

MEMORANDUM

DATE: May 16, 2018 **PRELIMINARY DRAFT**

TO: Angelie Stahlnecker
City of Fircrest

FROM: Jeff Schramm
TENW

SUBJECT: Response to Comments from City of Tacoma and City of Fircrest
Chick-fil-A Fircrest
TENW Project No. 5434

This document provides responses to 6 comments, 1 of which was received from the City of Fircrest and 5 of which were received from the City of Tacoma, regarding the proposed Chick-fil-A Fircrest project at 6520 S 19th Street. A copy of the comments dated April 16, 2018 is provided in Attachment A.

Comment #1 (City of Fircrest): Staff had previously requested a neighborhood analysis that might provide some justification for a parking variance. The "neighborhood" parking analysis that was submitted provides a comparison of the Fircrest site to other Chick-fil-A sites in WA state. The intent of the city's request was for the applicant to analyze the unique characteristics of the Fircrest neighborhood, specifically including TCC and the TCC Transit Center, considering the degree to which customers may access the site on-foot or via transit rather than by automobile. The likely customer base and local circumstances need to be addressed by the applicant and considered by the Commission – rather than the applicant simply providing the numbers of stalls approved for other locations that may have little similarity to the Fircrest location. Please address this prior to the hearing.

TENW Response:

Because the proposed Chick-fil-A site is located across the street from Tacoma Community College (TCC) and the Tacoma Transit Center (TTC), it is anticipated that both institutions will generate customers from both vehicle and pedestrian foot traffic to/from the site.

Chick-fil-A has dozens of other locations throughout the US with sites in proximity to transit centers, colleges, and corporate campuses that generate pedestrian demand. However, parking demand has not been shown to be reduced at sites located in proximity to high pedestrian generators.

Additionally, based on the specific characteristics of the proposed site in Fircrest, there is no empirical data available to suggest or support a specific quantity of parking reduction.

Furthermore, to ensure public safety, it is imperative that adequate on-site parking is provided for customers and to accommodate traffic circulation. Having adequate on-site parking will prevent parking spill-over onto S 19th Street as well as adjacent businesses and neighborhoods. If delays in the drive-thru are too long, customers will intuitively park on-site and go inside the restaurant. Without adequate parking and good circulation, dine-in customers will create parking spillover. This can be avoided by allowing the site to provide the amount of proposed parking.

Comment #2 (City of Tacoma). ...it is not clear in either the TIA or in the development plans how the westerly driveway will provide full access with the turn barriers in place in the center of 19th Street. City of Tacoma have, in the past, testified before Fircrest City Council that traffic studies conducted for development approved on the Tacoma Community College campus indicate a need to manage left turn conflict along South 19th. The proposed site access would exacerbate the concerns identified in previous studies, would create new left turning conflicts along the corridor, and would place left turns exiting the site on the wrong side of a barrier-divided roadway. This should be addressed in the TIA and/or in the development proposal.

TENW Response:

To manage potential left-turn conflicts along S 19th Street, and to provide improved delineation of the entering and exiting left-turns at the Chick-fil-A western site driveway at the existing c-curb barrier located on S 19th Street, channelization and striping improvements are proposed as illustrated in Attachment B. As a result of this improved delineation, left-turning traffic would not conflict with existing right-in/right-out turn movements at the Tacoma Community College driveways on the north side of S 19th Street.

Comment #3 (City of Tacoma). It does not appear that the trip generation used in the report is consistent with the trip generation experienced at other Chick Fil A locations, and the accounting for pass-by trips may need further reconciliation.

TENW Response:

The trip generation estimates documented in the TIA (which are based on the ITE *Trip Generation Manual*) are representative of the expected trip generation at the proposed Chick-fil-A Fircrest site. Chick-fil-A acknowledges that the first three locations that opened in Western Washington (Bellevue, Tacoma, and Lynnwood) several years ago experienced high traffic and much success; these sites were strategically located with large trade areas, so they did experience higher peak hour trip generation beyond the normal "opening weeks" period. However, since the 3 initial store openings, 6 additional Chick-fil-A's have opened in Western Washington, and the trip generation has normalized due to diversified demand and in some cases, locations with smaller trade areas. Therefore, trip generation at the Fircrest location is expected to be consistent with trip generation estimates from typical fast-food restaurant with drive-thru from the ITE *Trip Generation Manual*.

Pass-by trips were estimated based on standard engineering practices using the ITE *Trip Generation Handbook*, which estimates pass-by trips to represent 50 percent of the total vehicle trip generation.

Comment #4 (City of Tacoma). It appears that the report does not contain an analysis of the safety implications of the proposed development or the design of the development's proposed driveway configuration, nor does it analyze an alternative access scenario with one driveway so that the potential value of the second driveway and whatever turn movement capacity it may or may not have is justified.

TENW Response:

It is imperative for Chick-fil-A to have two access driveways to accommodate on-site vehicle circulation needs and separate ingress and egress movements. While both driveways are proposed to provide full access, because of the site layout and drive-thru location, the east site driveway is expected provide mostly inbound access to the site and the west site driveway would primarily provide outbound access from the site.

Having a single access for the site on S 19th Street would create excessive delays due to the accumulation of inbound and outbound left and right-turn movements at a single location. This would not be acceptable for Chick-fil-A on-site circulation needs, and would create additional delays and impacts to the operation of S 19th Street that are better managed by having two access driveways.

Allowing exiting left-turns from the Chick-fil-A Fircrest site onto S 19th Street is also critical to the operations of the site. Restricting exiting left-turns is expected to result in increased U-turn activity on S 19th Street for vehicles exiting the site who are destined to the west. Better delineation of driveway turn movements is preferred.

To provide improved delineation of the entering and exiting left-turns at the Chick-fil-A western site driveway at the existing c-curb located on S 19th Street, channelization and striping improvements are proposed as illustrated in Attachment B. As a result, left-turning traffic would not conflict with existing right-in/right-out turn movements at the Tacoma Community College driveways on the north side of S 19th Street.

Comment #5 (City of Tacoma). While the TIA notes that a uniformed Police officer will direct drivers to enter only via the easterly entrance during the first couple of weeks of operation, there are no long-term provisions other than signs to reduce driveway conflicts.

TENW Response:

Long-term provisions other than signage to reduce potential driveway conflicts are not anticipated to be necessary beyond the opening weeks.

Comment #6 (City of Tacoma). The report does not mention pedestrians or bicyclists; it is likely that some of the area pedestrian generators, such as the college across the street, may provide some of the demand for the new restaurant. The impact of the proposed development pedestrian safety should be included in the analysis.

TENW Response:

Chick-fil-A acknowledges that the proposed Fircrest site will generate some pedestrian and bicycle demand on S 19th Street as a result of being located across the street from the Tacoma Community College (TCC) campus and the Pierce Transit TCC Transit Center. Chick-fil-A expects that customers would obey traffic laws whether accessing the site by vehicle, pedestrian, bicycle, or transit. Specifically, pedestrian and/or bicycle trips destined to/from Tacoma Community College and Chick-fil-A are expected to use the crosswalk at the signalized intersection of S 19th Street/Mildred Street W located one block west of the Chick-fil-A site.

The majority of any pedestrian and bicycle demand for the proposed Chick-fil-A is expected to be generated to/from west of the site via existing retail and residential and the Tacoma Community College. As a result, conflicts between pedestrians or bicyclists and vehicles are expected to be minimal since pedestrians/bikes would access the restaurant without having to cross the proposed site access driveways.

cc: Carlos Arias, 4G Development and Consulting
Don Ikeler, Chick-fil-A

Attachments: A. City of Tacoma and Fircrest Comments
B. Proposed Channelization/Striping at Site Access on S 19th Street

ATTACHMENT A

Comments Received from City of Fircrest and City of Tacoma

Jeff Schramm

From: Jeff Schramm
Sent: Tuesday, May 15, 2018 12:17 PM
To: Jeff Schramm
Subject: FW: Fircrest // Chick-fil-A Supplemental Review Comments
Attachments: 18-06 Agency_letter Tacoma PDS.PDF

From: Angelie Stahlnecker <astahlnecker@cityoffircrest.net>
Sent: Tuesday, May 1, 2018 4:10 PM
To: Carlos Arias <carias@4gdev.com>
Cc: Jeff Boers <jboers@cityoffircrest.net>; Jayne Westman <jwestman@cityoffircrest.net>
Subject: Chick-fil-A Supplemental Review Comments

Carlos,

Please find attached the comment received by the City of Tacoma as well as some addition comments from planning below. As your response to the City of Tacoma's comments may affect the mitigation required of the SEPA determination, we request they be addressed quickly.

Item #1 relates to the parking variance and does need to be addressed well in advance of the hearing. Ideally, Items #2 and 3 would also be addressed prior to the hearing, but we could discuss if needed.

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1. Staff had previously requested a neighborhood analysis that might provide some justification for a parking variance. The "neighborhood" parking analysis that was submitted provides a comparison of the Fircrest site to other Chick-fil-A sites in WA state. The intent of the city's request was for the applicant to analyze the unique characteristics of the Fircrest neighborhood, specifically including TCC and the TCC Transit Center, taking into account the degree to which customers may access the site on-foot or via transit rather than by automobile. The likely customer base and local circumstances need to be addressed by the applicant and considered by the Commission -- rather than the applicant simply providing the numbers of stalls approved for other locations that may have little similarity to the Fircrest location. Please address this prior to the hearing.
2. The outdoor lighting information (photometric diagram) does not provide sufficient information for the city to make a determination that the proposal complies with FMC 22.58.018. Please submit additional information to show code compliance.
3. FMC 22.62.007 requires a tree to be planted in each landscape island located at the end of a row of parking stalls. The island located at the entrance to the drive-through lanes needs to accommodate a tree per this requirement. Please submit revised plans showing code compliance.

I will be at training the next three days. I will be checking my emails occasionally, but not available by phone. Feel free to request a phone conference with Jeff (jboers@cityoffircrest.net) if that would be helpful in the next three days.

Sincerely,

Angelie Stahlnecker
Planning and Building Administrator

City of Fircrest



LAND USE ACTION REFERRAL

Date: April 16, 2018

To: Interested Agency

From: Angelie Stahlnecker – Administrator, Planning/Building Department

Applicant: Chick-fil-A, Inc
15635 Alton Parkway, Suite 350
Irvine, CA 92618

Proposed Location: 6520 19th Street W, Fircrest WA 98466 (Old Charley's and adjacent law office)

Proposal Description: An application to demo existing structures and construct a new 6,545-square foot restaurant with double drive-thru. Project requires a preliminary site plan, administrative use permit, and a variance for additional parking stalls.

Attachments: Site plan, vicinity map, and elevation rendering. More details at:
www.cityoffircrest.net/chick-fil-a *Please contact me to request a hard copy.*

Agency: City of Tacoma

Contact Name: Shirley Schultz, Principal Planner/Josh Diekmann, City Traffic Engineer

Phone/Email: 253-591-5121 | shirley.schultz@cityoftacoma.org

Please select:

I have no objection to its approval as submitted.
modification

I recommend ~~denial~~ of the application, for the following reasons:

Comments:

See next page.

Please Return By: May 1, 2018

Angelie Stahlnecker, Planning Administrator
115 Ramsdell Street, Fircrest WA 98466 • 253-238-4125 • planning@cityoffircrest.net

Ms. Stahlnecker:

Thank you for the opportunity to review and comment on the Fircrest Chick-Fil-A proposal. It appears that the applicant is proposing an adequate amount of parking and queuing area for the business. The pedestrian circulation, the landscaping, and the placement of the building toward the street are all supportive of a well-designed urban environment.

However, the City does have concerns related to vehicle traffic on 19th (specifically in the vicinity of TCC) and the adequacy of the Traffic Impact Analysis.

The traffic study notes "Vehicle access is proposed via two full-access driveways on 19th Street W.

Project buildout is expected in 2019. A preliminary site plan concept is shown in Figure 2." However, it is not clear in either the TIA or in the development plans how the westerly driveway will provide full access with the turn barriers in place in the center of 19th Street. City of Tacoma staff have, in the past, testified before Fircrest City Council that traffic studies conducted for development approved on the Tacoma Community College campus indicate a need to manage left turn conflicts along South 19th. The proposed site access would exacerbate the concerns identified in previous studies, would create new left turning conflicts along the corridor, and would place left turns exiting the site on the wrong side of a barrier-divided roadway. This should be addressed in the TIA and/or in the development proposal. Further:

- **3** It does not appear that the trip generation used in the report is consistent with the trip generation experienced at other Chick Fil A locations , and the accounting for pass-by trips may need further reconciliation.
- **4** It appears that report does not contain an analysis of the safety implications of the proposed development or the design of the development's proposed driveway configuration, nor does it analyze an alternative access scenario with one driveway so that the potential value of the second driveway and whatever turn movement capacity it may or may not have is justified.
- **5** While the TIA notes that a uniformed Police officer will direct drivers to enter only via the easterly entrance during the first couple of weeks of operation, there are no long-term provisions other than signs to reduce driveway conflicts.
- **6** The report does not mention pedestrians or bicyclists; it is likely that some of the area pedestrian generators, such as the college across the street, may provide some of the demand for the new restaurant. The impact of the proposed development pedestrian safety should be included in the analysis.

Again, thank you for the opportunity to review and comment on this proposal, which will affect both jurisdictions and the safety and convenience of all of our citizens. We look forward to continued cooperation and coordination along this corridor.

Sincerely,



Shirley Schultz
Principal Planner
Planning and Development Services, City of Tacoma

ATTACHMENT B

Proposed Channelization Striping at Site Access Driveways on S 19th Street

