

From: Cathie Raine <cjrRD@hotmail.com>
Sent: Monday, November 13, 2023 5:01 PM
To: City Clerk's Office
Subject: Health Impact Assessment (Bridge Industrial Warehouse project)

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Mayor Woodards, Deputy Mayor Walker and City Council members,

So..the City officials are finalizing plan details to move forward with the construction of the Bridge Industrial 2.5 million sq ft warehouse. This construction stage will last for at least 2 years..before this warehouse is operational. Of course, the residents of Tacoma continue to be opposed to locating this warehouse within the South Tacoma area. So much with the planning process has been vague..however, with health and environmental harms associated with this massive project. However, the City is able to pro-actively anticipate the issues to then mitigate some of the adverse impacts.

As City Council members, you all have the ability and authority to take two actions to protect the residents from the health impacts associated with this massive development project:

1. Order a 'Health Impact Assessment' to know the baseline health areas especially..and, develop mitigations ahead of the opening of this warehouse.
2. Write an ordinance that incorporates a HIA into the review and consideration for approval of future massive land use developments.

(This was already written as a Resolution years ago)

Thank you for your time and consideration.

Respectfully submitted,

Cathie (Raine) Urwin

From: Michelle Mood <moodm@kenyon.edu>
Sent: Monday, November 13, 2023 4:48 PM
To: City Clerk's Office
Subject: Comments for 11/14 City Council Meeting

Follow Up Flag: Flag for follow up
Flag Status: Flagged

I'm commenting on the fact that the City of Tacoma's Green Economic Development Strategy was recognized by Washington State Department of Commerce, receiving a Smart Communities Award in the category of SMART CLIMATE STRATEGIES. <https://thesubtimes.com/2023/11/08/city-of-tacomas-green-economic-development-strategy-recognized-with-a-smart-communities-award/>

Rather than using this award as an opportunity to commit to IMPLEMENTING the Green Economic Development Strategy, Mayor Woodards was quoted as saying that the strategy ensures that we are cultivating jobs that pay great wages and tackle critical environmental challenges. No. Strategies, green or otherwise, do nothing. Only new ordinances and implemented plans do anything. Please commit to actually implementing this green strategy.

Kiara Daniels was quoted as saying that what she appreciates the most about the Strategy is that it harnesses our strengths as a manufacturing city to drive our future work in a green economy. Nope. Without implementation, it harnesses nothing. Where are the implementation plans? Where are the next steps? Wow!

It's embarrassing to see that Tacoma's leadership is satisfied with accepting an award for green development and not hear anything about how to implement it. Why not talk humbly about what is left undone, what needs to be done. If you are content and complacent, where will you find the fire to fuel change? How will our direction of growth change to be actually green?

When agencies told a new industrial business that the business's 40 acre sized buildings couldn't be heated with gas, Puget Sound Clean Air Agency went ahead and told that business it could use 50 to 80 gas fired heaters. Without a fire in your belly, you will not change how Tacoma does business.

The city was given a 30-slide presentation in 2021 to create a South Tacoma Economic Green Zone and ignored it for a year.... Ended up slowing down consideration of it, gutting it. We're still doing nothing to act on it, 2 ½ years later.

The City's Groundwater Protection Plan code was allowed to miss required updating with no consequences to any staffers for that neglect. The 12 month moratorium on impermeable surfaces was watered down to prevent 125 acres of grassland to be paved over.

Do you really feel green? Do you really feel you are at the helm of a green economy? Do you really feel you are steering at all? I don't see the results.

Dr. Michelle S. Mood (she, her, hers)
(c) 740-233-6333
Long covid despite vaxxed, boosted, and Paxlovid
#covidsucks

From: Ron Morrison <r253.230.4409@gmail.com>
Sent: Friday, November 3, 2023 1:21 PM
To: City Clerk's Office
Subject: Re. Petty crime in Tacoma

Follow Up Flag: Flag for follow up
Flag Status: Flagged

A small town north of Seattle has created an innovative program to curb both petty crime and drug use. It amounts to the following:

1. If convicted of three petty crimes, a mandatory jail sentence is imposed unless:
2. The convict agrees to complete a drug rehab program.
3. If the offender fails to complete the agreed drug rehab program it is back to jail.
4. If the offender completes the drug rehab program he may be allowed to be free of the petty crime convictions.

I recommend that the city consider a program like this for Tacoma to cut our petty crime and drug addiction rate. Most petty crime is connected to drug addiction.

Thanks,

Ron Morrison
2405 No. Stevens St
Tacoma, Washington
98406
pH: 253-230-4409

From: Heidi S. <heidigs@hotmail.com>
Sent: Tuesday, October 31, 2023 12:09 PM
To: Walker, Kristina; Diaz, Olgy; Bushnell, Joe; Ushka, Catherine; Daniels, Kiara; Rumbaugh, Sarah; Woodards, Victoria; Hines, John; Blocker, Keith
Cc: City Clerk's Office
Subject: Street Vacation on the 10/31/23 consent agenda

Importance: High

Follow Up Flag: Follow up

Flag Status: Flagged

To: City Council
Re: ORD 28875, Street Vacation on the 10/31/23 consent agenda

Despite this Council continually being told (and often repeating it yourselves): no, you are not powerless when it comes to being actively involved and working to require conditions for the mega-warehouse.

Tonight's street vacation vote is a perfect example of this.

Observers are well aware of the trick to toss such issues to the Hearing Examiner who is limited in what he can consider. He states so in his determination, that (based on the restricted parameters he has to work within), he had no choice in his recommendation. He makes clear however, that you (as the City Council) have no such constraints, and a much wider range for review.

So far, you have kept your heads in the sand, but it's time to step up, be leaders, and use the options bestowed to you (and for which you were elected) to actually represent the residents of Tacoma instead of being led by the Planning Department as pawns in their development plans.

The City has failed to properly consider Environmental Justice or Public Health. The mitigations (or lack of them, I should say) are weak, ineffective and written in such a way for extremely questionable enforcement, if at all. Critical Aquifer Recharge was also completely left out of the Planning Department's review for the Critical Area Permit. These are serious red flags that the process is flawed and needs investigation as to why.

This project needs to PAUSE, for appropriate review of the many items still requiring analysis, study and stronger protection policies... or, at the very least, require the same mitigations previously in place for the much smaller project from 2007, before the city turns over rights of these roads.

You have the power to do that, tonight. You can defer the street vacation vote until proper mitigations are actually in place.

Please be the leaders we elected you to be. Do not vote on the street vacations tonight or, if you do, do not approve them.

Thank you,
Heidi Stephens

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Monday, October 30, 2023 4:56 PM
To: City Clerk's Office
Subject: Council Meeting - ORD28875 - vacating a portion of South Madison Street
Attachments: ORD28875 S Madison Street Vacation LU21-0125 Bridge Industrial MDNS .pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear City Council,

I wish to comment on the proposed Street Vacation of a portion of South Madison Street and as it relates to the Bridge Industrial Project. These are interrelated [ORD28875 and LU021-0125 MDNS Bridge Industrial] both are tied to the development of the Bridge Industrial Warehouse. This includes the issue of the ROW through the site for the Bridge Industrial Warehouse.

Regarding the illusionary mitigation mentioned in MDNS and the ROW through the site, the mitigation suggested is not actually mitigation as nothing is required of the developer. I have highlighted the words that show the elusive nature of what I call the "illusion of mitigation." The MDNS for LU21-0125 has more than 3 pages of mitigation but a reasonable review will show that the words are without substance.

They don't assign action required. Using "if" . . .and "then" statements is simply a way to "do more study" and not require action.

Is the plan to replace S. Madison with an extension of South Burlington Way? The language allows the developer to circumvent a required public road and have it changed without the knowledge or agreement of the public. What is the cost? Is there a trade in the offing, one for the other?

And is there actually a "North Access Road" Agreement? I would like to see it.

If the project is built without the North Access Road (which I can believe it could be with the current MDNS) Then ALL traffic will be on S. 56th Street. I have reviewed the MDNS and the street vacation of S. Madison needs to be discussed in conjunction with the road through the site along S. Burlington Way.

And it needs to be a public road meeting City of Tacoma TMC, and road policy goals.

Please review the attached pages from the LU21-0125 MDNS carefully. There are some holes in this document that need to be closed.

Maybe the City Attorney and City Manager can explain this largely unenforceable "mitigation."

It seems that with 2.5 million square feet, they will never be 100% and as a result, nothing required.

As it reads, "The following conditions must be met prior to 100% occupancy of the site. . . "

The language says in a very passive wording that "The following conditions must be met prior to 100% occupancy of the site. . ." and one is left to imagine who is to pay. There is no doubt we will. This is the illusion of this 'mitigation'.

We can discuss more tomorrow and anytime that is convenient for you. I want this document

to be made crystal clear and recommend that it be made crystal clear prior to your voting on it.

I am happy to discuss my concerns directly with all of you, the City Manager, and the City Attorney, and other responsible parties.

Kit Burns
tacoma, WA
98405

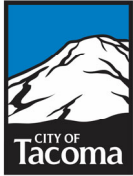
--

William Burns
PO Box 2341
Tacoma WA 98401

"I believe all of our lives would be better if each of you would carry a book in your knapsack. . . "

Gabriel Garcia Marquez

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



City of Tacoma
Planning and Development Services

REVIEW **ORD28875**

Mitigated Determination of Nonsignificance (MDNS)

File Number: LU21-0125

TRAFFIC MITIGATION?
or just an illusion;
pages 14 through 17

To: All Departments and Agencies with Jurisdiction

S. Madison St. vacation, a portion of

Subject: Mitigated Determination of Nonsignificance

In accordance with Washington Administrative Code (WAC) 197-11-350, a copy of the Mitigated Determination of Nonsignificance (MDNS) for the project described below is transmitted.

Applicant: **Barghausen Consulting Engineers on behalf of Bridge Industrial**

Proposal: Development of an approximately 150-acre site with a multi-building industrial development (about 2.5 million square feet) and associated site work to include parking for approximately 1,242 vehicles, fill and grade amounts of approximately one million cubic yards, and modification of a critical area buffer and stream. The site is zoned M2 – Heavy Industrial, STGPD South Tacoma Groundwater Protection District, with an overlay of M/IC – Manufacturing Industrial Center.

Location: The primary address is 5024 South Madison, Tacoma, WA
Parcels: 022024-1001

022013-1131, 1132, 4004, 4800, 4011
278301-0090, 0100, 0110, 0120
374000-0086, 10140, 0181
573500-0070, 0110, 0120, 0130, 0140

Lead Agency: City of Tacoma

City Contact: Shirley Schultz, AICP
Principal Planner
Planning and Development Services
747 Market Street, Room 345
Tacoma, WA 98402
253.345.0879 | sschultz@cityoftacoma.org

The Responsible Official for the City of Tacoma hereby makes the following findings and conclusions based upon a review of the environmental checklist and attachments, other information on file with the City of Tacoma, and the policies, plans, and regulations designated by the City of Tacoma as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act (SEPA) pursuant to RCW 43.21C.

pg. 8 - EPA Approval?
pg.6, item 21.

Further, adding plantings will begin to address the disparities in health and economic outcomes for this part of Tacoma.

- a. The development area (all portions of the site outside identified critical areas and buffers) shall achieve 30 percent tree canopy coverage as calculated by estimated mature canopy size per the City of Tacoma Urban Forest Manual and TMC 13.06.090.B.3.d. The project will comply with landscaping and parking requirements established by Code.
- b. If 30 percent cannot be met as part of the final landscape plan approval, then the final landscape plan will identify the deficient canopy area and the equivalent number of large trees needed to provide an equivalent amount of canopy area. Before issuance of any certificate of occupancy for the proposal, the Applicant shall provide the money necessary to fund tree planting at a cost of \$750 per tree. This amount (\$750 multiplied by the number of large trees needed to provide the deficient canopy area) shall be provided to one of, or allocated among, the following organizations: Tacoma Urban Forestry program, Metro Parks Tacoma, or Tacoma Tree Foundation, for tree planting within half mile of the site.
- c. The applicant shall exceed the code requirement for native species that is set forth in the TMC. A minimum of 25 percent of species shall be native plants, site wide, with native species concentrated to the western side of the site. Where there is sufficient growing space, Garry Oaks are encouraged.
- d. All trees shall be the minimum size at planting – two inch caliper for deciduous trees and a minimum of six feet tall for evergreens.
- e. Development site landscaping shall be added to the monitoring contract for the vegetation at the wetland/critical area. A separate, concurrent report shall be filed annually with the City, for three years after the signing of the monitoring contract, containing an inventory of plants required by the landscaping plan and indicating whether any have been removed or are not viable due to damage or disease. Any plants that have been removed or rendered non-viable shall be replaced.

3. Environmental Health

- a. Prior to final inspection of any Site Development Permit, and prior to Certificate of Occupancy on any building, the applicant shall provide confirmation from the EPA regarding the applicant's compliance with the Soil Management Plan for all of (or the relevant portion of, in the case of phasing) the site.
- b. All tenant improvements (e.g. for mechanical equipment) will be reviewed for potential noise generation and impacts pursuant to the requirements of the tenant improvement permitting process and other Code regulations as applicable.

4. Traffic Conditions – Monitoring:

The trip generation estimates documented in the TIA are based on the ITE *Trip Generation* manual for an "Industrial Park" land use code 130. Because the development does not have specific identified tenant(s), this land use type was chosen as a conservative estimate over general "warehousing" with the acknowledgement that higher traffic-generating uses may require further traffic analysis. The following conditions are necessary to ensure that mitigation is appropriate for traffic impacts that are realized once the building areas are occupied.

- a. Traffic Monitoring based on Land Use Types

- 1) At approximately 1.2 million square feet (50 percent) occupancy of the total site building area, the following shall be required:
 - i. Applicant or property owner shall supply to City of Tacoma Public Works Department a comprehensive list of building tenants and land use types.
 - ii. If City and applicant or property owner determine that building tenants are consistent with the description of land use types identified in the “Industrial Park” land use category (per ITE *Trip Generation Manual*), or are one of the following land uses that generate a lower rate of trip generation than Industrial Park, then no further action shall be required:
 - High-Cube Cold Storage Warehouse
 - High-Cube Transload/Short-Term Storage Warehouse
 - High-Cube Fulfillment Center (non-sort)
 - iii. If City and applicant or property owner determine that one or more building tenants are consistent with the ITE description of the following land uses, then a trip generation study (defined in *section B* below) shall be completed:
 - High-Cube Parcel Hub
 - High-Cube Fulfillment Center (sort)
 - 2) The same requirements in item 1) above shall be required at the following additional occupancy timelines:
 - i. Approximately 75 percent occupancy of total site building area (approximately 1.8 million square feet). **1.875, say 1.9 million Sq. Ft.**
 - ii. 100 percent occupancy of total site building area. **at 75% of 2.5 million**
- b. Trip Generation Study
- 1) Per *section a.1)iii.* above, if a trip generation study is required, then the following steps shall be completed.
 - 2) Weekday daily and PM peak period (from 4:00 to 6:00 PM) traffic volumes entering and exiting the site will be collected over three consecutive weekdays for the first two weeks of two consecutive months.
 - 3) The traffic volumes collected for the 12 full weekdays will be summarized to establish an average daily and average weekday PM peak hour trip rate per 1,000 square feet of occupied building area.
 - 4) The resulting average weekday daily and PM peak hour site-generated traffic volumes will be calculated and compared to the weekday daily and PM peak hour trip generation analyzed in the TIA (4,980 weekday daily and 842 PM peak hour trips).
 - i. If site-generated weekday daily and PM peak hour traffic volumes are less than analyzed in the TIA, then no further action shall be required.
 - ii. If site-generated weekday daily or PM peak hour traffic volumes are greater than analyzed in the TIA, then the following shall occur:
 1. The applicant or property owner shall be given a three-month period to work with tenant(s) to reduce vehicular site-generated trips during the weekday daily and/or PM peak hour.
 2. A new trip generation study as outlined in *section b.2) through 4)* above shall be conducted at the end of the three-month period.
 - a. If site-generated weekday daily and/or PM peak hour traffic volumes are less than analyzed in the TIA, then no further action shall be required.
 - b. If site-generated weekday daily and/or PM peak hour traffic volumes are greater than analyzed in the TIA, then additional traffic analysis per *section C* (Additional Traffic Analysis) shall be required.

who pays? The City of Tacoma does. . .

c. **Additional Traffic Analysis**

- i. Per *section b.4)ii.2.b* above, if additional traffic analysis is required, then the following shall be completed:
 1. The applicant or property owner shall work with the City of Tacoma Public Works Department to establish a scope of work for the additional traffic analysis. The scope of work may include weekday PM peak hour level of service analysis at some or all of the 11 signalized study intersections evaluated in the TIA.
 2. If the additional traffic analysis shows that any of the 11 signalized study intersections are operating at LOS F during the weekday PM peak hour, then additional intersection mitigation to improve the LOS F to LOS E may be required.

5. Traffic Conditions - Intersection Modifications and New Signals:

When fully occupied, the TIA estimates that the site will generate up to 4,980 new weekday daily vehicle trips and 842 weekday PM peak hour trips of which 1,411 weekday daily trips and 99 weekday PM peak hour trips are estimated to be truck trips. The following conditions must be met prior to 100 percent occupancy of the site to ensure that intersections can continue to operate at acceptable levels of service for all modes under the projected traffic conditions.

- a. A new traffic signal shall be constructed to City of Tacoma standards at the intersection of the North Access Road and South 35th Street.
- b. A new traffic signal shall be constructed to City of Tacoma standards at the intersection of South 56th Street and South Madison Street.
- c. The intersection at South Union Ave and South 35th Street shall be modified to accommodate new traffic patterns. Modifications may include the following: relocation of signal poles and equipment, new push buttons, new signal heads, new timing, modification of curbing and sidewalk to accommodate turning movements by large trucks, and appropriate separation of pedestrian and bicycle traffic from turning traffic to enhance the safety of vulnerable road users. Additional modifications not listed may be required as necessary to ensure design standards are met for safe traffic operations at the intersection.
- d. The intersection at South Tacoma Way and South 35th Street shall be modified to accommodate new traffic patterns. Modifications may include relocation of signal poles and equipment, new push buttons, modification of curbing and sidewalk to accommodate large truck turning movements, and appropriate separation of pedestrian and bicycle traffic from turning traffic to enhance the safety of vulnerable road users. Additional modifications not listed may be required as necessary to ensure design standards are met for safe traffic operations at the intersection.
- e. The traffic signals at South 35th Street and South Union Avenue, North Access Road, and South Tacoma Way shall have interconnection installed with each other and with the South 35th Street railroad crossing signal. Rail pre-emption shall be included where necessary.

6. Traffic Conditions – Street Connections and Sections:

When fully occupied, the TIA estimates that the site will generate up to 4,980 new weekday daily vehicle trips and 842 weekday PM peak hour trips of which 1,411 weekday daily trips and 99 weekday PM peak hour trips are estimated to be truck trips. The following conditions

who pays for this? The City of Tacoma does. .

must be met prior to 100 percent occupancy of the site to ensure that vulnerable road users are appropriately separated from heavy vehicle traffic, that the site is accessible to people using all modes of transportation, and that connectivity is maintained in the public street network.

- a. Bicycle lanes shall be striped on both sides of South 35th Street between South Union Avenue and South Tacoma Way. This re-striping shall include all necessary improvements to establish bike lanes to City of Tacoma standards. Improvements may include, but shall not be limited to the following: stripping, signs, replacement of catch basin grates, or removal of on-street parking (i.e. curb to curb width to remain unchanged).
- b. South Madison Street shall be improved along the site frontage and beyond the site to South 56th Street to match the existing width at the intersection of South Madison Street and South 56th Street to accommodate turn lanes. North of the turn lanes the road width shall generally be 32 feet wide from flow line to flow line, with some narrowing for constrained right-of-way. Sidewalk shall be constructed on one side of the proposed right-of-way improvements and must be extended from the site frontage (public-private transition) to the existing sidewalk on South 56th Street.
- c. In accordance with TMP Policy 3.6 and RW Design Manual Ch4-6.1, a public right-of-way shall be dedicated, and a new public segment of South 48th Street must be constructed, to connect South Madison Street and South Burlington Way. This connection must be consistent with all standards for public streets in the City of Tacoma Right-of-Way Design Manual and the City of Tacoma Standard Plans.
- d. In accordance with the North Access Road Agreement, the North Access Road is to be a public right-of-way. The City of Tacoma Right-of-Way Design Manual Chapter 4-6.9 does not allow dead end streets longer than 500 feet in length. To avoid a public dead-end street, and for consistency with TMP Policy 3.6 and RW Design Manual Ch4-6.1, a public right-of-way must be dedicated and a new continuous public street must be constructed from South 35th Street to the future intersection of South 48th Street and South Burlington Way. This will require additional right-of-way dedication south of the Tacoma Public Utilities property covered by the North Access Road Agreement. This condition may be waived by the City Engineer if the North Access Road Agreement is modified to allow a private road, or if an acceptable alternative design is developed to serve public access.
- e. Sidewalk shall be constructed on the east side of South Burlington Way from South 56th Street to the existing sidewalk to the north. This connection will complete the pedestrian access route between the site and the Sound Transit Sounder Commuter Rail station.
- f. Sidewalk shall be constructed along the South 50th Street site frontage and crossing the rail tracks to connect to existing sidewalk on South 50th Street east of the tracks. This sidewalk connection shall only be required on the north side of South 50th Street. This connection will complete the pedestrian access route between the site and the nearest bus routes on South Tacoma Way.
- g. The site, all driveways, and all new private and public roads proposed as part of the project shall be designed to direct truck traffic to and from the North Access Road connection at South 35th Street and away from southern public street connections at South 56th Street and South 50th Street.
- h. The walkway along the North Access Road through the site shall remain open to the public during all open hours of the site.