at risk of losing the unique character that makes Tacoma special.

I believe we have an opportunity to shape Tacoma's future by ensuring that new development aligns with key characteristics of a vibrant city:

1. **Public Spaces That Bring People Together** Parks, plazas, and pedestrian-friendly areas should be prioritized to create inviting social spaces for all. Are there plans to integrate more of these into Tacoma's future developments?
2. **Cultural Hubs and Community Engagement** Tacoma has a rich cultural identity. How can we ensure that new projects contribute to, rather than replace, our city's cultural and historic fabric?
3. **Mixed-Use and Walkability** Instead of isolated housing developments, can we encourage more mixed-use spaces where residents can work, shop, and socialize without needing a car?
4. **Events and Activation of Spaces** Are there initiatives to encourage local events, markets, and community gatherings to keep the city lively?

With more people choosing to call Tacoma home, we need to ask: Where will they go to engage with the city? How can we develop in a way that strengthens Tacoma's identity instead of erasing it? I would love to hear more about the city's vision for fostering vibrancy alongside development.

Thank you for your time, and I look forward to your response.

Sincerely,

Esther Chen

From: Esther Day <Dayesther214@outlook.com>
Sent: Wednesday, March 5, 2025 5:47 PM
To: Planning
Cc: Carey, Mike; City Clerk's Office; Chavez, Ramiro
Subject: Fw: Comprehensive Plan - One Tacoma - Small Trees UFM - 04 Environment + Health - Comments

Dear Planning Commission,

I am in concurrence with the response that Kit Burns has submitted. I would also like to add that as the wife of a disabled Vietnam War Veteran who suffers from Agent Orange, trees help to reduce the amount of sunshine that our home gets. So, I am asking that you consider taking these recommendations seriously and that you just put yourselves in the walking shoes of a Veteran who suffers from Agent Orange and others.

Trees provide so much to our ecology. Study the science of trees and you will be informed.

I will add something else here - I've been seeing apartment houses that are built with no trees and they are right on the lot lines of the property. Sadly, too much reliance on sprinklers is made and not enough for fire safety. Too many apartment houses have had multiple units burned as a result of sprinklers not working. The Fire Marshal should have input on this. The life you save may be that of one of Your LOVED ones.

Sincerely,
Esther Day, former Planning Commissioner

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Wednesday, March 5, 2025 4:28 PM
To: Planning <planning@cityoftacoma.org>
Cc: Carey, Mike <mcarey@cityoftacoma.org>; shirley.schultz@cityoftacoma.org <shirley.schultz@cityoftacoma.org>; Chavez, Ramiro <RChavez@cityoftacoma.org>
Subject: Comprehensive Plan - One Tacoma - Small Trees UFM - 04 Environment + Health - Comments

Dear Planning Commission,

I would like to bring to your attention an issue regarding the intent to build up Tacoma's Urban Forest. Small trees do little to help.

This is related to the Environment, Stormwater Management, Urban Forest, Heat Island Effect, Livability, among other factors.

The Urban Forestry Manual UFM and Home in Tacoma allows for Small Trees. I have looked at endless areas of Tacoma where "small trees" have been accepted in projects as "trees". Many of these locations, even after 30 years or more, still have "small trees" and do not do anything to reduce the Heat Island Effect.

I ask that in recognizing this that you revise the UFM and Home in Tacoma 2 are both revised to eliminate the use of small trees. Instead remove that term and revise documents to read instead "ornamental trees" and not allow any tree credits for such trees.

Many examples of small trees exist throughout the city. Costco Parking Lot, Target-Home Depot, Evergreen State College, Tacoma Mall JC Penny to only name a few. The parking lot at 6th Avenue and MLK for MultiCare.

Small trees can still be allowed but should be called "ornamental trees" and with zero Tree Credits for their use.

Change "small" to "ornamental" keeping the list in the UFM but noting that there are zero Credits for them. In order to build a "Tree City for the future" and increase livability will need medium and large trees.

This should be made clear in the Comprehensive Plan and elsewhere in city documents and TMC. I hope that you will make these revisions as needed.

Sincerely,

Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
—**John F. Kennedy**

From: Esther Day <Dayesther214@outlook.com>
Sent: Wednesday, March 5, 2025 4:02 PM
To: Planning
Cc: rchavez@tacomacommunityhouse.org; City Clerk's Office; Pauli, Elizabeth; Huffman, Peter; Scott, Jamika; Diaz, Olgy
Subject: Fw: Comprehensive Plan - One Tacoma - Sidewalk Standards - 06 Transportation
Attachments: SU-04-notes.pdf; SU-04A-notes.pdf

Dear Planning Commission,

This is another issue that is troubling and needs attention. I also concur with Kit Burn's submittal.

Sincerely,
Esther Day, Former Planning Commissioner

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Wednesday, March 5, 2025 3:46 PM
To: Planning <planning@cityoftacoma.org>
Cc: Chavez, Ramiro <RChavez@cityoftacoma.org>; Huffman Peter <phuffman@cityoftacoma.org>; shirley.schultz@cityoftacoma.org <shirley.schultz@cityoftacoma.org>; Scott, Jamika <JScott8@cityoftacoma.org>; Olgy Diaz <odiaz@cityoftacoma.org>; Kit Burns <kburns.wcb@gmail.com>
Subject: Comprehensive Plan - One Tacoma - Sidewalk Standards - 06 Transportation

Dear Planning Commission,

As the city updates its documents for the Comprehensive Plan, city sidewalks are a significant element of the plan. How they are constructed affects multiple documents, policies, and other related standards in the city.

Sidewalks are a core feature needed to achieve desired liveability outcomes. Their construction also affects outcomes of planned policies.

As I walk and look around the city I have a concern regarding sidewalk standards in all areas of the city.

However I want to bring your attention to issues I see in the South Tacoma Area in multiple areas and specifically S. 56th Street.

If you walk this area, S. 56th Street, from I-5 to Orchard Street and S. Burlington Way to S 50th to S. Adams Street and S. 47th Street, you will have a feel for my concerns. There appear to be no standards.

There are a considerable number of missing sidewalks and numerous instances where the *City of Tacoma ROW standards have not been followed*. This is especially obvious along the busy *S. 56th Street Corridor*.

The combination walk should be constructed as shown on SU-04 (note 5) and SU-04a (note 4) in the ROW. It seems that sidewalks are not built per City Standards in many locations, particularly on S. 56th Street, only some parts follow the standard.

On arterial streets solid and immovable objects such as fire hydrants, trees, telephone and power poles, should not be next to the street curb. Solid immovable objects should be located at the back of sidewalks, 7 feet or more. It appears this requirement is not being adhered to. Power and telephone poles, signage, fire hydrants are hazards located too close to the traveled lane.

Currently S. 56th Street is posted at 30 mph and yet the city web page for 24 hour traffic shows average speed is around 37 mph. A serious concern regards fixed objects near the traveled lane.

This is in spite of school children walking along S. 56th St. to nearby schools.

S. 56th Street is a major highly traveled arterial. Although sometimes there may be considerations to allow variances and not follow standards, this should not be allowed on S. 56th Street.

I ask that the Planning Commission, the City of Tacoma Planning Department and Public Works Department follow recognized standards.

Please include this information and basic criteria in the Comprehensive Plan documents.

Sincerely,

Kit Burns
Tacoma

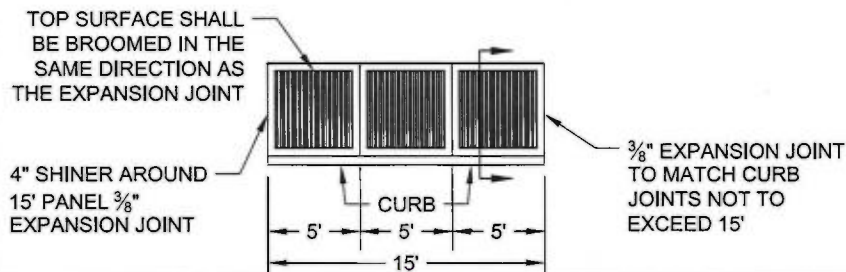
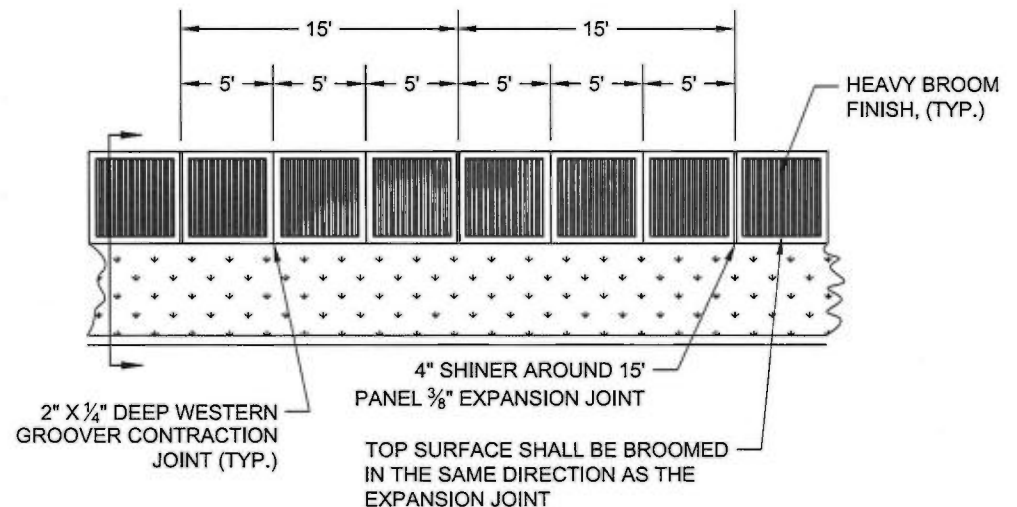
See attached details: SU-04 and SU-04a

What is going on along South Tacoma Way? Not following standards.

Kit Burns
PO Box 2341
Tacoma, WA 98401

“Things don't just happen. They are made to happen.”
—John F. Kennedy

1. Sidewalks shall be designed and constructed in accordance with 2010 ADA Standards, 28 CFR, Part 35 and as supplemented by the Public Right of Way Accessibility Guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%
2. When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk.
3. Staking is required where no curb is present.
4. Thickened edge shall be constructed using cement concrete on all radii. ~~All other locations shall be backfilled and compacted.~~
5. Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
6. ~~All expansion joints shall be full depth with 3/8" premoled joint filler.~~
7. All joints shall be cleaned and edged. External edges shall be 1/2" radius. Internal joints shall be 1/4" radius.
8. All soft and yielding foundation material shall be removed and replaced with crushed surfacing top course (CSTC) per Section 9-03.9(3) of the WSDOT Standard Specifications.
9. All sidewalk shall be replaced to the nearest expansion or contraction joint. All joints shall be saw cut full depth prior to restoration and 3/8" expansion joint installed. Cutting wheel run-out beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 5-05.3(8)B for cement concrete surfaces and 5-04.3(5)C for asphalt concrete surfaces.
10. For sidewalks within the North Slope Historical District area use Standard Plan HD-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.



TACOMA POWER

TACOMA WATER



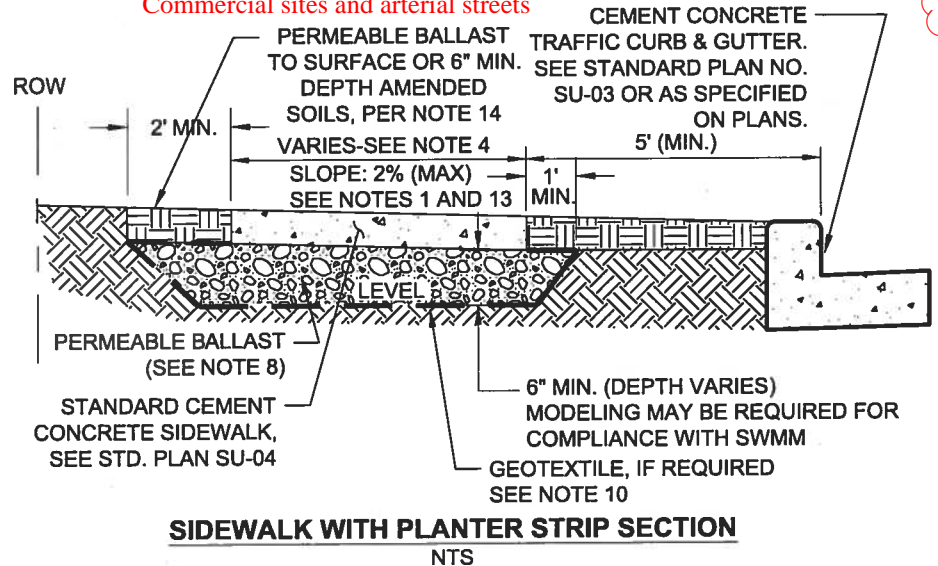
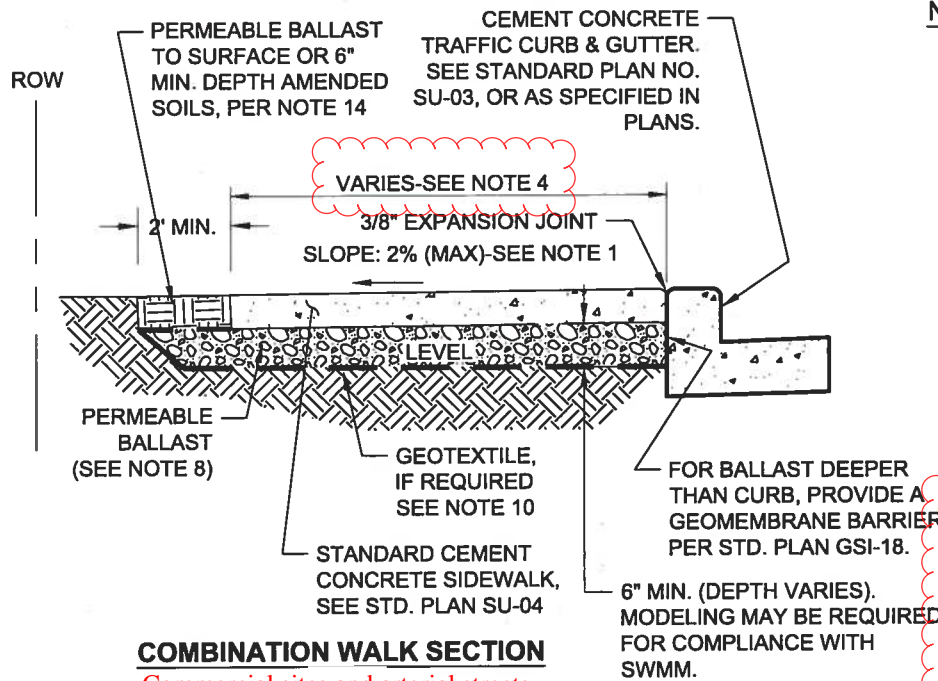
CITY ENGINEER

DATE 5/19

STANDARD PLAN NO.

SU-04

4. Combination walk shall be 7'-0" minimum on all commercial sites and arterial streets.



NOTES:

- Sidewalks shall be designed and constructed in accordance with ADA standards for accessible design, 28 CFR, Part 35 and as supplemented by the public right of way accessibility guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%.
- When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk per Right-of-Way Restoration Policy.
- Staking is required where no curb is present.
- Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
- All expansion joints shall be full depth with 3/8" premolded joint filler.
- All joints shall be cleaned and edged. External edges shall be 1/2" radius. Internal joints shall be 1/4" radius.
- Subgrade preparation shall meet APWA GSP 2-06.3(3) Subgrade for Permeable Pavements.
- Permeable ballast shall meet APWA GSP 4-04.2 Gravel Base and 9-03.9(2).Opt1 Pavement Ballast.
- All soft and yielding foundation material shall be removed and replaced with ballast per APWA GSP 4-04.2 Gravel Base and 9-03.9(2).Opt1 Permeable Ballast.
- Geotextile fabric may be required between native soils or amended soils and permeable ballast per the recommendation of the geotechnical professional. Geotextile shall be per WSDOT 9.33.2(1), Tables 1 and 2, nonwoven, moderate survivability.
- For sidewalks within the North Slope Historic District area use Standard Plan ND-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.
- For plan view refer to City of Tacoma Standard Plan SU-04.
- Sidewalk with planter strip may slope in either direction.
- Planting strip soils shall be per BMP L613 (see Std. Plan GSI-01), if applicable; or scarify or till subgrade to 3 inch depth. Place 3-inches of topsoil on surface and till into 5-inches of site soil. Install 3-inches of arborist wood chip mulch or as specified on plans. Topsoil layer with a minimum organic matter content of 10% dry weight in planting beds, and 5% in turf areas, and a pH from 6.0 to 8.0 or matching the pH of the original undisturbed soil.
- All disturbed areas not covered with hard surfaces shall be stabilized by planting or mulching.
- Where needed, adjust ballast in planting strip to accommodate plants. Keep permeable ballast a minimum 2 feet from trunk of trees.
- Where ballasted sidewalk is installed adjacent to permeable roadway, the permeable ballast may extend from the sidewalk to the roadway section. See Std. Plan SU-31b.
- Refer to Std. Plan SU-32 for subgrade terracing, as applicable.

DCS

PUBLIC WORKS

NA

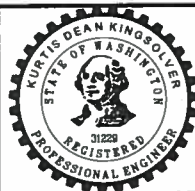
TACOMA POWER

REVIEWED BY

ENVIRONMENTAL SERVICES

NA

TACOMA WATER



APPROVED FOR PUBLICATION

CITY ENGINEER

DATE

CITY OF TACOMA
BALLASTED CEMENT
CONCRETE SIDEWALK

STANDARD PLAN NO. SU-04a

From: Esther Day <Dayesther214@outlook.com>
Sent: Wednesday, March 5, 2025 3:37 PM
To: Planning
Cc: City Clerk's Office; Rocio Chavez de Alvarado; Pauli, Elizabeth
Subject: Fw: Comments - One Tacoma Comprehensive Plan Update - 05 Transportation
Attachments: 2024-0827-SoundTransit-Letter of Concurrence TrafficMap.pdf; 2025-0305-BridgeIndustrialWarehouse-MDNS-TruckingCompanies.pdf; WarehouseSitePlan-9.75-SIGNAL-9.75-Traffic-2025-0325.pdf; 2025-0305-Bridge-B-27_PDR_T015239-103123_ExsB10etal-ROD-1994 480.pdf

Dear Planning Commission,

Once again, I am concurring with the comments submitted by Kit Burns. As the voice of the Pacific Avenue Business District, I will tell you that you have issues in Tacoma that are impacting businesses in the Hilltop because the City does not have control parking. Folks are parking all day on the street and taking link to the Sounder and leaving businesses with no parking for their customers.

YOU NEED TO DO SOMETHING ABOUT THIS OR WE WILL LOSE BUSINESSES.

Sincerely,
Esther Day, Former Planning Commissioner

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Wednesday, March 5, 2025 12:16 PM
To: Planning <planning@cityoftacoma.org>
Cc: shirley.schultz@cityoftacoma.org <shirley.schultz@cityoftacoma.org>; Chavez, Ramiro <RChavez@cityoftacoma.org>
Subject: Comments - One Tacoma Comprehensive Plan Update - 05 Transportation

Dear Planning Commission,

Regarding the Comprehensive Plan Update and **06 Transportation Unit**.

The plan does not appear to address nor include sufficient information on the impact of several issues that affect the South Tacoma Area.

One is the **\$500 million Bridge Industrial Project** which will have significant impacts. I am including drawings from the Hearing Examiners Review (B-27), a drawing that shows probable traffic patterns and street/railroad crossing in the area (Warehouse Site Plan Signal 9.75), identifies multiple existing Trucking Companies that the City did not mention in their TENW traffic report nor MDNS.

Also missing is information for the planned **Sounder South Station Access Improvements** project which is a more than \$42 million dollar investment.

South 56th Street is a significant element and multiple conflicts need to be coordinated for all plans being considered. Tacoma has a 24 hour traffic analysis map which shows the high truck/vehicle traffic in this area. Unfortunately, it appears that the City and the Hearing Examiner did not consider this information in the analysis of the Bridge Industrial Warehouse Project. This information must be included in the Comprehensive Plan.

Information showing these known and significant impactful projects should be included as part of the report for it to

be useful in the future. Someone referring to the Comprehensive plan should not be ignorant as they would be if these are *left out of the Comprehensive Plan documents*.

These two projects in particular affect multiple elements of the One Tacoma Comprehensive Plan, not just South Tacoma. They should not be ignored.

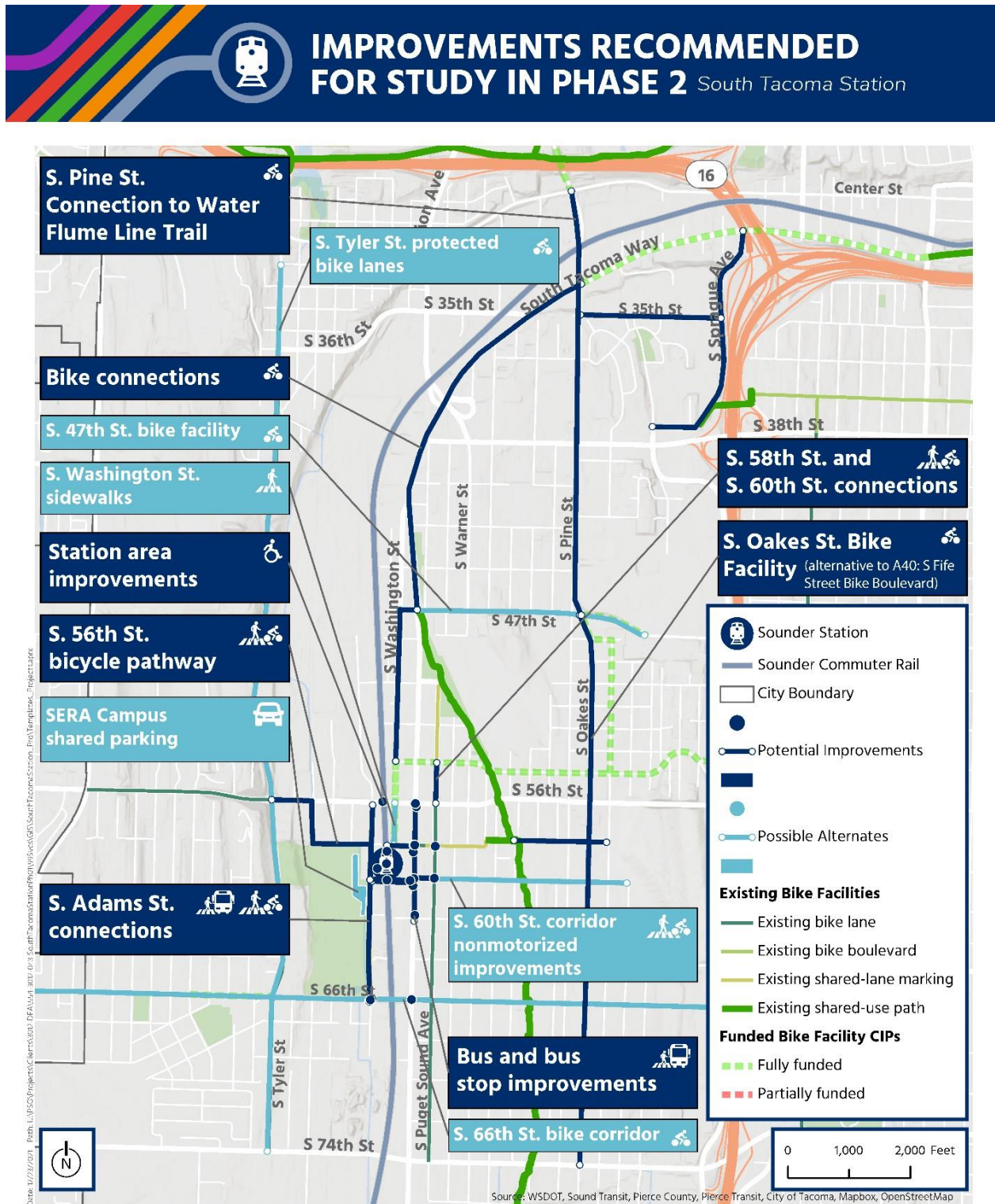
Sincerely,

Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

“Things don't just happen. They are made to happen.”
—**John F. Kennedy**

Appendix A – Proximate Location of Proposed Improvements



Sounder South Station Access Improvements



S. BURLINGTON WAY - AREA TRUCKING COMPANIES - LU21-0125





Your prime route is
via S.56th St or
South Tacoma Way.



PROPERTY BOUNDARY

WarehouseSitePlan-9.75-SIGNAL-9.75Traffic KitBurns

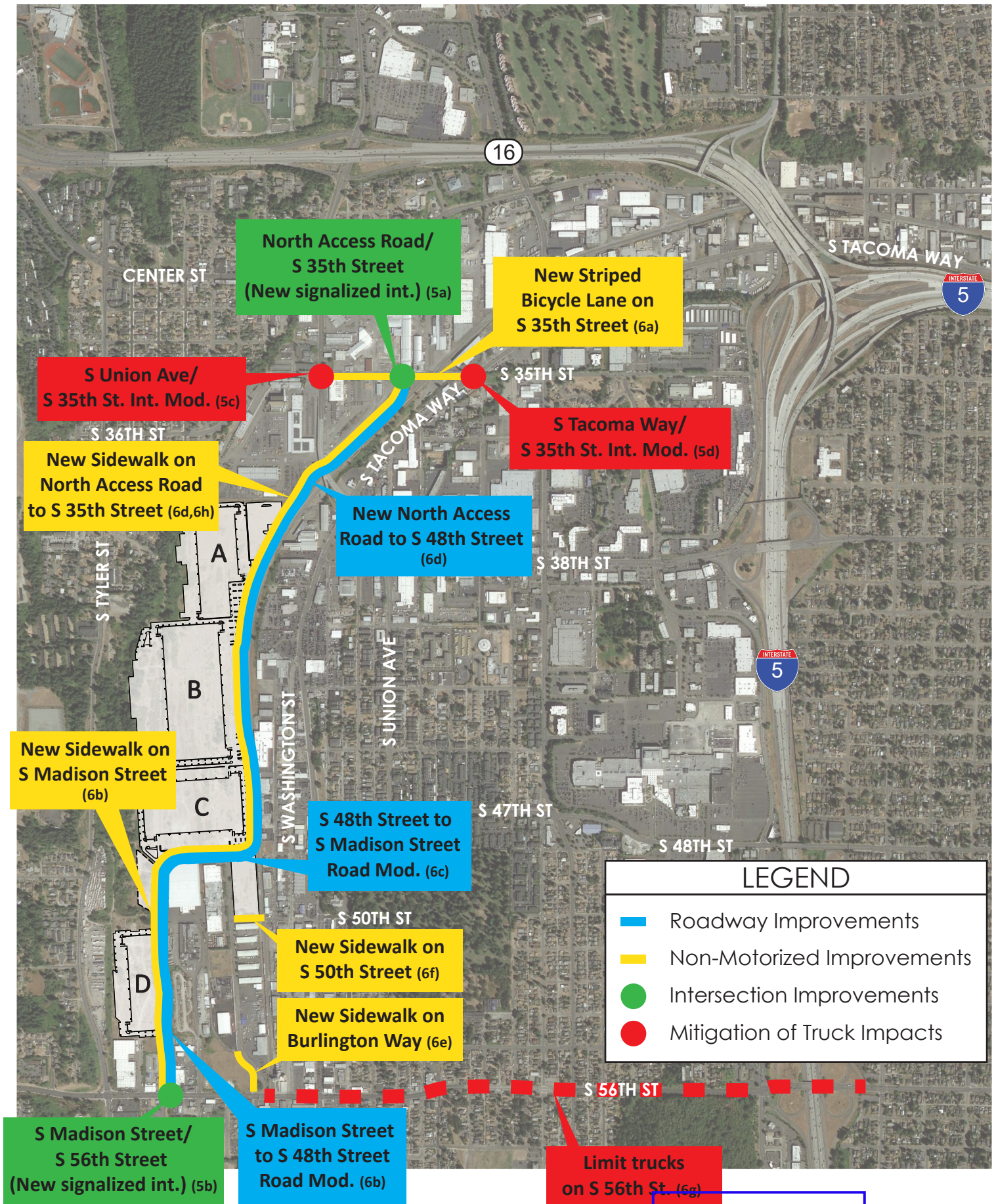


Exhibit: Transportation Mitigation Elements

RECEIVED
JULY 18, 2023
HEARING EXAMINER



From: Esther Day <Dayesther214@outlook.com>
Sent: Wednesday, March 5, 2025 3:25 PM
To: Planning
Cc: City Clerk's Office; Bingham, Debbie; Boudet, Brian; Pauli, Elizabeth
Subject: Comprehensive Plan - One Tacoma Plan - Comments - "Affordable" - 05 Housing

I CONCUR WITH KIT BURN'S SUBMITTAL AND SECOND HIS COMMENTS.

Esther Day
Former Tacoma Planning Commissioner

Dear Planning Commission,

In several of the documents for the Comprehensive Plan the term "affordable" is misused, abused, and should be carefully considered when it is used.

The Washington State HB 1110 the term affordable is consistently, clearly, and simply defined as 60 percent of AMI for rentals (80 per cent for ownership)

The HIT2 for the City of Tacoma ignores this as does the Comprehensive Plan as currently presented. It should be modified throughout.

We should be consistent and follow the state in our use of the term **affordable**.

Doing otherwise is misleading and appears dishonest. We need to be consistent and follow state law. I recommend this be followed with the MFTE Multi Family Tax Exemption descriptions also.

The text from HB 110 is as follows for rentals:

(3) "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

I request that the Comprehensive Plan documents be scoured to ensure we follow the state and are consistent with their terminology. This must be considered in documents, ordinances, and presentations throughout the City of Tacoma's Ordinances, Resolutions, and presentations to the Community. This includes previous policy statements.

Sincerely,

Kit Burns
Tacoma

Kit Burns

PO Box 2341
Tacoma, WA 98401

“Things don't just happen. They are made to happen.”
—**John F. Kennedy**

From: kristen@historic1625.com
Sent: Monday, March 3, 2025 7:41 AM
To: City Clerk's Office
Subject: I Support the Pilot Program for Testing ShotSpotter

Dear Mayor Woodards and Council Members,

I am a Tacoma resident and small business owner here in Tacoma. I care deeply about addressing gun violence in our city. For that reason, I strongly support the pilot program for ShotSpotter. Here's why:

Tacoma is experiencing significant gun violence, and we need every tool available to address this crisis. ShotSpotter is a life-saving technology that we have an opportunity to test at no cost due to the DOJ grant. That grant also includes a forensic component that will help the Tacoma Police Department operate more effectively in solving gun-related crimes. While I understand that some critics raise concerns about over-policing, as you most likely are aware, here in Tacoma, the location for this pilot was chosen based on five years of data, specifically targeting the area most impacted by gun violence. This is a chance to evaluate the technology firsthand—if it doesn't work for Tacoma, we can choose not to continue after the free grant period.

We should not pass up this opportunity to make our community safer.

I urge you to support this pilot program and give Tacoma a chance to explore solutions that could save lives.

Thank you for your time,
Kristen Wynne

From: Fred Dowell <freddowell54@gmail.com>
Sent: Friday, February 28, 2025 3:48 PM
To: Hines, John; Sadalge, Sandesh; Rumbaugh, Sarah; Walker, Kristina; Bushnell, Joe; City Clerk's Office
Subject: Impact Fees

How long is it going to be before the city of Tacoma has impact fees on the developers in this city?

Last year impact fees came up in a council meeting briefly and I believe it was councilmember Rumbaugh mention that all the cities around Tacoma have impact fees but Tacoma doesn't?

IIRC this subject was brought up four years ago and I believe you people hired a consultant on this

How long are we going to have to wait for the city to finally put impact fees in place for the developers to pay?

Fred Dowell
Tacoma

From: Barbara Church <jbchurch2@gmail.com>
Sent: Friday, February 28, 2025 11:13 AM
To: City Clerk's Office
Subject: Shotspotter

When I went to the Tacoma Police Department (TPD) presentation in late August, it was the Shotspotter marketer who spoke for half the presentation. There must not have been much outreach by TPD because there were only about 9 people there and maybe fewer represented community members. This presentation was the first time I had heard about Shotspotter. When the marketing presenter said Shotspotter reduced gun violence, I asked for some research data. He responded that he didn't have that data and that information was held within the cities using Shotspotter. I asked if there would be follow up reports on Shotspotters effectiveness and he said it was a 3 year grant and they only had to summarize at the end but that they would put effort into earlier follow up.

I wanted to learn more about Shotspotter and also offer a forum where residents who lived in the Hosmer area could learn about because people I talked to who were living there hadn't heard about it. So, The Conversation 253 and a Policing Accountability group orgnized a forum with experts in "lived experience" and experts who had researched this Shotspotter, acoustical gunshot detection program for up to 10 years. Along with community members, we invited the Chief of Police, City Manager, Mayor and Council. Thank you Councilmember Diaz for showing up.

Back in September, or October, I went to the So. End Neighborhood Council invited by a person who is on the Council. Several council members expressed that they did not want Shotspotter. Some members thought a better idea than having Shotspotter would be if TPD got so many calls (suggested 4) about a gunshot, then it would trigger a rapid police response...but, they said, it typically doesn't. There was one person on the council who supported Shotspotter and is also a part of the Safe Streets program. Here's how she described the problem at the SENCO meeting. She said when she hears a gunshot, she calls the police and nobody responds. She does it again and again and the police don't respond. She's tired of it so now she said she just calls 311 and reports the gunshot. She figures that with Shotspotter, the police will at least respond. And, I understand her rationale. I went to the Safe Streets meeting as well. People there loved their community and were trying to figure out solutions to the crime, violence and disorder. All of them had the TPD/Shotspotter representative present to them earlier and they were all for it. What the Hosmer resident said at council last night is exactly what the Shotspotter's representatives say. If it can save one life maybe even hers, it would be worth it. To the credit of the So. End neighborhood, they work hard with few resources. They were organizing garbage pick-ups, a Halloween event and other community events. They were working to get businesses to support each other. These are the very activities people at our Shotspotter forum with "lived experience" advised—families and communities coming together to support each other. It is through coming together with those efforts that, I believe, reduces crime. NOT Shotspotter. Read the data. It'll say Shotspotter does not reduce crime. It doesn't even reduce shots fired in an area.

I want to acknowledge that I don't live in the Hosmer area but most of you know of my work through the Conversation 253 and supporting communities that have been historically marginalized. I've heard challenges by both sides: from people in the Hosmer area, those in support and those who have already felt oversurveilled by the color of their skin. Councilman Bushnell said in a recent study session how much crime has dropped in Hosmer and how pleased residents are. AND Shotspotter wasn't implemented to get those results.

Please read the data and reject Shotspotter.

Best Regards, Barbara Church, NE Tacoma resident