	<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	201 3
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.
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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.



DOME DISTRICT 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.

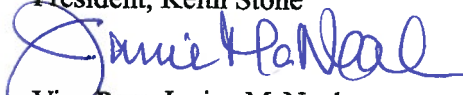
The City has added several elements to the Comprehensive Plan that support the concept of a more pedestrian environment in our commercial centers such as: Mixed-Use Centers, Complete Streets and the Mobility Plan and the permitted use of Drive-Throughs conflicts with this desired direction for urban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

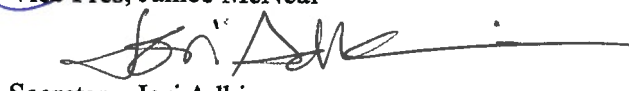
Several of our members are involved in the City's South Downtown Subarea Plan, along with the Brewery District and UWT, envisioning ways to grow a denser and better downtown through thoughtful, forward thinking urban planning. High on any list in creating a thriving downtown is pedestrian priority. Eliminating 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