



Public Comments

Meeting: Wednesday, October 18, 2023

Submittal: Written comments received at planning@cityoftacoma.org
by 12:00 noon on the meeting day

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

F2 – Home In Tacoma – Phase 2

**No. of
Comments:** Five



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

From: [Esther Day](#)
To: [Planning](#)
Cc: [City Clerk's Office](#)
Subject: Home In Tacoma Phase 2
Date: Tuesday, October 17, 2023 9:27:22 PM
Attachments: [Boudet saying no need for MIDSCALE.docx](#)

Dear Planning Commission,
You have important instructions to make to the Planning Department as regards HIT2.

I am here to let you now that the Midscale housing along transit corridors IS NOT needed. What we need to do is allow those lands to be used for businesses. This City should be working to bring businesses into Tacoma and for that, the land along busy traffic streets will be needed.

Also important is for you to know that when I spoke to Councilwoman Ushka regarding the fact that even their planning department indicated that Midscale along transit corridors was not needed. She told me that if we did not do it, the Governor would do it. Well, the governor did not require midscale housing along transit corridors in ANY PART OF THE STATE.

I am attaching a slide that I pulled from a presentation made to the city council after HIT1. That is one where the planning department staffer told the city council that Midscale along transit corridors was NOT NEEDED.

Imagine apartments 3-4 stories high, lot line to lot line with NO PARKING. This is a request that was made by transit. Transit is JUST ANOTHER BUSINESS. It will destroy Tacoma. PEOPLE will not be taken out of their cars. THAT IS A FACT.

I rode transit for 16 years to and from Seattle until my retirement in 2016. I knew everyone of the conductors on the Sounder from Tacoma to Seattle to Tacoma. I also knew almost all my bus drivers. I am saying this because I am not against transit. But YOU NEED TO KNOW THAT IT IS JUST ANOTHER BUSINESS.

As someone working with the Business Owners on Pacific Avenue, let me tell you that this will be a death knell for many of our businesses. When they widen Pacific Avenue, many of the businesses that are landlocked will go out of business. Landlords will also suffer. There is so much that you don't know BUT YOU SHOULD KNOW.

The widening of Pacific has been postponed – but just until they get more money. Transit will win, but the tax money that we get from those businesses will BE GONE. REMEMBER ONE THING – for every action there is a reaction – the ECONOMY and JOBS will be gone.

Since the State did not see fit to require cities to build Midscale along transit corridors. YOU MUST MAKE SURE THAT THIS IS NOT DONE.

We need homes for youth to build wealth. Rental units are okay for short periods of time. Sadly, rental costs are very high in many of the buildings. One young man I met recently is paying \$2,100 per month for a 1 bedroom.

Developers are purchasing land and building apartment buildings only to sell them immediately to investors.

Don't allow the row houses that you find in other cities unless you make sure that they have concrete walls between units to avoid fires from burning adjacent units. The concrete walls should be from the base of the unit and past the top peak of the townhome.

We cannot put people in danger. That is what you will be doing by allowing this massive rezone without improving construction development. **PEOPLE WILL BE SITTING DUCKS IN THEIR SLEEP when a unit catches on fire and they are unaware of it until it is too late. WALK IN THEIR SHOES AND MAKE THE RIGHT DECISIONS FOR TACOMA. This is all in your hands.**

It is also important for you to know that you don't have to build up to the sidewalk. I have been to Seattle so many times and have seen how people walking their dogs can't find a place for their dogs to sniff and do their business.

Too much concrete creates heat. Think about rooftop gardens for large apartment complexes so that people can go up there and enjoy a tree and some views.

BUT DON'T BUILD WITH SO MUCH CONCRETE IN TACOMA. For building firewalls yes, but please minimize the exterior concrete. We need to let our earth soak up the water that rains.

Drive around Seattle and drive towards Seattle Pacific University and see the area is nothing but concrete with very little grass. **WE DESERVE BETTER THAN THAT.**

Regards,
Esther Day

Why more space for mid-scale housing?

- Do we need Mid-scale for our required housing growth capacity? *No*
- Home In Tacoma Goal: **Housing supply, choice and affordability**

Mid-scale is one of most affordable housing types – particularly when combined with reduced transportation/household costs

Housing Type	AMI
Small Multifamily	60% AMI
Multifamily units	70% AMI
Duplex/Triplex	120% AMI
Cottage	120% AMI
Townhome	140% AMI
Single family	175% AMI

This is what Boudet said when he presented this. It is on tape. Then why do Midscale?

Customers for transit and to hell with homeowners

11/4/2021

From: [Peter Jung](#)
To: [Planning](#)
Subject: Feedback- Planning commission- RPA
Date: Tuesday, October 17, 2023 7:24:30 PM

To whom it may concern,

My name is Peter Jung, and I am a lifelong resident of Tacoma and a disability advocate, focused on autism self advocacy. I am writing to encourage the Planning Commission to support the Reduced Parking Area (RPA) expansion for Home in Tacoma, which includes Pacific Avenue, S 19th Street, and 6th Avenue. These corridors have the largest transit using populations in the City, with the need for access to affordable housing near transit outstripping supply.

I have seen the impact of not having access to reliable transit services for persons with disabilities who do not drive. Affordable housing near transit is a critical need for persons with disabilities that can help to support individual health, well-being, growth and success. Access to transit also helps with financial health by supporting low-cost mobility to access jobs, education, and recreation. People with disabilities, both physical and intellectual, are frequently fully dependent on ready access to transit to be able to engage with these resources that help them be part of the community.

Reducing parking requirements will help to develop quality housing for all of Tacoma and will ensure a healthier environment for people living on Tacoma's growing corridors. Please adopt the RPA expansion on page 309 of your packet for the future residents of Tacoma.

Thank you for your consideration

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Peter Jung M.Ed.

(He/Him pronouns)

From: [Troy Serad](#)
To: [Planning](#)
Subject: Letter for Planning Commission / Oct 2023 Meeting / HIT Ph. 2 RPA
Date: Tuesday, October 17, 2023 11:29:41 AM
Attachments: [Serad PC RPA Letter.pdf](#)

Good morning City of Tacoma Planning,

I am writing to submit my letter related to Discussion Item #2 of the October agenda, specifically the proposed expansion of the Reduced Parking Area. The letter is attached.

At your convenience, please distribute the letter to the Planning Commission and any other relevant parties.

Thank you for your assistance.

Regards,

Troy Serad
Transportation Commissioner

Troy Serad

Transportation Commissioner
District 4 (McKinley Hill)
City of Tacoma
troyseradtacoma@gmail.com

October 17, 2023

City of Tacoma Planning Commission

Dear Planning Commissioners,

I submit this letter as an appointed member of the City of Tacoma Transportation Commission representing District 4 of the city's East Side. The district is home to the wonderful and vital neighborhoods of McKinley Hill, Lincoln District, and Salishan.

I encourage your commission to secure the proposed expansion of the Reduced Parking Area (RPA) as shown on page 309 of your packet. The expansion would cover the corridors served by Routes 1 and 2 of Pierce Transit, as is appropriate. Both buslines operate over some of the finest transit corridors available to the city of Tacoma and Pierce County. Route 1, specifically, is the busiest transit line in Pierce County, and the portion of the route along 6th Avenue and Mildred Street is its most heavily ridden section beyond the Tacoma central business district. Planning best practices compel this modification to parking requirements along our prestige transit lines and their immediate walksheds. This is particularly true in light of the outright elimination of parking minimum policies now underway or newly enshrined in law in many peer American cities. There are also numerous policy, planning, and developmental goals that necessitate this expansion of the RPA, to include the Home in Tacoma (HIT) zoning reforms.

First, the passage of ST3 in 2016 mandates the construction of a street railway to Tacoma Community College (TCC) and provides for its funding. Under House Bill 1110, there shall be no parking requirements for Missing Middle housing within a half mile distance from stops of funded high-capacity transit (HCT) systems, for which the TCC extension would qualify. While 19th Street is generally presumed to be the corridor for this extension, it is by no means certain. 19th Street is only a representative alignment for a project whose objective is to connect Downtown and TCC by rail. A corridor analysis should be undertaken for this investment, and 6th Avenue remains a leading contender. In fact, 6th Avenue was the representative alignment for the rail extension proposed under the 2005 Sound Transit Long Range Plan ahead of the ST2 vote of 2008. The avenue remains the basis for ridership forecasts that proved the viability of the Downtown to TCC railway that Sound Transit has been incrementally building ever since.

Second, 19th Street's Route 2 busline has been identified by Pierce Transit as a BRT system expansion project. However, continued confusion over the status of the street railway on 19th Street led Pierce Transit to identify 6th Avenue as an alternative corridor for BRT service in its

Stream System Expansion Study final report. 19th Street and 6th Avenue are vastly different corridors that fulfill unique roles in our city's transportation system, but both do provide realistic transit pathways to TCC. Both must be incorporated into the RPA now for that reason.

Third, the existing Route 1 busline should qualify as a HCT line as defined by RCW 81.104, insofar that it roughly matches the standard of other lines declared to be HCT by City of Tacoma staff. The Route 1's invention as a single trunkline from two separate routes, the investments into its stop facilities, buses, and transit signal priority technology along Pacific and 6th Avenues, and the 15-minute headways offered to the public before the pandemic emergency (and which shall be restored) all point to a HCT offering that is only marginally less sophisticated than the T Line on Hilltop, and equivalent in scope to the forthcoming SR-7 express bus overlay. Both of these services will be provided RPA coverage as HCT.

To the extent that the Route 1 of 6th Avenue/Mildred Street *is not* considered HCT, despite moving far more Tacomans per mile than any other revenue transit line for decades, speaks volumes about what we consider "worthy" transit and perpetuates deeply problematic—if not classist or racist—planning policies. Such policies have long deprived Pierce Transit of adequate funding and resources to upgrade the infrastructure and equipment that serve our city. It also rejects history. Any Pacific Avenue busline from the southern city limits to the North End and beyond—which is today the Route 1—has its roots in the city's first permitted busline of 1936, a date preceding the dismantling of the old street railway network. To expand the RPA coverage to Route 1 would be to finally acknowledge its role as the HCT workhorse of Tacoma, an indispensable transit artery linking together all five districts of our city. There is no transit line more critical to the city's identity and well-being.

Finally, in service of our City's environmental goals, transit goals, and development goals—all of which endeavor to create a sustainable urban place that is affordable and welcoming for everyone—we should do away with parking minimums that act in contravention of those goals and stifle transit usage, promote car dependency, and raise costs to build. The proposed RPA expansion directly supports the HIT zoning reforms by eradicating an artificial barrier to new housing supply where sensible and by providing flexibility to our development industry. Along with other HIT policy improvements, the expanded RPA will contribute to a regulatory environment that can reliably construct diverse housing types, lower real estate costs, and help obtain affordable housing for seniors, the disabled, veterans like me, and Tacomans in general.

Please expand the RPA as currently proposed and establish a precedent so that other key transit routes may benefit from the same action in the future. If we want more homes in Tacoma, it is smart policy enhancements like these that will help us achieve that goal.

Very respectfully,

Troy Serad

Transportation Commissioner

Matt Stevens

Co-Chair - City of Tacoma Transportation Commissioner
matt99stevens@gmail.com

October 17, 2023

City of Tacoma Planning Commission

Dear Planning Commissioners,

I'm writing in support of expanding the Reduced Parking Areas as detailed on the map on page 309 of the Planning Commission Agenda Packet for the meeting dated October 18, 2023. The corridors indicated on the map are the highest ridership of our existing Pierce Transit Bus System and also they are planned for future expansion between T-Link and for phase two of Pierce Transit's BRT Expansion.

We already know that reduced parking minimums create a better city and street life. Parking minimums also increase home prices and reduce the amount of space we dedicate to humans and increases the amount of space we dedicate to large metal boxes.

The arterials indicated on the map on page 309 are going to be centers of change and development as Home in Tacoma is implemented. Significant portions of these areas are single family homes with large setbacks. On Pacific Avenue, we have large parking lots surrounding small businesses that are never full. By requiring parking on streets that have access to excellent bus service already, we are going to hamper future business owners, home owners and renters with parking spaces they may not want or need. Those imposed parking spaces could be better used by those residents for additional bedrooms, additional living space, or perhaps reducing the costs of the homes and thus the mortgages and rents that will be paid. We could increase the number of businesses present and create a better urban landscape.

Moreover, we should not be requiring excessive parking in corridors in which we expect to have High Capacity Transit in the future. In June of 2022, Pierce Transit had several open houses where they indicated the next BRT project would likely follow the path of Route 2 - which runs down S19th. The spirit of HB1110 would indicate that we should eliminate the parking requirements so that the future BRT on this line could be successful.

Route 1 and thus Pacific Avenue South and 6th Ave is our busiest route in the city. The bus service on 6th Ave and Pacific Avenue is some of the best in the city. The future of 6th Ave is likely to include a pedestrianized street, light rail, or BRT as it is the ideal place to dramatically change how our city's transportation system works so that it serves people and not cars. Pacific Avenue is already targeted for BRT-Light (Enhanced bus service) and the future of the Pacific Avenue corridor will likely include High

Capacity Transit. Locking our city into excess parking requirements will only create further space between our most activated neighborhoods.

We have been tasked by the legislature to create a city where our mode share for vehicles is 51% or less. If we continue to require excess parking throughout the city, we'll never create a dense urban environment where cyclists, pedestrians and transit users can make their way around the city. In order to create that future, we need now to stop requiring parking for users that may or may not want it. Allow developers and homeowners to identify what the market requires for parking. We have an excess of empty parking spaces in this city because we keep requiring parking.

Because of all of the above, I fully support the Reduce Parking Area for the areas as indicated on the map so that we can make Home in Tacoma as successful as we all hope it will be.

Thank you,

Matt Stevens

Co-Chair - City of Tacoma Transportation Commission

From: [Laura Svancarek](#)
To: [Planning](#)
Subject: Planning Commission Comments 10/18 - Home in Tacoma RPA
Date: Tuesday, October 17, 2023 2:48:44 PM

Tacoma Planning Commissioners,

On behalf of Downtown On the Go, I am writing to share our comments on the Reduced Parking Area (RPA) as included under the Home in Tacoma Phase 2 item on the agenda for your October 18th meeting.

Downtown On the Go (DOTG) is the nonprofit advocate and resource for all things transportation in the Greater Tacoma Area.

House Bill 1110, passed earlier this year, requires the elimination of parking minimums for missing middle housing constructed within a half mile of high capacity transit (HCT). This is meant to encourage both the construction of more affordable housing types like multifamily housing and to increase utilization of public transit. Parking minimums represent additional cost to developers and take away land that could instead be used for additional units. Removing parking minimums adds more flexibility for types of development, increasing choice for renters. This is directly aligned with the goals of Home in Tacoma. It is a fact that Tacoma, like the rest of Washington State, faces a housing and homelessness crisis as well as increased adverse impacts from climate change. It is imperative that Tacoma builds more housing to meet demand and increase affordability and ensure that all long term planning decisions are rooted in sustainability.

We encourage the Planning Commission to adopt the proposed RPA map as shown on page 309 of your meeting packet. The current RPA boundary only takes into account the Sound Transit T Line, Sounder, and Express Bus services, eliminating parking minimums primarily in Downtown Tacoma and the Dome District. The proposed expanded RPA more accurately includes HCT projects planned for implementation in other parts of Tacoma.

Pacific Avenue should be included in the RPA. While Pierce Transit's planned Pacific Avenue Bus Rapid Transit (BRT) project has been put on hold, they will be implementing Enhanced Bus service in March of 2024. Enhanced Bus qualifies as a type of HCT, thus triggering HB 1110's elimination of parking minimums. Enhanced Bus will run in tandem with Pierce Transit's Route 1, which travels the lengths of both 6th Avenue and Pacific Avenue. Route 1 is Pierce Transit's highest ridership and highest frequency route. While it may not technically be HCT, to dismiss the importance of Route 1 is a mistake. If Tacoma is committed to building high quality transit oriented development (TOD) across the city, 6th Avenue is a prime location for consideration. Expanding the RPA to include 6th Avenue at this time sets us up for successful development in the future.

It also makes sense to include S 19th St and MLK Jr Way in the RPA. With the newly opened Hilltop Tacoma Link Extension, MLK is now served by HCT by way of the T Line. S 19th St will see the future TCC Link Extension (TCCLE), expanding the line to Tacoma Community College. Scheduled for a 2041 opening, TCCLE will add six new Link stations

along S 19th St. While this opening feels far away, it is important that our decisions now keep this project at the forefront for optimal success on the corridor. Additionally, S 19th St is currently served by Pierce Transit Route 2, which is under consideration for an upgrade to BRT or “BRT light” service improvements.

DOTG believes that the proposed expanded RPA more accurately reflects our current and future transit landscape in Tacoma. Additionally, expanding the RPA better represents Tacoma’s commitments to climate action and equity. The Climate Action Plan acknowledges the climate and health impacts of car reliance. Pacific Avenue, marked on the Equity Index as having low access to opportunities and a larger proportion of BIPOC and low income residents, is disproportionately burdened by the impacts of heavy traffic. Pacific Avenue is a high crash corridor, reducing safe access and creating isolation. More car traffic increases greenhouse gas emissions and particulates in the air from tire degradation, leading to increased rates of asthma and other health impacts. The impacts of car dependence are not just part of a nebulous idea of a changing climate, but are felt directly and daily by Tacoma residents and felt most heavily by those in already overburdened communities. We must commit to real, tangible change in our transportation systems, and reducing parking minimums can be a step toward that.

HB 1110 sets requirements for the removal of parking minimums for missing middle housing near to HCT. HB 1110 does not prevent Tacoma from taking this opportunity to be a leader in challenging climate change and the housing crisis through going above and beyond. Home in Tacoma is a great example of our city making decisions designed for Tacoma’s future while remaining rooted in Tacoma’s unique wants and challenges. Phase two represents an opportunity to make more of the kinds of bold choices that we need. The decisions made now will impact development and transportation decisions for years to come, and we ask you to meet the future head on by adopting the expanded RPA map.

Thank you,

Laura Svancarek (she/her)

Downtown On the Go

CTR & Advocacy Manager

253-252-6638 Cell

www.downtownonthe.org

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