



City of Tacoma
Planning and Development Services

Agenda Item
D-1

TO: Planning Commission
FROM: Dustin Lawrence, Comprehensive Planning Division
SUBJECT: Annual Amendment #2013-01 Drive-through Regulations
DATE: January 31, 2013

At the February 6, 2013 meeting, the Planning Commission will review proposed amendments to the Tacoma Municipal Code related to drive-through facilities. At its November 7th meeting, the Commission provided direction on a preliminary draft and directed staff to conduct additional stakeholder outreach. Staff have now incorporated both into a revised draft for the Commission's consideration.

The key issues raised by the Commission include a general intent to craft code requirements that allow drive-throughs while preventing potential impacts, rather than prohibiting them outright. Standards should be most stringent in mixed-use districts and downtown, but should still allow drive-throughs. The Commission directed staff to consider revisions that would achieve these intents. Another key point was to develop a consistent approach for driveways.

Since the Commission meeting, staff went to the various stakeholder groups to gather more feedback. Issues raised by the stakeholder groups were often in line with those raised by the Commission. In addition, key points included focusing more on impacts than on the drive-throughs themselves.

After hearing the issues raised by the Commission and key stakeholders and with additional recommendations provided by the City's Traffic Engineering Division, staff have provided revised draft code and the amendment staff report (Attachment "A") for the Commission's review. Additionally, an informational handout on the proposed amendment (Attachment "B") has been provided with this packet.

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

c: Peter Huffman, Interim Director

Attachments (2)



2013 Annual Amendment Application No. 2013-01
Drive-Through Regulations

STAFF REPORT

Application #:	2013-01
Applicant:	Jori Adkins , Dome District Development Group
Contact:	Dustin Lawrence, Comprehensive Planning Division
Type of Amendment:	Regulatory Code Text Change
Current Land Use Intensity:	N/A
Current Area Zoning:	N/A
Size of Area:	Citywide
Location:	Citywide
Neighborhood Council Area:	All
Proposed Amendment:	Amend the Regulatory Code related to drive-throughs

General Description of the Proposed Amendment:

This proposal would significantly strengthen the code restrictions on drive-through facilities in order to prevent or reduce their potential impacts. Specifically, it would add to the existing Zoning Code requirements placed on drive-throughs in order to establish a regulatory baseline for them in all zoning districts where they are permitted; create additional, more stringent requirements for drive-throughs in Downtown and the City’s Mixed-Use Districts; and would provide continuity with how driveways and drive-through regulations are already administered under the Public Works Chapter of the Tacoma Municipal Code. The intent of this approach is to address issues with general applicability on a citywide basis, while heightening requirements within X Districts, and heightening to a greater extent the requirements Downtown.

The Zoning Code already contains a range of requirements applicable to drive-throughs in X Districts and Downtown. However, there are currently no requirements applicable specifically to drive-throughs in the other zoning districts where they are permitted. The approach is to build on the existing requirements; extend those which have general applicability beyond the zones where they currently apply; and, add some new requirements to address the issues raised by this application.

In summary, the proposed requirements would have the following affects citywide (where drive-throughs are permitted):

- Reduce impacts to the pedestrian environment on designated pedestrian streets or

streetcar/light rail streets;

- Require visual screening of drive-through service areas and stacking lanes;
- Minimize the likelihood of vehicular and pedestrian conflicts;
- Reduce noise impacts.

In X Districts, drive-throughs would have several additional requirements, including requiring stacking lanes to be located behind the main building.

In Downtown Districts and the UCX-TD District, drive-throughs would need to be located entirely within a building. See Exhibits “A” and “B” for the details.

Additional Information:

The proposal was developed to address the issues raised in the Dome District Development Group’s application. The applicants assert that Downtown and X Districts are Tacoma’s pedestrian priority areas and that drive-throughs are not compatible with the vision for these areas, or with goals including walkability, encouraging foot traffic in commercial areas, implementing Complete Streets principles, reducing bicycle and pedestrian/vehicular conflicts, reducing Tacoma’s carbon footprint and improving air quality.

As submitted, the application calls for drive-throughs to be prohibited outright in Downtown and the more urban of the X Districts. Subsequent to the submittal, staff have met several times with Jori Adkins, Secretary of the Dome District Development Group, and have collaboratively developed a different approach, reflected in this proposal. The intent in most zones is to strengthen drive-through regulations, rather than prohibiting them outright.

The proposal recognizes the potential impacts that drive-throughs can have on the pedestrian environment, but also recognizes that there is market interest in developing drive-throughs. The intent is to retain enough flexibility for the development of drive-throughs, while using design requirements to prevent the impacts of concern. The proposal also expands the original scope of the application by taking advantage of an opportunity to update drive-through regulations and driveway standards generally, rather than only within Downtown and X Districts.

Summary of current code regarding drive-throughs:

- Residential Districts: Not Permitted
- Industrial Districts: Permitted
- Shoreline Districts: Permitted
- Commercial Districts: Permitted in C-2 only
 - Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area).
- X Districts:

- Permitted in UCX, UCX-TD, CCX, CIX, NCX, HMX (limited to hospital/medical related functions);
- Prohibited in RCX, URX, NRX
- TMC 13.06.510 includes development standards for drive-throughs in X Districts (*these were incorporated into the proposal*)
- Downtown: Permitted with restrictions
 - DCC: Drive-throughs must be located entirely within a building
 - DMU, WR: Drive-throughs must be 100 feet from a light rail or streetcar street, or else must be located entirely within a building
 - DR: No specific restrictions
- Driveway standards of Section 13.06.510 and of TMC 13.06A apply
 - Limits the number of driveways and the percentage that can be used as driveways
 - Directs where new driveways may be located, in order to reduce conflicts with pedestrians

Benchmarking:

Staff reviewed multiple jurisdictions' approaches to drive-throughs. Many jurisdictions prohibit drive-throughs in Downtown areas, or require them to meet stringent setback, screening, traffic and other standards. Restricting drive-throughs to be within buildings is less common, though Seattle requires this in their Downtown. Finally, many jurisdictions have general requirements for drive-throughs, focusing on reducing vehicular/pedestrian conflicts, screening drive-through service areas and stacking lanes, and limiting impacts, such as noise, on adjacent properties. These requirements are often more stringent in pedestrian-oriented areas.

Public Outreach:

Over the past few months, staff has discussed the 2013 Annual Amendment package with various stakeholder groups, including the Sustainability Commission, Master Builders Association (MBA), and other development industry representatives. In addition, planning staff have reached out to the Community Council, Neighborhood Councils, the Cross District Association, and Neighborhood Business Districts, informing them of the 2013 Annual Amendment process and offering presentations of the summary of all proposed amendments at their board meetings. In response to requests, staff provided overview presentations to the New Tacoma Neighborhood Council, West End Neighborhood Council, South End Neighborhood Council, and South Tacoma Business District. Additional outreach will occur through and during the Planning Commission and City Council's public hearing and notice processes

In addition to the overall amendment package outreach, staff met with Jori Adkins, the applicant, as well as with a representative of the Chamber of Commerce, with City staff responsible for traffic, and for economic development and business districts, and with commercial real estate brokers employed by a firm which assists corporate clients to find appropriate locations for commercial development (including drive-throughs). The intent was

to get a sense of the issues, while still at the early code drafting stage. Staff intend to do more outreach to key stakeholders once the Planning Commission gives its direction to release a draft for public review.

In these discussions, there was general recognition that it is appropriate for the City to use design standards to ensure drive-throughs are aesthetically attractive and safe for pedestrians, and that interruption of pedestrian activity along streets should be avoided or minimized.

However, several stakeholders expressed concern that placing too much limitation on drive-throughs could become a barrier to economic development. Per the commercial real estate brokers we spoke with, sites with adequate size, access and other characteristics which would make them suitable for drive-throughs, and where they are permitted by zoning, are in short supply. On the commercial side, there is a clear market demand for such sites, and some businesses will not move forward with development (at least not in this market) without a drive-through component. The concern is that adding requirements could slow development and make it more difficult to attract business investment.

Some stakeholders expressed the view that while restricting drive-throughs Downtown and in those X Districts characterized by an established pedestrian street front pattern seems reasonable, such restrictions could be more of a barrier in those X Districts which are currently more auto-oriented.

One stakeholder stated that the biggest issue of concern is ensuring safety where driveways cross the sidewalk. He felt that the emphasis should be on reducing this occurrence by directing drive-through driveways to alleys or side streets, as opposed to prohibiting drive-throughs as a use.

The preliminary outreach suggests there may be broad, though not universal, support for limiting the impacts of drive-throughs through design requirements, rather than through an outright prohibition. Staff communicated these perspectives to Ms. Adkins, who expressed her general concurrence with the approach proposed in this draft.

Applicable Provisions of the Growth Management Act (and other state laws):

The GMA calls for encouraging economic development that is in harmony with adopted Comprehensive Plans, recognizing regional differences and priorities.

GMA Economic development goal

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas

experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

This proposal is a community-driven effort to refine our development regulations to be in harmony with the community's vision for our urban core areas. Furthermore, fostering a walkable urban environment is consistent with smart growth principles and their call for a balance of travel modes, and support for compact, walkable and multi-modal urban cores.

Applicable Provisions of the Comprehensive Plan:

This proposal is consistent with the Comprehensive Plan. The Plan contains multiple policies calling for walkable, compact and multi-modal urban centers; for pedestrian safety and comfort citywide; for discouraging auto-oriented uses downtown and within Mixed-Use Centers; and, for fostering economic development in harmony with the City's growth vision.

Citywide:

Policy LU-UAD-3 – Distinct character and identity of the city. Emphasizing pedestrian oriented design at all levels.

Policy LU-UAD- 11- Pedestrian Access and Orientation. Improve the pedestrian environment by making it easier, safer, and more comfortable to walk in Tacoma.

Commercial areas:

Policy LU-CDD-1 Development Standards

Commercial development standards should address the desired safety, convenience, functionality, and aesthetics of the development itself, as well as effects on adjacent surrounding properties.

Policy LU-CDD-2 Compatibility

Ensure that new commercial development is compatible with the existing development and/or the desired character of the area in terms of building location and orientation, pedestrian and vehicular access, building massing and scale, light and glare, outdoor storage areas, noise generating activities, service elements and mechanical equipment location and design, landscaping design, and signage. Compatible design is most critical in areas where commercial properties border single-family areas.

Policy LU-CDD-3 Pedestrian-friendly Design

Site and design commercial areas with safe, convenient, connected and attractive pedestrian access. Specifically:

- Locate and orient buildings towards the street for pedestrian convenience and enhance the spatial definition of the street.

- Provide safe walkways and pedestrian areas that are visible, well-lit, accessible, conveniently located, and buffered from vehicular traffic.
- Provide attractive and well-maintained landscaping along pedestrian routes.
- Design pedestrian routes with sufficient widths to accommodate the anticipated long term pedestrian activity.
- Design buildings along pedestrian routes with attractive and interesting façades including plenty of transparent window areas, weather protection elements, and ground level detailing.
- Design commercial areas with an internal pedestrian circulation system that provides attractive connections between buildings, through large parking areas, connections to the street, and linkages to surrounding properties and neighborhoods, where possible.
- Encourage the development of gathering spaces such as pedestrian malls and plazas in commercial areas to enhance the pedestrian experience and sense of community.

Mixed-Use Centers:

Policy LU-MUCD – Compact mixed use centers that encourage walking and bicycling comfortably between designations within respective centers.

Policy LU-MUCD-13- Restrict Auto-oriented uses that encourage queuing of autos and negatively impact walkability and pedestrian orientation.

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

Downtown:

The Downtown Element emphasizes pedestrian connectivity and pedestrian-oriented urban design as core strategies to fostering development.

Policy 2.2B.A Downtown development should be governed by principles that encourage walkability, transportation alternatives and enhanced livability for all users.

g. Street edge activation, and building ground-orientation: Building design should promote sociability at street level, with a rich stimulating built form designed at the human scale. Building facades on downtown streets should have frequent, identifiable entrances, appropriate ceiling heights to promote activity, and commercial usable spaces, with a high level of transparency.

Policy 2.3F.A Create multi-modal and flexible streets that are designed to increase the mode share of pedestrians, bicyclists and transit use throughout downtown in order to mitigate the impacts of growth, reduce reliance on the single occupancy vehicle and increase the sociability of the walking environment.

Amendment Criteria:

Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.

- 1. There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

Staff Analysis: Not applicable.

- 2. Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

Staff Analysis: Not applicable.

- 3. The needs of the City have changed, which support an amendment.**

Staff Analysis: This policy discussion fits within a continuing community discussion of our growth vision, particularly for our most urban areas, and how to strike the best balance between access for people using all modes of travel. The intent is to update the TMC in order to meet the community's vision.

- 4. The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

Staff Analysis: Not applicable.

- 5. Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

Staff Analysis: Not applicable.

- 6. The capacity to provide adequate services is diminished or increased.**

Staff Analysis: Not applicable.

- 7. Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

Staff Analysis: As the proponents of this application have asserted, the development of drive-throughs, including recent development activities, are to some degree inconsistent with the City's adopted policies for downtown and mixed-use centers. It can be argued that recent drive-throughs are not meeting these plan objectives. The proposed amendment will better ensure that future drive-throughs are developed in a manner that is more consistent with the goals and policies of the plan.

8. Transportation and/or other capital improvements are not being made as expected.

Staff Analysis: Not Applicable.

9. For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.

Staff Analysis: Not applicable.

10. A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-Wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.

Staff Analysis: Not applicable.

Economic Impact Assessment:

It is clear that there remains interest in developing businesses that include drive-throughs and that drive-throughs are used by many members of the community. By placing additional design requirements on drive-throughs where they are permitted, there is the potential that some projects may not move forward and that sites may go longer without being developed. This may have an economic impact on the City.

The proposed requirement Downtown and within the UCX-TD District that drive-throughs must be within buildings could limit some development. The proposed requirements for all other zones could increase the cost of development in some cases. On the other hand, taking a longer view, allowing development that is not consistent with the growth vision for the district may ultimately detract from long term development momentum. It may take longer for a site to develop, but when development does occur it should be more likely to contribute to the desired character of the district. This is the fundamental policy choice posed by this project. However, the proposed approach, which focuses on adding strategic development standards to address potential impacts instead of outright prohibition, as was originally proposed, will have less of an overall economic impact.

Staff Recommendation:

Staff recommends that the proposed amendment be forwarded for public review and comment.



2013 Annual Amendment Application No. 2013-01
Drive Throughs

DRAFT LAND USE REGULATORY CODE CHANGES
February 6, 2013

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~. New text added since the last Commission meeting is also **highlighted**.

13.06 – Zoning

13.06.200 Commercial Districts.

Uses	T	C-1	C-2 ¹	HM	PDB	Additional Regulations ^{2,3} (also see footnotes at bottom of table)
Drive-through with any use	N	N	P	N	N	Prohibited in any commercial district combined with a VSD View-Sensitive Overlay District and adjacent to a Shoreline District (i.e., Old Town Area). <u>Subject to the requirements of TMC 13.06.513.</u>

13.06.300 Mixed-Use Center Districts.

Uses	NCX	CCX	UCX	UCX-TD	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations ^{3,4,5} (also see footnotes at bottom of table)
Drive-through with any use	P	P	P	P	N	P	P*	N	N	<u>See Section 13.06.510 Table 2 for additional driveway and drive-through standards and restrictions. Drive-throughs are required to be located entirely within a building, and are subject to the requirements of TMC 13.06.513.</u> * In the HMX District, drive-throughs are only allowed for hospitals and associated medical uses.

13.06.400 Industrial Districts.

Uses	M-1	M-2	PMI	Additional Regulations ¹
Drive-through with any permitted use	P	P	P	<u>Subject to the requirements of TMC 13.06.513.</u>

13.06.510 Off-street parking and storage areas.

TABLE 2 – Parking in Mixed-Use Center Districts	
Development Standards – Driveways. Driveways shall be located and developed in a manner that recognizes the overall goals for promoting pedestrian activity over vehicle orientation. They shall be limited in size and number and located in the preference order described below:	
Driveway location	<ol style="list-style-type: none"> 1. Driveways shall meet the location requirements of TMC 10.14.050, be located from an alley when suitable access is available, such as an abutting right of way that is or can practicably be developed. 2. When suitable alley access is not available, driveways shall be limited to the lowest classified roadway adjacent to the site (non-designated street, designated pedestrian street, designated core pedestrian street) 3. Projects that utilize an alley for vehicle access and cannot practicably limit vehicular access only to the alley, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets. 4. Driveways shall be located as close as practical to the property line most distant from any street intersections. Location shall be subject to the approval of the City Traffic Engineer.

Development Standards – Drive-throughs in Mixed-Use Centers. The following standards apply to drive-throughs located in Mixed-use Centers. See Section 13.06.300.D for permitted zones:	
<ol style="list-style-type: none"> 1. Driveways that directly connect to any drive-through shall not be allowed along a designated pedestrian street or designated core pedestrian street 2. Drive-through driveways and stacking lanes must be located at least 150 feet from any bus stop or transit center, as measured along the curb line between the driveway and the bus stop or transit center 3. All vehicle use areas associated with a drive-through shall be located at the side or rear of the building 4. Drive-through windows shall not face a designated pedestrian street and stacking areas shall not lie between a building and a designated pedestrian street 5. Drive-through stacking lane(s) and service window(s) shall be designed and screened from the view of adjacent properties with landscaping and/or structures 6. Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting. 7. Within Mixed-Use Centers, drive-throughs shall be limited to 1 stacking lane maximum unless the portion with multiple lanes is fully screened from public view. 8. Drive-through uses that are not located within a building are prohibited from locating within 100 feet of a light rail station or streetcar station 9. Driveways are also subject to the standards contained in Section 13.06.510 	

13.06.513 Drive-throughs

A. Purpose. The regulations of this section are intended to allow for drive-through facilities while mitigating potential negative impacts they may create. Of special concern are noise from idling cars and voice amplification equipment, aesthetics, and queued traffic interfering with on-site and offsite traffic and pedestrian flow. The specific purposes of this section are to:

- Reduce noise and visual impacts on abutting uses, particularly residential uses;
- Promote safer and more efficient on-site vehicular and pedestrian circulation;
- Promote a pedestrian-oriented environment;
- Reduce conflicts between queued vehicles and traffic on adjacent streets.

B. Applicability. The regulations of this section apply only to the portions of the site development that comprise the drive-through facility. The regulations apply to new developments, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility. Drive-throughs are not permitted in some zoning districts—see the permitted uses tables for the applicable zone. Where they are permitted, drive-through facilities are still not a right; the size or dimensions of the site, or the size and location of existing structures may make it impossible to meet the regulations of this section.

C. Standards. A drive-through facility is composed of two parts—the stacking lanes and the service area. The stacking lanes are the space occupied by vehicles queueing for the service to be provided. The service area is where the service occurs. In uses with service windows, the service area starts at the service window. In uses where the service occurs indoors, the service area is the area within the building where the service occurs.

1. The following standards apply in all zones where drive-throughs are permitted.

a. Pedestrian streets (includes all TMC pedestrian street designations), and transit stops:

- (1) Driveways that directly connect to any drive-through shall not be allowed along a pedestrian street, light rail or streetcar street.
- (2) Driveways that directly connect to any drive-through must be located at least 150 feet from any transit stop, as measured along the curb line between the driveway and the stop. This distance may be reduced upon a determination by the City Engineer that the reduction will not significantly increase the potential occurrence or severity of conflicts between pedestrians, transit and vehicles.
- (3) Exterior drive-through windows shall not face a designated pedestrian, light rail or streetcar street, and stacking areas shall not lie between a building and such a street.

b. Setbacks and Landscaping.

- (1) Exterior service areas and stacking lanes, except for vehicle access crossings, must be set back a minimum of 3 feet from all lot lines, and 5 feet from street frontages. In some cases, a greater setback may be necessary to meet other standards such as Landscaping.
- (2) Exterior stacking lanes and service areas shall provide a minimum 3 foot landscaped buffer along sides which do not abut the building. The buffer must be landscaped with Type D Landscaping. Alternatively, on non-street frontages, the buffer width may be reduced to 1 foot and improved with a vegetated wall at least 6 feet in height. This buffer may be interrupted by structures, seating or gathering areas, or for vehicle or pedestrian access crossings.
- (3) Where perimeter strips or buffers are otherwise required, they may also satisfy these requirements. The greater of the buffer, setback or perimeter areas shall apply.

c. Vehicular and pedestrian circulation.

- (1) Adequate stacking lane capacity must be provided to serve the proposed development on-site. Stacking spaces shall be a minimum ten (10) feet in width and eighteen (18) feet in length. The City Engineer, or designee, shall make a determination regarding the number of stacking spaces required. In

pedestrian oriented areas including Downtown and X Districts, this determination shall reflect the overall goals of promoting pedestrian activity over vehicle orientation.

- (2) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation. Stacking lanes must be separated from traffic aisles, other stacking lanes, and parking areas. ~~with striping, curbing, landscaping, or raised medians.~~
- (3) Pedestrian paths that cross a drive-through aisle shall use a raised platform and be marked with symbols, signage and/or special painting.
- (4) The drive-through shall not impede pedestrian or vehicular movement within the right-of-way. Drive-through driveways shall be designed to ensure adequate pedestrian visibility as vehicles cross sidewalks.
- (5) Driveways are also subject to applicable standards of TMC 10.14, TMC 13.06.510 and TMC 13.06A.070.
- d. Noise and trash receptacles.
 - (1) Noise from amplified speakers shall be minimized through means such as orientation, volume control, and sound buffers or barriers. In addition, amplified speakers shall not be audible from abutting residential uses.
 - (2) A trash receptacle shall be provided adjacent to the drive-through aisle in order to reduce the potential for littering.
2. The following additional standard applies in Downtown Districts where drive-throughs are permitted, and within the UCX-TD District.
 - a. Drive-throughs and associated stacking lanes shall be located entirely within buildings.
 - ~~b. Drive through entrances and exits shall be at least 100 feet from designated pedestrian streets and from light rail/streetcar streets as measured along the curb line between the driveway and the street.~~
3. The following additional standards apply in X Districts where drive-throughs are permitted:
 - ~~a. Drive through service areas and stacking lanes not entirely within a building shall be a minimum of 75 feet from designated pedestrian or light rail/streetcar streets as measured along the curb line between the driveway and the street.~~
 - a. All exterior vehicle use areas associated with a drive-through shall be located at the side or rear of the building.
 - b. Drive-through stacking lanes and service windows shall be designed and screened from the view of adjacent properties and the public right-of-way with landscaping and/or structures.
 - c. Drive-throughs shall be limited to one stacking lane maximum unless the portion with multiple lanes is fully screened from public view by landscaping or a combination of landscaping and structures.
 - d. Within NCX Districts, exterior drive-through stacking lanes may be no closer than 25 feet to the property frontage of a designated pedestrian, light rail or streetcar street.
4. Drive-throughs accessory to existing use. Drive-through eating and drinking establishments (such as coffee stands) that are accessory to an existing use, utilize existing driveways, do not include a permanent foundation or similar permanent improvements, are not required to provide landscaping or separation along the stacking lane(s) as would be required by TMC 13.06.513,1.b.(2) and 1.c.(2.).

13.06.700 Definitions

Drive-through. A business or a portion of a business where a customer is permitted or encouraged, either by the design of physical facilities or by service and/or packaging procedures, to carry on business in the off-street parking or paved area accessory to the business, while seated in a motor vehicle. This definition does not include uses where the service is not provided while the customer is in the vehicle, such as fueling stations, passenger drop-off/pick-up zones for schools, hospitals, hotels or similar uses.

13.06A.040 Downtown Districts and uses.

C. Downtown Commercial Core District (DCC).

This district is intended to focus high rise office buildings and hotels, street level shops, theaters, and various public services into a compact, walkable area, with a high level of transit service.

1. Preferred – retail, office, hotel, cultural, governmental.
2. Allowable – residential, industrial located entirely within a building.
3. Prohibited – industrial uses not located entirely within a building, drive-throughs not located entirely within a building, and automobile service stations/gasoline dispensing facilities in addition to those noted in TMC 13.06A.050.

D. Downtown Mixed-Use District (DMU).

This district is intended to contain a high concentration of educational, cultural, and governmental services, together with commercial services and uses.

1. Preferred – governmental, educational, office, cultural.
2. Allowable – retail, residential, industrial located entirely within a building.
3. Prohibited – industrial uses not located entirely within a building, movie theaters greater than six screens, automobile service stations/gasoline dispensing facilities, and drive throughs that are not located entirely within a building ~~but are located within 100 feet of a light rail or streetcar street~~, in addition to those noted in TMC 13.06A.050.

E. Downtown Residential District (DR).

This district contains a predominance of mid-rise, higher density, urban residential development, together with places of employment and retail services.

1. Preferred – residential.
2. Allowable – retail, office, educational.
3. Prohibited-industrial, movie theaters greater than six screens, drive-throughs not located entirely within a building, in addition to those noted in TMC 13.06A.050.

F. Warehouse/Residential District (WR).

This district is intended to consist principally of a mixture of industrial activities and residential buildings in which occupants maintain a business involving industrial activities.

1. Preferred – industrial located entirely in a building, residential.
2. Allowable – retail, office, governmental.
3. Prohibited:

- a. Movie theaters greater than six screens, in addition to those noted in TMC 13.06A.050.
- b. Drive throughs- ~~not located entirely within a building, uses that are not located within a building but are located within 100 feet of a light rail or streetcar street.~~

13.06A.070 Basic design standards.

7. New driveways shall ~~meet the driveway location requirements of TMC 10.14.050, be located from an alley, court, or street which does not have light rail or streetcar lines or is not designated as a Primary Pedestrian Street. Existing driveways may remain and be maintained. Abandoned driveways shall be removed when required by the Traffic Engineer.~~

~~a. If a driveway is not feasible from a non-designated alley, court, or street, a driveway may be located from a street having light rail or streetcar lines or a designation of Primary Pedestrian Street.~~

~~a. b.~~ Maximum driveway width on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street is 25 feet.

~~b. e.~~ All driveways on a street having light rail or streetcar lines or on a defined Primary Pedestrian Street shall be no closer than 150 feet as measured to their respective centerlines, provided that there will be allowed at least one driveway from each development to each abutting street.

~~c. d.~~ All driveways on a street having light rail or streetcar lines shall be equipped with a sign to warn exiting vehicles about approaching trains.

~~d. e.~~ All driveways located on a Primary Pedestrian Street shall be equipped with audible warning signals to announce exiting vehicles.

~~e. f.~~ No variances shall be granted to this driveway standard.

11. See section 13.06.513 for standards pertaining to drive-throughs.



2013 Annual Amendment Application No. 2013-01
Drive Throughs

DRAFT DRIVEWAY CODE CHANGES
February 6, 2013

These proposed amendments include modifications to Sections of TMC Title 10, the Public Works Code.

*Note – These amendments show all of the changes to the *existing* land use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~. New text added since the last Commission meeting is underlined and highlighted.

Chapter 10.14 – Driveways

10.14.050 Rules and regulations for driveways.

Every driveway hereafter constructed or altered in street right-of-way shall conform to the following regulations. In cases when driveway provisions exist both in this section and in TMC 13.06, 13.06A or other sections of the TMC, the more stringent provisions shall apply.

A. Location.

1. No driveway shall be so located as to create a hazard to pedestrians, Pierce Transit bus operations, light rail operations, or motorists, or invite or compel illegal or unsafe traffic movements.
2. Every driveway must provide access to an off-street parking or other vehicular area located on public or private property. Every vehicle entering the driveway must be able to park, stand, or load entirely off the street right-of-way.
3. No driveway shall be allowed to a public or private parking area in conjunction with industrial, commercial, multiple family dwelling, church, or any like use that requires a vehicle to back out on to any street.
4. Unless otherwise approved by the Director of Public Works, all driveways, including the returns, shall be confined within lines perpendicular to the curb line and passing through the property corners.
5. No driveway shall be constructed in such a manner as to be a hazard to any existing street-lighting standard, utility pole, traffic-regulating device, fire hydrant, or other public facility. The cost of relocating any such public facility, when necessary to do so, shall be borne by the applicant. Said relocation of any public facility shall be performed only through the agency holding authority for the particular structure involved.
6. No construction, alteration or repair shall be permitted for any driveway which can be used only as a parking space on street right-of-way or which provides access only to the areas between the street roadway and private property.
7. New driveways shall be located from an alley or court when suitable access is available, such as an abutting right-of-way that is or can practicably be developed. In the event of site redevelopment, existing driveways would need to be reconstructed to meet current standards. Abandoned driveways shall be removed when required by the City Engineer.

8. When suitable alley or court access is not available, driveways shall be limited to the lowest pedestrian-classified roadway adjacent to the site, as designated in TMC 13.06 (non-designated street, designated pedestrian street, designated core pedestrian street, or Primary Pedestrian Street).

9. Projects that utilize an alley or court for vehicle access and cannot practicably limit vehicular access only to the alley or court, shall also be allowed to have additional vehicular access from abutting non-designated pedestrian streets.

10. Driveways shall be located to reduce the possibility of weaving, lane shifts, or other conflicts in the traffic stream. Existing driveways on both sides of the roadway shall be analyzed to determine proper location for a new driveway. New and reconstructed driveways shall be placed outside the functional area of nearby intersections and driveways. The following shall be used for minimum spacing between driveways and intersections, unless special authorization is given by the City Engineer.

Speed Limit	Functional Classification	Access Spacing (to centerline)*
35-40 miles per hour	All	600 feet
<=30 miles per hour	Principal or Collector Arterial	300 feet
	Minor or Unclassified Arterial	150 feet
	Local Street	50 feet

**The spacing standards are for full access. Restricted access (right-in, right-out), shall be half the amount shown in the table above provided that a physical median restricts left turns. No reduction shall be made on local streets, and no reduction shall be made when measuring from highway ramps or existing or planned traffic signals or roundabouts.*



Drive-Through Regulations

2013 Annual Amendment Application No. 2013-01



Overview

The Planning Commission is considering strengthening restrictions on drive-through facilities, in response to an application from the Dome District Development Group. The group feels that drive-throughs are not compatible with City goals including walkability, reducing bicycle and pedestrian/vehicular conflicts, and reducing environmental impacts. The proposal would add citywide standards for drive-throughs, with heightened standards for Mixed-Use Center (X) and Downtown Districts—the City’s priority pedestrian areas.

Tacoma’s current approach

Commercial establishments (such as restaurants, banks, pharmacies, and car washes) sometimes include drive-throughs, where customers can conduct transactions while seated within their vehicle. Tacoma’s Zoning Code currently allows drive-throughs in Shoreline, Industrial, Commercial, Mixed-Use (X) and Downtown districts. Some specific design requirements apply in Shoreline, Downtown and X Districts.

What’s being proposed?

The intent is to continue to allow drive-throughs in most zones, while strengthening design standards to make them more compatible with the pedestrian environment and limit impacts on adjacent properties. The proposal could include:

- Restrictions for drive-throughs near designated (pedestrian/light rail) streets;
- 150 foot distance required from transit stops;
- Visual screening of drive-through service areas and stacking lanes;
- Circulation standards to minimize vehicular and pedestrian conflicts;
- Restriction of noise impacts (from ordering speakers);
- Within X Districts more stringent standards could include:
 - Setbacks from, or other protection for, designated (pedestrian/light rail) streets;
 - Drive-through features must be to the rear of the building;
 - Full screening of double stacking lanes.
- Within Downtown, the most stringent standards could include:
 - Potential prohibition of drive-throughs in the Downtown Commercial Core District;
 - Drive-through windows and stacking lanes to be entirely within buildings;
 - Entrances and exits a minimum of 100 feet from designated (pedestrian/light rail) streets

For more information and to provide comments:

Let us know what you think. The Commission will refine their proposal then release it for public review in early 2013. A public hearing is tentatively scheduled for March 2013.

To learn more, visit www.cityoftacoma.org/planning, select 2013 Annual Amendments. Or, contact Elliott Barnett, Associate Planner at (253) 591-5389 or elliott.barnett@cityoftacoma.org.

