



City of Tacoma  
Planning and Development Services

Agenda Item  
D-1

TO: Planning Commission  
FROM: Dustin Lawrence, Planning Services Division  
SUBJECT: Annual Amendment #2013-01 Drive-through Regulations  
DATE: February 14, 2013

At the February 20, 2013 meeting, staff will provide a response to the questions raised by the Planning Commission at the last meeting on February 6 concerning the proposed amendments to the Tacoma Municipal Code related to drive-through facilities.

The key issues raised by the Commission include:

- Drive-through restrictions in the downtown should be summarized in a table like the other zoning districts;
- The 150-foot separation requirement from bus stops doesn't include an adequate waiver process;
- Stacking lane landscaping buffers and screening should include provisions for maintenance and irrigation;
- The stacking space quantity requirement could be clarified;
- Coffee stands shouldn't be exempt from all standards; and
- Incorporate illustrations and examples into the draft code.

The responses from staff to these issues and some proposed illustrations are included as Attachments "A" and "B", respectively. In addition, the City Council's Economic Development Committee had an opportunity to review the proposed amendment at their February 12<sup>th</sup> meeting. The issues raised by the Committee are outlined in Attachment "C".

If you have any questions, please contact me at (253) 591-5845 or [dlawrence@cityoftacoma.org](mailto:dlawrence@cityoftacoma.org).

c: Peter Huffman, Interim Director

Attachments (3)



# Drive Throughs – Responses to Issues

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Below, please find a summary of the issues raised by the Planning Commission and responses from staff regarding the updated Drive Through and Driveway codes presented on February 6<sup>th</sup>, 2013.

**Planning Commission Comment:**

Drive through restrictions in the downtown districts should be outlined on a table, consistent with the other zoning districts (draft code, page 2)

**Response from Staff:**

Staff will update the staff report to include a table outlining the drive throughs next to the tables for the other zoning districts.

**Planning Commission Comment:**

The 150 foot separation requirement of drive through entrances from bus stops doesn't include an adequate variance/waiver process (draft code, page 4)

The 150 foot separation requirement could be based off of lot frontage (draft code, page 4)

**Response from Staff:**

Drive through entrances that will enter from a street containing a bus stop should be infrequent due to the drive way hierarchy, in which alleys, followed by side streets should be accessed before any pedestrian or arterial streets. In the event that a drive through has to access a street containing bus stops, any deviation from the requirement would fall under an administrative review and approval process in which Traffic Engineering would ask for a memo or waiver with supporting information justifying the request. Any decision made by Traffic Engineering to allow a request to deviate from the 150 standard would be based off of life and safety issues, consultation from Pierce Transit, traffic frequency, and site layout.

**Planning Commission Comment:**

Drive through screening buffers and vegetated walls should be irrigated and maintained (draft code, page 4).

**Response from Staff:**

The landscaping section of the zoning code contains requirements regarding landscaping maintenance. Staff will include a reference for drive through landscaping noting it has to be maintained consistently with the requirements of the landscaping section of code.

**Planning Commission Comment:**

It isn't clear how many drive through stacking spaces are required (draft code, page 4)

**Response from Staff:**

The proposed language will allow the City Engineer to determine appropriate number of stacking lane spaces. The type of business, type of roadway, and location from other types of businesses all affect how many stacking lanes should be required. Having the flexibility of the City Engineer to determine stacking lanes on a case by case basis will ensure there aren't too little stacking lane spaces as well as prevent an excess of stacking spaces.

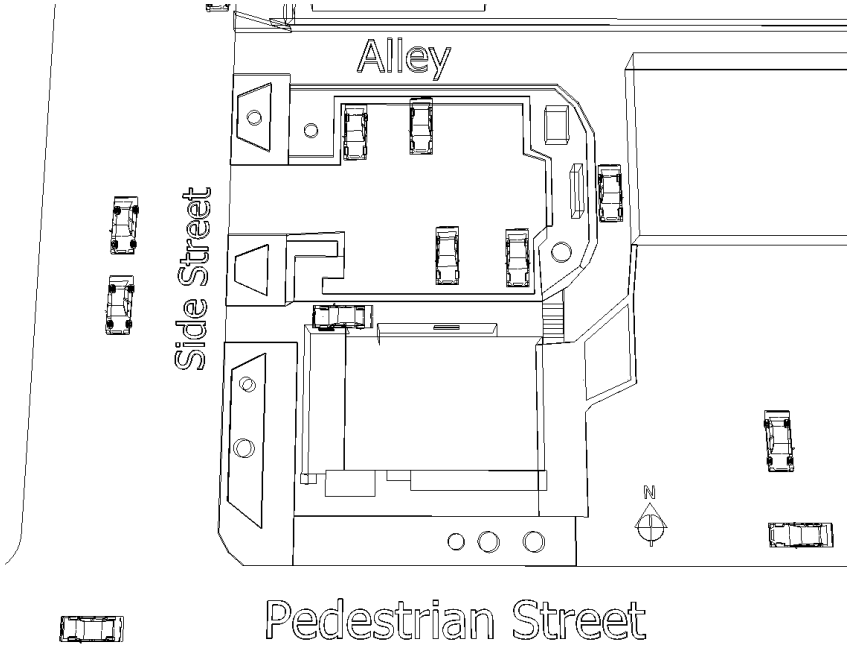
**Planning Commission Comment:**

Coffee stands could be required to obtain a temporary use permit, where after a certain period they could be reviewed to see if permanent features such as landscaping should be installed.

Coffee stands shouldn't be exempt from all standards (draft code, page 5)

**Response from Staff:**

In recognition of maintaining the pedestrian oriented character of these districts, the code has been revised to only include the landscaping and stacking lane delineation exemption in the C-2 commercial district, CCX Community Commercial Mixed-Use District, UCX Urban Commercial Mixed-Use District, and all industrial zoning districts. Through additional research, requiring a temporary use permit would be difficult to administer, as these types of coffee stands contain permanent features such as running water, electricity, and a foundation. Further



Site Plan 1



Site Plan 2



Raised crosswalk illustration 1



Raised crosswalk illustration 2

# Economic Development Committee Feedback: Drive Throughs

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Per the request of the Economic Development Committee (EDC), the annual amendment application was placed on the EDC's agenda for review on February 12, 2013. The committee had a few comments related to the proposed amendment. These include the follow:

1. The new Taco Time building on 6<sup>th</sup> Avenue is placed too close to the side street. As a result, pedestrians cannot see cars in the drive through that are located behind the building.
2. Consider requiring drive throughs to serve bicyclists.
3. Look at the new Its Greek to Me drive through on 6<sup>th</sup> Avenue. Wanted to see if the currently proposed code will allow same drive through configuration.
4. It is possible for some businesses to only have access from designated Pedestrian Streets. We want to make sure not to negatively impact businesses and still allow for flexibility to allow drive through when only Pedestrian Street access is available.

These items will be discussed with the Commission, as some of them may require further modifications to the proposed drive-through code amendments.