



2013 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

ASSESSMENT REPORT *July 24, 2012*

Introduction:

This report documents the assessment of applications for amending the Comprehensive Plan and the Land Use Regulatory Code for 2013 (the “2013 Annual Amendment”), pursuant to Sections 13.02.045.E&F of the *Tacoma Municipal Code (TMC)*. The report is used to facilitate the Planning Commission’s review of the applications and determination on: (1) whether or not the applications are complete or what information is needed to make them complete; (2) which application(s) will be considered and in which amendment cycle; and (3) whether or not to prepare alternative proposed amendment(s) to any application that either expand or contract the scope of the original proposed amendment.

Summary of Applications:

Twelve applications were received by the deadline of June 29, 2012, including one submitted by a private entity and eleven generated from the Work Program of the Long-Range Planning Division of the Community and Economic Development Department, as listed below:

1. Drive-Through Regulations (*submitted by Jori Adkins and the Dome District*)
2. Countywide Planning Policies
3. Container Port Element
4. Transportation Element
5. Shoreline Related Elements
6. Development Intensity Designations
7. Adoption and Amendment Procedures
8. Platting and Subdivision Regulations
9. Sign Regulations
10. Affordable Housing Regulations
11. Trail-Friendly Regulations
12. Plan and Code Cleanup

Exhibit A provides a summary of each application. Exhibit C is a copy of the private application. No formal application is required for Work Program items (per *TMC 13.02.045.D*).

Assessment of Applications:

Assessment of the applications was conducted using the criteria in *TMC 13.02.045.F*, as documented in Exhibit B.

Recommendations:

Based on the assessment, staff recommends that the Planning Commission accept all applications, as submitted, for consideration during the 2013 Annual Amendment cycle.

Exhibits:

- A. Summary of Applications
- B. Assessment of Applications
- C. Application regarding Drive-Through Regulations



**2013 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

ASSESSMENT REPORT – EXHIBIT A: SUMMARY OF APPLICATIONS

July 24, 2012

APPLICATION	APPLICANT	PLAN OR CODE AMENDMENT?	DESCRIPTION OF PROPOSED AMENDMENT
1. Drive-Through Regulations	Jori Adkins, Dome District	Code Amendment	Amending various sections of the Land Use Regulatory Code to prohibit drive-throughs in Downtown and Mixed-Use Centers (where pedestrian priority and multimodal uses are greatly encouraged).
2. Countywide Planning Policies	Community & Economic Development Department (CED)	Plan Amendment	Amending various elements of the Comprehensive Plan to incorporate, as appropriate, the 2012 Updates to the Countywide Planning Policies (CPPs) for Pierce County and to ensure that the Comprehensive Plan continues to be consistent with the CPPs and the regional growth plan, VISION 2040.
3. Container Port Element	CED	Plan Amendment	Adding a new Container Port Element to the Comprehensive Plan to: (1) define and protect the core area(s) of container port industrial uses; (2) identify and resolve key land use conflicts at the edges of the core area(s); and, (3) ensure access to freight corridors that serve container port industrial uses and recommend necessary transportation improvements. This work is mandated by a 2009 addition to the Growth Management Act relating to land use and transportation planning for marine ports in Seattle and Tacoma, and will be accomplished in collaboration with the Port of Tacoma.
4. Transportation Element	CED and Public Works Department	Plan Amendment	Annual update to the various transportation improvement project lists as contained in Section II – Mobility Master Plan and Section III – General Plan Implementation. This work may result in modifications to certain policies and implementation strategies where appropriate.

APPLICATION	APPLICANT	PLAN OR CODE AMENDMENT?	DESCRIPTION OF PROPOSED AMENDMENT
5. Shoreline Related Elements	CED	Plan Amendment	Rescinding three shoreline related elements of the Comprehensive Plan, i.e., the Thea Foss Waterway Design and Development Plan, the Ruston Way Plan, and the Shoreline Trails Plan. The policy principles of these documents were incorporated into the Shoreline Master Program (SMP) in 2011 and critical design elements from these three plans will be identified and incorporated into the Shoreline Design Guidelines, and/or the Comprehensive Plan, and/or development regulations.
6. Development Intensity Designations	CED	Plan & Code Amendment	Amending various elements of the Comprehensive Plan and the Land Use Regulatory Code to revise and update the Plan's land use designation approach, from the current Land Use Intensities to a more simplified and easily understood classification system. This work may be accomplished in multiple phases, starting with the mixed-use centers.
7. Adoption and Amendment Procedures	CED	Code Amendment	Amending TMC 13.02 to enhance the reporting and working relationships between the Planning Commission and the City Council, and to streamline and clarify the adoption and amendment procedures for the Comprehensive Plan, area-wide rezones, moratoria, and interim zoning.
8. Platting and Subdivision Regulations	CED	Code Amendment	Amending TMC 13.04 to address the following key issues: <ul style="list-style-type: none"> • Increase the maximum short plat size from four to nine lots, together with potential modifications to public notice and the associated bonding/improvement construction process • Evaluate and update access and connectivity provisions (vehicular and pedestrian/bike) • Reevaluate the existing recreational space requirement/fee
9. Sign Regulations	CED	Code Amendment	Amending various sections of the Land Use Regulatory Code to address specific issues associated with on-site digital signage (as requested by the Planning Commission).

APPLICATION	APPLICANT	PLAN OR CODE AMENDMENT?	DESCRIPTION OF PROPOSED AMENDMENT
10. Affordable Housing Regulations	CED	Code Amendment	<p>Amending various sections of the Land Use Regulatory Code to incorporate additional provisions that support the development of affordable housing in accordance with the following recommendations of the Affordable Housing Policy Advisory Group (pursuant to City Council Resolution No. 38489, May 15, 2012):</p> <ul style="list-style-type: none"> • Recommendation 3.2.1 – Voluntary Housing Incentive Program • Recommendation 3.2.2 – Inclusionary Requirements for Voluntary Residential Rezones • Recommendation 3.2.3 – Limited Mandatory Affordable Housing Bonus Program for City Initiated Upzones • Recommendation 3.3 – Regulatory Assistance to Developers of Affordable Housing • Recommendation 3.5.1 – Affordable Housing Design Practices for Accessory Dwelling Units (ADUs)
11. Trail-Friendly Regulations	CED	Code Amendment	<p>Amending various sections of the Land Use Regulatory Code to incorporate development regulations that would help create and enhance the relationship and connection between pedestrian and bicycle trails and the private developments along such trails.</p>
12. Plan and Code Cleanup	CED	Plan & Code Amendment	<p>Amending various sections of the Land Use Regulatory Code and the Comprehensive Plan to address inconsistencies, correct minor errors, provide additional clarity, and improve administrative efficiency.</p>



2013 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

ASSESSMENT REPORT – EXHIBIT B: ASSESSMENT OF APPLICATIONS

July 24, 2012

Assessment of the applications was conducted using the 7 criteria contained in *TMC* 13.02.045.F, as documented below:

Criterion 1: Determining if the amendment request is legislative, and properly subject to Commission review, or quasi-judicial, and not properly subject to Commission review.

All of the proposed amendments involve potential modifications to the Comprehensive Plan and/or the Land Use Regulatory Code. Amendments to the Plan and Code are legislative actions and are properly subject to Commission review pursuant to *TMC* 13.02.040.

Criterion 2: Determining if the request is site-specific (i.e., a land use intensity or a zoning change for a specific parcel(s) likely to be under one ownership).

While many of these proposed amendments would affect only portions of the City, none of them involve changes that are specific to any one particular site or parcel.

Criterion 3: Receipt by the application deadline, if applicable (a large volume of requests before the deadline may necessitate that some requests be reviewed in a subsequent amendment cycle).

The one private application, Application #1, was received on June 28, 2012, prior to the application deadline. The remaining applications are all Work Program items for which no formal application is required (per *TMC* 13.02.045.D).

Criterion 4: Order of receipt.

Only one private application was received, Application #1: Drive-Through Regulations. The other applications are Work Program items, thus no formal application is required (per *TMC* 13.02.045.D).

Criterion 5: Recent study of the same area or issue (this may be cause for the Commission to decline further review).

Application #1: Drive-Through Regulations – This issue was partly studied in the 2012 Annual Amendment cycle, as part of Application #2012-07 – Minor Amendments and Refinements. At that time, the proposal was to allow drive-throughs (which were already permitted in all other commercial X-Districts) in the “HMX” Hospital Medical Mixed-Use District while addressing their location and design through enhanced development standards. Some citizens were concerned that this proposal was contrary to the principles of Complete Streets and the Climate Action Plan. In response to citizens’ concerns, the Planning Commission modified the proposal to limit the allowance for drive-throughs in HMX to hospitals and associated medical uses (prohibiting non-medical related drive-throughs such as those at fast food restaurants). The Commission’s modified recommendation was adopted by the City Council in June 2012. The current applicant was among the citizens who had expressed concerns in the 2012 Annual Amendment process.

Application #2: Countywide Planning Policies – The latest amendments to the Countywide Planning Policies (CPPs) for Pierce County were adopted by Pierce County on July 21, 2011, and subsequently ratified by jurisdictions within Pierce County by June 2012, including Tacoma’s ratification per Resolution No. 38367, adopted on November 29, 2011. In addition, the City Council adopted Resolution No. 38486 on May 15, 2012, to ratify the proposed amendment to the CPPs designating three new regional centers: the University Place Regional Growth Center, the Sumner/Pacific Manufacturing/Industrial Center, and the South Tacoma Manufacturing/Industrial Center.

In the early stage of the CPPs amendments, the City Council also adopted an Overarching Policy Framework (Resolution No. 38048, June 8, 2010), to guide staff when proposing or evaluating specific amendments to comprehensively update the CPPs and to bring them into compliance with the regional multi-county planning policies as set forth in the Puget Sound Regional Council’s VISION 2040.

Application #3: Container Port Element – The Comprehensive Plan designates a Manufacturing/Industrial Center (M/IC) centered on the Tacoma Tidelands. The port industrial area also is designated as a regional M/IC in Vision 2040. In 2002, a new zoning classification was established – the Port Maritime Industrial (PMI) Zone and the majority of the Tidelands were reclassified to this new zoning district. The Planning Commission has recently completed a review of policies and regulations for shoreline areas which affects the areas lying 200 feet landward of the ordinary high water mark along the port waterways. Both the Comprehensive Plan policies and the PMI zoning address many of the issues that must be covered under this amendment. However, the GMA requires additional analysis and public process to meet State legislative mandates.

The proposal was initially included in the 2011 Annual Amendment cycle, as Application #2011-03, but was postponed to allow for further informal discussions between City and Port officials. The proposal was carried into the 2012 cycle as Application #2012-01, but was subsequently put on hold to accommodate the timely completion of the City’s Shoreline Master Program Update and the Port’s 2012 Strategic Plan. Work was expected to resume in late 2012, but was further delayed due to staffing changes and reprioritization of work program.

Application #4: Transportation Element – The proposed amendments have not been reviewed by the Planning Commission; however, these types of updates have been brought forward regularly as part of the annual amendment process.

Application #5: Shoreline Related Elements – This proposal was a part of the Shoreline Master Program (SMP) Update considered by the Planning Commission in 2011. At that time, the Commission expressed concern about rescinding the documents entirely as they contained subject matter and applicability to areas outside the jurisdiction of the SMP and suggested that a more thorough analysis be conducted. The Commission removed this proposal from the SMP packet that was recommended to the City Council on August 17, 2011. Nonetheless, many of the policy principles found in these documents were incorporated into the updated SMP and, under this proposal, the remaining critical design elements from these three plans will be identified and incorporated into the Shoreline Design Guidelines, and/or the Comprehensive Plan, and/or development regulations.

Application #6: Development Intensity Designations – The overall structure and system of Comprehensive Plan land use designations has not been reviewed recently by the Planning Commission.

Application #7: Adoption and Amendment Procedures – The proposed amendments have not been reviewed by the Planning Commission.

Application #8: Platting and Subdivision Regulations – This proposal was initially included in the 2012 Annual Amendment, as Application #2012-05, but the majority of the work was subsequently put on hold due to staffing changes and reprioritization of work program. A small component of the original proposal addressing consistency with state laws was incorporated into Application #2012-07 (Minor Amendments and Refinements) for consideration and eventually adopted by the City Council in June 2012.

Application #9: Digital Sign Regulations – The Planning Commission studied the related but separate issue of digital off-premise signs (billboards) from December 2010 to May 2011. During that review, the Commission found that many of the same concerns regarding digital billboards were also pertinent to on-premise digital signs. The scope of the previous Commission review was limited to off-premise signs; therefore the Commission recommended addressing this subject during the 2012 Annual Amendment cycle. The proposal was included in the 2012 Annual Amendment, as Application #2012-04, but the majority of the work was subsequently put on hold due to staffing changes and reprioritization of work program. Some relatively minor issues from the original proposal intended to clarify, reorganize, and streamline the code language were incorporated into Application #2012-07 (Minor Amendments and Refinements) for consideration and eventually adopted by the City Council in June 2012.

Application #10: Affordable Housing Regulations – As part of the 2012 Annual Amendment, the Housing Element was amended to incorporate the eight Affordable Housing Policy Principles, as set forth in City Council Resolution No. 38264 (adopted on May 17, 2011). That work was the first phase of the multi-phase Affordable Housing Planning Work Program adopted by the City Council on May 15, 2012, per Resolution No. 38489, based on the recommendations of the Affordable Housing Policy Advisory Group.

Application #11: Trail-Friendly Regulations – The proposed amendments have not been reviewed by the Planning Commission.

Application #12: Plan and Code Cleanup – The proposed amendments have not been reviewed by the Planning Commission; however, these types of minor amendments are intended to correct technical errors, address consistency, and improve effectiveness of the Code and Plan and are brought forward regularly as part of the annual amendment process.

Criterion 6: Amount of analysis necessary (if a large-scale study is required, an application may have to be delayed until a future amendment cycle due to work loads, staffing levels, etc.).

Application #1: Drive-Through Regulations – The amount of analysis is expected to be moderate in terms of determining whether drive-throughs should be prohibited in all mixed-use centers and Downtown (as requested by the applicant), prohibited in certain areas only, or permitted with further restrictions than currently imposed.

Application #2: Countywide Planning Policies – The amount of analysis is expected to be modest in terms of ensuring that the policies and provisions in the Comprehensive Plan are consistent with the Countywide Planning Policies (CPPs) for Pierce County, but significant staff time will be needed to identify and amend all the policies and provisions that need to be updated in accordance with the amended CPPs.

Application #3: Container Port Element – The amount of analysis necessary is modest and is set forth in the statute (ESHB 1959, approved May 15, 2009). Much of this analysis has been completed under a City contract with the State Department of Commerce. This contract provided for consultant services, services provided by EA Blumen, and was matched by the City of Tacoma and the Port of Tacoma in-kind staff resources. Key policy discussions will relate to land use and transportation planning that addresses the needs of container port industrial uses and associated activities while ensuring a vibrant city waterfront and adjacent neighborhoods. This work needs to be coordinated and consistent with the regional policy direction adopted in VISION 2040 (the port industrial area is designated as a regional manufacturing/industrial center), the recently updated Shoreline Master Program, the Tideflats Area Transportation Study, and the Port of Tacoma’s Comprehensive Scheme of Harbor Improvements.

Application #4: Transportation Element – The analysis is expected to be modest and will focus on: (1) reviewing the implementation status and funding perspective of various projects, and updating the project information and reprioritizing projects accordingly; (2) removing redundancies between the projects listed in the Mobility Master Plan (MoMaP) section and under the Unfunded Projects List, and (3) evaluating the characteristics of the projects to ensure they continue to be consistent with and implement relevant goals and policies of the Comprehensive Plan.

Application #5: Shoreline Related Elements – The amount of analysis is expected to be modest and will focus on verifying that the policy principles contained in the documents proposed to be rescinded have been properly incorporated in the recently updated Shoreline Master Program (SMP), evaluating which design elements need to be maintained, and ensuring that they will be properly incorporated into the Shoreline Design Guidelines, and/or the Comprehensive Plan, and/or development regulations.

Application #6: Development Intensity Designations – The amount of analysis is expected to be moderate to significant, depending on how the discussion proceeds. As this project could result in the modification of the Comprehensive Plan’s land use designations for all properties within the City, it may be necessary to complete this work in phases.

Application #7: Adoption and Amendment Procedures – The amount of analysis is expected to be modest.

Application #8: Platting and Subdivision Regulations – This project is anticipated to require a moderate amount of analysis and study, including benchmarking, stakeholder review and, if needed, coordination with potential amendments to policies and regulations concerning affordable housing.

Application #9: Sign Regulations – The amount of analysis is expected to be moderate. Certain questions regarding performance standards for electronic signs remain unanswered (e.g., the ideal static image time given road speeds) and how the technical standards developed during the billboard review translate over to on-premise signs will need to be analyzed. Consultant input may be necessary if research of existing sources proves inadequate. Benchmarking will be conducted and it’s likely that stakeholder review will need to occur.

Application #10: Affordable Housing Regulations – The amount of analysis is expected to be significant due to the complex nature of issues relating to affordable housing and the high interest level of the stakeholders.

Application #11: Trail-Friendly Regulations – These will be new regulations for Tacoma and will require research regarding best practices, as well as the examination of regulations from other jurisdictions that have successfully created trails as places around which development has occurred. Extensive outreach efforts may be needed to ensure the potential concerns of the development community and the neighborhoods as well as the potential impacts to development are properly addressed. The new regulations will also need to be consistent with City policies and codes.

Application #12: Plan and Code Cleanup – While these amendments will likely involve modifications to many sections of the Code and the Plan, the amount of analysis is expected to be modest. Working groups consisting of staff from several departments affected by the proposed changes to the Code will help to develop the proposed revisions and the proposed amendments will be coordinated with development stakeholders.

Criterion 7: Available incorporation into planned or active projects.


Most of these proposed amendments are largely independent of other planning activities.

Application #3: Container Port Element – The Growth Management Act (GMA) requires that a Container Port Element be adopted by the time the City completes its next comprehensive GMA Update (currently scheduled for 2015). However, this is a stand-alone project that may be accomplished this year and thus be more useful to both the Port and the City.

Application #5: Shoreline Related Elements – This work is a continuation of the Shoreline Master Program Update.

Application #10: Affordable Housing Regulations – This work is a part of the multiple-phase Affordable Housing Planning Work Program as directed by the City Council (Resolution No. 38489, May 15, 2012), and may need to be coordinated with the proposed code amendments concerning Platting and Subdivisions (Application #8).

Application #11: Trail-Friendly Regulations – The Water Ditch Trail will be completed this fall and the Prairie Line Trail is in the early stages of conceptual design. Code changes could be incorporated in the growth and development of the areas in the immediate vicinity of these trails after they have been developed but would be most useful if integrated with trail design.

	<h2>Application</h2> <p>To Amend The Comprehensive Plan or Land Use Regulatory Code</p>	Application No.: #2012 ³ -01
		Date Received: 6-28-12

Year of Amendment	2013
Application Deadline	Thursday, June 30, 2011 , 5:00 p.m. <u>June 29, 2012</u>
Application Fee	\$1,200

Application Assistance	See attached <i>Guidelines for Submitting Applications</i> <u>Brian Boudet</u>
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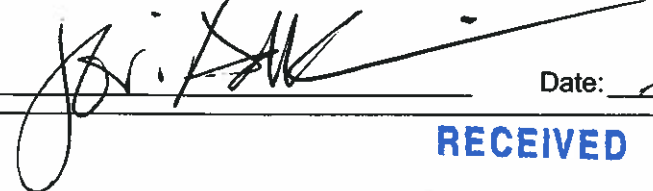
Type of Amendment (Check all that apply)	<input type="checkbox"/> Comprehensive Plan Text Change (answer Questions 1 - 6) <input checked="" type="checkbox"/> Regulatory Code Text Change (answer Questions 1 - 6) <input type="checkbox"/> Land Use Intensity Change (answer Questions 1 - 12) <input type="checkbox"/> Area-wide Rezone (answer Questions 1 - 12) <input type="checkbox"/> Interim Zoning or Moratorium (answer Questions 1 - 12)
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Summary of Proposed Amendment (Limit to 100 words)	To make drive-throughs <u>not permitted</u> in UCX, NCX, Downtown or any other commercial mixed-use district encouraging pedestrian priority & transit use
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Applicant	Name	<u>Jori Adkins (Dome Dist Dev. Group)</u>	
	Affiliation / Title	<u>Sec of Dome District Dev. Group, member NTNC</u>	
	Address City/State/Zip Code	<u>301 Puyallup Ave Tacoma WA 98421</u>	
	E-mail	<u>jor.adkins@mac.com</u>	
	Phone / Fax	Phone <u>(253) 3651459</u>	Fax

Contact (if not Applicant)	Name	<u>Same</u>		
	Affiliation / Title			
	Address City/State/Zip Code			
	E-mail			
	Phone / Fax	Phone	Fax	
	Relationship to Applicant			

I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.

Signature:  Date: June 10 2012

RECEIVED
JUN 28 2012
 Per _____

REQUIRED QUESTIONNAIRE

Answer Questions 1–6 if submitting an application for Comprehensive Plan Text Change or Regulatory Code Text Change.

Answer Questions 1–12 if submitting an application for Land Use Intensity Change, Area-wide Rezone, or Interim Zoning or Moratorium.

- ✓ 1. Describe the proposed amendment.
 - ✓ 2. Why is the amendment needed and being proposed?
 3. Please identify applicable Comprehensive Plan intents and policies and describe how each is consistent with and/or supports the requested amendment? Include applicable sections from the Neighborhood Element of the Comprehensive Plan.
 4. Has the proposed amendment been reviewed by the Planning Commission as part of a previous proposal? If so, what circumstances related to the proposed amendment significantly have changed (consistent with Assessment Criteria TMC 13.02.045F), or what needs of the City have changed to support an amendment at this time? 130
 5. Describe any community outreach you have conducted and the community response to the requested amendment. Attach any letter of support or written community response if applicable.
 - a. When and how did you conduct outreach? What was the response?
 - b. When and how did you contact affected and abutting property owners? What was the response?
 6. If submitting text changes to the Comprehensive Plan or Regulatory Code, attach the existing language and proposed amendatory language.
-
7. Describe the current land uses of site and surrounding area including site characteristics. (Example: residential, commercial, industrial, vacant land, slope, vegetation, wildlife, wetland)
 8. Describe how the amendment is compatible with existing and planned land uses and the surrounding development pattern?
 9. What is the current Land Use Intensity as shown on the most recently adopted Generalized Land Use Plan Map? What is the desired Land Use Intensity? (Example: Single-Family, Low, Medium, or High)
 10. What is the current zoning classification? What is the desired zoning classification? (Example: R-2 One Family Dwelling District; C-2 Commercial)
 11. What is the applicant's interest in the property affected by the proposed intensity or zoning change? Describe any plans for future activity related to or connected with this site (i.e., rezone). If you are not the owner, submit proof that the property owners have been notified and are aware of the application.
 12. Attach a map of the affected area, showing all parcels and parcel numbers, ownership, street names, and site boundaries.

Answers to Questionnaire for Code Amendment Application

1. The proposed amendment is to change permitted drive-throughs in Downtown and Mixed-Use Centers encouraging pedestrian priority and multi-modal uses, to NOT PERMITTED.

2. Permitting drive-throughs in UCX, NCX, Downtown or any other commercial mixed use district goes against the grain of the very reason these districts were thusly zoned:

A. walkability/pedestrian priority – The City of Tacoma's most successful walkable Commercial Center is along 6th Ave. and they have the latest new Drive-through. Even with the added regulations to this out-right permitted use, it still has the same problems and complaints, but they have shifted off the Pedestrian Priority Street of 6th Ave. to the side street; a well used sidewalk to the neighboring houses, and noise from the speakers, now placed away from 6th Ave. The real problem is allowing a Drive-through in an urban residential/commercial Center.

B. establish a continuously connected commercial area encouraging foot traffic – The west side of the Pacific Ave block between 24th and 25th has two businesses; County Fleet Services and the Drive-through Jack-in-the-Box with a bus stop out front. There is nothing encouraging or supportive about either of these two businesses and they do not, as *Complete Streets* states “improve the experience of street users and foster an active street life, benefits that support the overall prosperity and livability of the Center”.

C. Complete Streets/streetscaping - “Developing Complete Streets that accommodate a range of transportation choices while also providing public amenities is a critical component to achieving the City's vision.....”

D. reducing bicycle and pedestrian/vehicular conflicts – As a bicyclist commuting to work and meetings for 30 years, I have had three vehicular accidents, two of which involved Drive-through driveways in urban settings and confused motorists.

E. reducing our carbon footprint - Can the City have a Sustainability Officer and Commission and not see that this is a conflict of interest to have Drive-throughs permitted in zones where the Comp Plan promotes environmental quality and sustainable design, etc.?

F. improving the City's air quality – Our Tacoma Zoo has a campaign to get visitors to turn off their engines if waiting more than 10 seconds to help save the Polar Bear and suggests parking and getting out and walking when at a Drive-through.

3. **LU-UAD Intent** - The built environment defines the habitability and the well being of community.... Tacoma aspires to be:

- Pedestrian - oriented. The City understands the importance of human scale, pedestrian access and non-motorized circulation to the livability of the city.
- LU-UAD-3 Distinct character and identity of the city
 - Emphasizing pedestrian-oriented design at all levels of design (city, neighborhood, site, and building)....
- LU-UAD-9 Environmental Quality and Sustainable Design
 - Promote the use of sustainable design in the design of public and private development
- LU-UAD-10 Streetscape Design
 - create streetscape design standards that will provide safety and accessibility for all modes. The standards should promote pedestrian activity by ensuring ...

- LU-UAD-11 Pedestrian Access and Orientation
-Improve the pedestrian environment by making it easier, safer and more comfortable to walk in Tacoma....
- LU-UAD-13 Internal Vehicular Access and Parking
-promote site design techniques that provide for motorist safety and convenience while minimizing vehicular access and parking area impacts on the pedestrian environment.

LU-MU Intent - Mixed Use Centers are areas where development will be directed, concentrated and connected to multimodal transportation systems

- LU-MU-1 Pedestrian and Bicycle Support - Situate and orient developments, locate building entrances and design building facades to enhance the convenience and desirability of walking and bicycling.

LU-MUCD Intent - To encourage walking and cycling, mixed-use centers will be *compact* to allow people to comfortably walk between designations within a center.....

- LU-MUCD-6 Compactness - Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services and support more walking, bicycling, and transit services

- LU-MUCD-13 Restrict auto-Oriented Uses - Restrict uses that encourage queuing of autos and negatively impact walkability and pedestrian orientation

LU-MUCD-14 Partner to Reduce Auto Use -

LU-MUP Intent - Development within Mixed-Use Centers will need to be conservative in its use of surface area..... Large Parking areas disrupt the continuity of the streetscape and development pattern, and provide formidable barriers to pedestrian movement...

- LU-MUP-2 Minimize Parking Impacts - Discourage surface parking lots and locate parking areas to the rear or side of building or within structures
- LU-MUP-6 Bicycle Parking - require new development to provide bicycle parking

LU-MUD Intent - Due to the concentrated nature of development in the Centers, it is essential that new development be friendly to pedestrians.....

- LU-MUD-3 Pedestrian Streets in Core Area - Identify arterials within the core area of mixed-use centers as key pedestrian streets and priorities for City streetscape improvements

- LU-MUD-4 Pedestrian Uses - Encourage uses at street level that generate pedestrian activity and support transit ridership.

- LU-MUD -11 Pedestrian Friendly Design - site and design new developments with safe, convenient, connected and attractive pedestrian access.....

LU-MUDC Intent - The Downtown Center is to be the highest concentration of urban growth found anywhere in the city or within Pierce County...designated a regional growth center.... special attention must be paid to providing better walkways and to providing amenities to make walking and bicycling desirable, realistic choices for people.

See also LU-MUUC also designated regional growth centers (as well as Transit Oriented Communities(TOCs), LU- MUCC and LU-MUNC

Under the Environmental Element there is intent to maintain air quality and standards, under Pollution E-P-2 and under Air Pollution E-AQ-1

All of these elements above show a trend to make the mixed-use centers pedestrian priority, pedestrian/bicycle safe and convenient by making these center dense and continuously connected areas of mixed-use buildings creating a lively interactive environment for people at street level. Drive-throughs and their use of land and the environment go against the grain of the intent of all the elements above.

4. To my knowledge, banning drive-throughs has not been previously proposed to the Planning Commission.

5. This proposal has been taken before the Dome District Development Group and the New Tacoma Neighborhood Council where it has received support from their Boards. Letters are enclosed.

6. As in many cities, a group will fight a Drive-thru to stop it from going into their community, as The Dome District did 8 or so years ago when the McDonalds wanted to locate across from the Jack-in-the-Box on Pacific Ave and 25th St., but rarely will a city take the next step to prohibit drive-throughs in urban areas where they are consistently being fought. That singular group effort will either prevail or fail, but the underlying code will remain and have to be revisited on a case-by-case basis. Developers, as well as the community want consistency not favoritism or ad hoc solutions applied because of spontaneous public protest.

Instead, cities will write Additional Regulations to modify an out-right permitted use, often of no help to the community or the developer.

This is true for Drive-throughs in X zones in our Code - 13.06.300.D2 where they are permitted out-right except....

Drive-through driveways must be located at least 150 feet from a bus stop or transit center.

Drive-through windows shall not face or orient toward any designated pedestrian street and waiting and/or stacking lanes shall be screened from view.

Drive-through uses that are not located within a building are prohibited from locating within a 100 feet of a light rail street.

And new Additional Regulations were added last year....

The earlier Additional Regulation reflected the requirements of transit in a very narrow scope by not causing any vehicular conflicts with buses or light rail. Transit is an important element in the urban setting but not as important as the people who ride the busses and light rail. The new Additional Regulations try to take these people into account as these people have walked (or biked) to the transit stop (a much desired activity in the Comprehensive Plan) and to encourage walking in an urban setting the Code must promote safety, security, continuity, human scale and aesthetics for walking/biking.

To reflect the requirements of the people, it is best to just remove these Added Regulations and **prohibit** drive-throughs from urban mixed-use centers. This modification to the Land Use Code regulations will help provide the consistency needed to promote clarity in our Comprehensive Plan and Regulatory Codes.



DOMEDISTRICT DEVELOPMENT GROUP
2601 East 26th Street - Suite 308
Tacoma - WA - 98421
253 - 431 - 7331

LKeithStone@comcast.net

~~Dome Business District~~

Community & Economic Development Dept.
Tacoma Planning Commission
747 Market St. Room 1036
Tacoma, WA 98402

To whom it may concern,


The Dome District Development Group sponsors the proposal put forth to the Planning Commission as part of the 2013 Comprehensive Plan and Regulatory Code Amendment Process to ban Drive-throughs in Urban Mixed Use Centers such as UCX-TD, Downtown and any other commercial mixed-use center that encourages pedestrian priority and transit use.

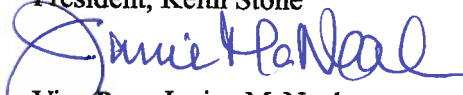
The City has added several elements to the Comprehensive Plan that support the concept of a more pedestrian environment in our commercial centers such as: Mixed-Use Centers, Complete Streets and the Mobility Plan and the permitted use of Drive-Throughs conflicts with this desired direction for urban planning.

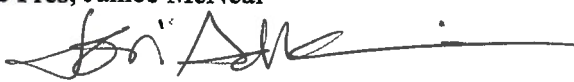
Several of our members are involved in the City's South Downtown Subarea Plan, along with the Brewery District and UWT, envisioning ways to grow a denser and better downtown through thoughtful, forward thinking urban planning. High on any list in creating a thriving downtown is pedestrian priority. Eliminating Pedestrian/Vehicular conflict, providing a human scale to the streetscape and helping to reduce air pollution all support the ban of Drive-throughs in our Core Area, the UCX-TD and also the area between the 705 and Pacific Ave. zoned WR.

The 2001 Tacoma Dome Area Plan and the Update done in 2008 will both be superseded by a new Plan as part of the Subarea Plan that will strengthen the Vision for the Dome District as a Transit Oriented Community with an emphasis on creating a thriving urban neighborhood to live, work and play in, supported by a wide range of mobility options. Drive-throughs do not fit the dense, continuous pedestrian priority streetscape envisioned as part of this community.

Thank you for your consideration on this proposal.
Sincerely,


President, Keith Stone


Vice Pres, Janice McNeal


Secretary, Jori Adkins

CC: City Council



NEW TACOMA

neighborhood council

www.newtacoma.org

Community & Economic Development Dept.
Tacoma Planning Commission
747 Market St. Room 1036
Tacoma, WA 98402

To whom it may concern,

The New Tacoma Neighborhood Council supports the proposal put forth to the Planning Commission as part of the 2013 Comprehensive Plan and Regulatory Code Amendment Process to ban Drive-throughs in Urban Mixed Use Centers such as UCX-TD, Downtown and any other commercial mixed-use center that encourages pedestrian priority and transit use.

The City has added several elements to the Comprehensive Plan that support the concept of a more pedestrian environment in our commercial centers such as: Mixed-Use Centers, Complete Streets and the Mobility Plan and the permitted use of Drive-Throughs conflicts with this desired direction for urban planning.

As the Neighborhood Council representing the most urban of the Neighborhood Centers, we feel this is a good direction to go to help create the vibrant downtown where people will want to live, work, learn and play.

Thank you for your consideration on this proposal.

Sincerely,

Wm.R.Garl
Vice Chair,
New Tacoma Neighborhood Council