

Hillside Development Council

Brewery District Study Comments

22 December, 2009

The Hillside Development Council (HDC) is very supportive of the study for the Brewery District that is being done by Via Architects. Our interpretation of the concepts generated by Via are that some of the initial solutions could be generated from a small scale grassroots effort with help from the City of Tacoma that could have an immediate and gradual influence for larger and more comprehensive growth and development as the matrix of the Brewery District develops and reinvents itself.

There are some areas that we would like to call attention to that from our viewpoint need to be modified:

One area of concept study that should be explored more is the importance of the six-acre city property. The solutions offered in the study pertain to a more localized scale of development and impact for the site. HDC would like to see the site studied on a much larger scale as to the relationship it could have on all of Tacoma's downtown. To elaborate on a possible approach is that 21st St /Highway 509 will eventually be connected to Interstate 5 at Milton and will bring many vehicles from the north, and along with Interstate 5 from the south this six acre site would be able to house many vehicles in a large parking garage that could have very tall and iconic building/buildings on top. This site could offer the opportunity to restructure a work/business complex in downtown Tacoma that would have immediate access from transportation to work.

- 3.2.5 Catalyst Site B should be developed to provide the best use for the City. Underground parking should be considered for the site as well as amenities to serve the UWT population such as a fitness center, amphitheatre and green space.
 - 3.3.3.1 The drawing on page 35 shows the closure of A Street from South 26th to South 27th. This closure is unacceptable.
 - 4.1 Access to buildings fronting the Prairie Line trail must be preserved from South 27th St. to South 21st St. Obtaining the full right of way from BNSF is critical to the proper development of the Prairie Line Trail.
 - 4.1.2 The "pedestrian underpass" on South 21st Street is the only workable option of the two shown. Pedestrians will not walk up and down stairs to access a bridge to cross the street. This option also lessens the grade on S. 21st St. allowing freight trucks and busses to use this street.
 - 4.3 Angled parking shall only be used when it is not at the expense of pedestrian and bicycle access per Tacoma's Mobility Master Plan and Complete Streets Guidelines. This is especially true for South C Street. When used, angle parking shall be back-in only with the exception of steep downhills. When discussing "loading spaces" the study must allow for full sized semi truck loading which is quite commonly done in the street.
 - 5.4.1 LEED-ND status should be applied for. LEED certification shall not be mandated for developers but sustainable development should be encouraged.
- Add:** A central energy plant utilizing geothermal energy exchange and sustainable fuels capable of servicing Brewery District developments including the 6 acres, and other catalyst sites and, perhaps, existing facilities such as Saint Josephs' Medical Center, UWT and the museums should be considered.
- Add:** Keep professionals involved in the process since the City does not have any planners on staff.
- Add:** Set benchmarks for progress on the plan and keep the community involved with the process. Coordination of community involvement could be led by HDC and UWT.

The last two additions are extremely important as HDC feels that there are areas in this concept proposal that could be implemented rapidly and at a low cost.

We look forward to working with the City of Tacoma and the community to help implement the 2010 Brewery District Vision.