



City of Tacoma  
Planning Commission

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## Public Comments

**Meeting:** Wednesday, April 16, 2025

**Submittal:** Written comments received at [planning@cityoftacoma.org](mailto:planning@cityoftacoma.org)

**Subjects:** Comments are addressing the following Discussion Item(s) on the agenda:

**F2 South Tacoma Groundwater Protection District Code Update – Best Available Science Review**

**F3 One Tacoma Plan Update**

**No. of Comments:** Four



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¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?

Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.



**From:** [Kit Burns](#)  
**To:** [Planning](#)  
**Cc:** [Kit Burns](#)  
**Subject:** Comments - Planning Commission Meeting - April 2  
**Date:** Wednesday, April 2, 2025 4:43:56 PM

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Dear Planning Commissioners,

I have the following comments on items on the agenda.

### **AFFORDABLE HOUSING**

HB 1111 calls "affordable housing" to be 60% of AMI for rentals and 80% of AMI for home ownership. The City of Tacoma should adopt this and restrict the use of affordable using the State Law as the standard throughout the Codes and this included the MFTE.

THA rents their units at 60% of AMI.

Just today I received an email from Pierce County announcing a program of \$12.2 million for "affordable" housing at a price level of 60%.

I took a course at UW-T regarding housing. A mixed income project has multiple levels of 'affordability'. Currently the city has allowed for 80% AMI for affordability and 70% AMI for affordability. Neither should be allowed.

There is 'non-compliance' in the HIT2 - TMC Code which should be corrected to follow state law for affordable housing. Currently it doesn't. When you have 4 units the next 2 need to be affordable as it was written.

In a UR-1 Zone for example, after 4 units the two additional units must be affordable (ie at 60% AMI, including utilities). The TMC makes it after 6 units.

It is not necessary to prioritize permitting for 60% AMI projects. All projects should be prioritized and PDS should incorporate a "Lessons Learned" attitude with training to speed up permit flow.

### **MAJOR TRANSIT STOP - definition**

I see that the route frequency has been increased on Route 1 and 3.

However Route 2 has not been increased and should not be considered a "major transit stop". I think items related to RPA reduced parking area and Route 2 should be removed.

The document from the Department of Commerce has guidelines for Parking and distances to parking and walkability from Major Transit Stops. It appears to me that the RPA documents should be carefully revised to reflect the requirements of HB 1110. There is specific language on how the distance is to be measured and recommendations for minimum parking requirements.

The way the documents are written as I read them is that HIT2 allows for all parking, except disabled parking, to be "not required."

### **STGPD Updates - South Tacoma Groundwater Protection District - Concerns**

It is important that the process and responsibility for coordination and implementation be documented. Sources of information and interaction between departments so that all involved follow the requirements to protect all groundwater from pollution and unforeseen harm.

Who reviews plans, who approves, who monitors inspections for UIC, the role of the PDS and

TPCHD needs to be well defined.

Two additional items - all roof systems stormwater runoff should be treated with enhanced treatment, all project soils infiltration rates determined prior to installation for UIC, Wellhead Protection Areas defined and reviewed on an annual or bi-annual basis.

Thank you,

Kit Burns

Kit Burns  
PO Box 2341  
Tacoma, WA 98401

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

**From:** [Aaron Artman](#)  
**To:** [Planning](#)  
**Subject:** Concerning Light Rail and 19th Street...  
**Date:** Wednesday, April 16, 2025 12:47:05 PM

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Members of the Planning Commission:

As President of the Tacoma Rainiers Professional Baseball Club, I want to strongly advocate for the light rail extension continuing to be on 19<sup>th</sup> St. I have been with the Rainiers since 2007, and in my 18 years at the helm of this proud franchise I have experienced a lot of change. Cheney Stadium was transformed to a crown jewel of public facilities for our city in 2011, and we have continued to reinvest in the facility which has led to millions of dollars of improvements to the structure, fan amenities, and team facilities for the professional athletes who call Tacoma home.

During this period, we have also seen tremendous growth. Cheney Stadium welcomes over 400,000 Rainiers fans per year and has set the all-time attendance record for two consecutive seasons. I say this not to brag about breaking 60+ year attendance records, but to point out the fact that the longest continuous serving Triple-A baseball franchise playing in one stadium - historic and iconic Cheney Stadium - has never had the benefit of consistent public transit. And as we continue to grow, it is both costly and prohibitive for families to attend our games. The parking lot sells out 55 of our 75 games per year, gas prices continue to inflate, and the cost of owning a vehicle continues to increase.

No other venue in the South Sound welcomes more fans, on a consistent basis, than Cheney Stadium. Imagine a world where, like most stadiums, fans can ride transit/light rail to and from a game. This will improve traffic in Central Tacoma. It will provide an affordable benefit for fans who use the light rail. And it will help meet the environmental priorities of our city and region at large.

When I remove my proud Rainiers hat, I think more broadly about how well 19<sup>th</sup> Street serves a larger base of Tacoma. The connection to TCC is critical. And as a kid growing up in the Portland area, I have seen what light rail can do for communities. It goes beyond safe, inexpensive, and environmentally friendly transportation. When done right and planned right, it allows for more housing, more business, and the creation of mini districts tied to the light rail and the areas it serves.

And Central Tacoma and the areas within the footprint of 19<sup>th</sup> Street deserve the economic and social benefit that transit has the ability to provide. Once the extension is officially designated for 19<sup>th</sup> Street, it will require a great deal of planning to ensure that the benefits are maximized for all those who call Tacoma home. And we would gladly offer our help with such a plan.

Please keep the light rail extension on 19<sup>th</sup> Street to maximize the benefit for all of Tacoma, as well as to make travel to and from the most attended and storied venue in Tacoma a reality.

Thank you,

Aaron Artman  
President  
Tacoma Rainiers Professional Baseball

**From:** [GB](#)  
**To:** [Hines, John](#); [Planning](#); [Hines, John](#)  
**Subject:** Re: Comment on Tacoma's Comprehensive Plan Update  
**Date:** Friday, April 11, 2025 4:20:20 PM

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Hello!

Following up on the above.

Thanks!

On Mon, Mar 3, 2025, 8:52 AM GB <[grrbrown1@gmail.com](mailto:grrbrown1@gmail.com)> wrote:

Hello!

I'm writing to leave a comment on Tacoma's Comprehensive Plan Draft.

I live in Proctor, and believe we need a safe and accessible way to access the water via N 36th Street. This street is one of the few ways to access the water from our neighborhood for those without cars, including pedestrians and those with strollers.

Here are the issues I see today that present genuine danger to those attempting to walk to the water:

1. Lack of sidewalk on N 36th, N Lawrence St, and Alder Way (the sections down the hill and after Puget Natural Area). I would like to request a paved sidewalk with a curb or something physical to separate it from the street.
2. Lack of lighting.
3. Unsafe crossing from one side of N 36th to the other. Cars whip around that turn and I've almost been hit trying to safely cross the street. I've seen two other instances where other pedestrians also experienced close calls.
4. Unsafe crossing across Rust on Way and from Alder Way. There is a painted crosswalk, but to make this crossing plausibly safe, it needs lights to indicate an active pedestrian crossing, similar to the crosswalks set up along downtown Proctor, with yield signs that pedestrians can make flash prior to crossing. Despite the current signs, most cars and motorcycles do not yield when there is a pedestrian present. For a street so busy and with so many pedestrians, I believe this is an active hazard that the city should be compelled to address.

Councilman [@John.hines@cityoftacoma.org](mailto:@John.hines@cityoftacoma.org) , I've CC'd you as this is an issue I've written to you about over the years, and I'd love to hear your thoughts on including the above in the plan.

Thanks!  
Greer

3620 N 34th St, Tacoma, WA 98407

**From:** [Bishop Prentis Johnson](#)  
**To:** [Planning](#)  
**Cc:** [Prentis Johnson](#); [Prentis Johnson](#)  
**Subject:** 19th Street Link Light Rail  
**Date:** Wednesday, April 16, 2025 1:02:17 PM  
**Attachments:** [19th Street Link Light Rail Letter.pdf](#)

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Hello Tacoma Planning Commission,

I trust all is well with you and yours. I am Bishop Prentis Johnson, the Pastor of Greater Christ Temple Church, located at 1926 South G Street, Tacoma, WA 98405. Our church has served the Tacoma Hilltop Community for over 66 years and many of our members live in the Hilltop Area.

**We strongly request that you do not remove the 19th Street Link Light Rail route from the One Tacoma Comprehensive Plan.**

Removing this route and considering an alternate street (6th Ave) would not serve the family and friends with direct, safe access to vital nodes like the stadium, hospitals, churches, businesses, UW-Tacoma, Arts Districts, Tacoma Dome, and Amtrak Station.

This removal would also allow riders from other areas to "bypass" the Hilltop, while encumbering only the Hilltop residents and businesses with a lack of direct access to goods and services.

The Hilltop Community has been patiently waiting for the Link Light Rail. To deviate from the original route plan would not be acceptable nor is in fairness to the Hilltop Community.

Thank you for your consideration.

Sincerely,

Bishop Prentis V. Johnson, Sr. PhD, ThD  
Pastor  
Greater Christ Temple Church

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# GREATER CHRIST TEMPLE CHURCH

## OF THE APOSTOLIC FAITH

Affiliated with the Pentecostal Assemblies of the World, Inc.

Address: 1926 South G Street  
Tacoma, WA 98405

Phone: 253-272-5679  
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Founder

Late Elinor E. Montgomery, D.D  
Founder's Wife

April 16, 2025

To: Tacoma Planning Commission

Subject: 19<sup>th</sup> Street Link Light Rail Route

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Thank you for your consideration.

Sincerely,

Bishop Prentis V. Johnson, Sr. PhD, ThD  
Pastor  
Greater Christ Temple Church

*"Not by might, nor by power, but by my spirit saith the Lord of host." Zechariah 4:6*