



City of Tacoma
Planning and Development Services Department
747 Market St, Room 345
Tacoma, WA 98402

PUBLIC NOTICE

Date of Notification: 7/19/2013
Application Received: 6/26/2013
Application Complete: 7/9/2013

Applicant: 4G Development & Consulting, on behalf of Chick-Fil-A, Inc

Location: 3902 S Steele St, parcel 4205000211

Application No: MLU2013-40000204486

Proposal:

Variations to setback, design, and parking development standards to allow a drive-thru to be located between the building and Steele Street, a primary pedestrian street, on a site zoned "CCX".

Comments Due: 8/2/2013

For further information regarding the proposal, **log onto the website at <http://tacomapermits.org> and select "Message Board"**. The case file may be viewed in Planning and Development Services, 747 Market Street, Room 345.

Documents to Evaluate the Proposal:

Land Use Application, Narrative

Studies Requested:

None

Other Required Permits:

Building permit(s)

Applicable Regulations of the Tacoma Municipal Code:

TMC13.06.300 Mixed-Use Districts, TMC13.06.501 Design, TMC13.06.510.A Parking, TMC13.06.645.B Variance Criteria, Comprehensive Plan

A final decision on the proposal will be made following the comment period. A summary of the final decision will be sent to those parties who receive this notice. A complete copy of the final decision will be mailed to those parties who request a copy or to those who have commented on the project. Appeal provisions will be included with both the summary and the complete copy of the final decision.

Staff Contact:

Shirley Schultz, Principal Planner, 747 Market St, Room 345, (253) 591-5121, shirley.schultz@cityoftacoma.org

Environmental Review:

Per SEPA, WAC 197-11-800 and TMC Chapter 13.12, the Environmental Official has reviewed this project and determined the project is exempt from SEPA provisions.

To request this information in an alternative format or a reasonable accommodation, please call 253-591-5030 (voice). TTY or STS users please dial 711 to connect to Washington Relay Services.



City of Tacoma
Planning and Development Services Department
747 Market St, Room 345
Tacoma, WA 98402

NOTICE OF LAND USE APPLICATION



City of Tacoma Planning and Development Services
APPLICATION FOR LAND USE PERMIT

Before submitting this form, review the instruction sheet for the type of permit for which you are applying. Ask staff for the appropriate instruction sheet. Be advised that application materials must be submitted in electronic format (PDF) on a disc.

Property Information					
Site Address: <i>(nearest intersection if no address)</i>	Southwest of S. 38 th St and Steel St, Tacoma, Wa				
Parcel Number(s):	205000210 Note: correct parcel number 4205000211				
Contact Information					
Contact Person:	Ed Hale, Project Manager, 4G Development & Consulting, on behalf of:				
Business Name(s):	Chick-Fil-A, Inc				
Mailing Address:	2153 Oak Hill Drive, Escondido, CA 92027				
Phone Number:	(760) 884-7011	E-Mail:	ehale@4gdev.com		
Property Owner:	SFP Borderline Properties, LLC, a Texas Limited Liability Company,				
Mailing Address:	524 N. Lamar, Suite 204, Austin, Texas 78703; Attn: Chris Rhett				
Phone Number:	(512) 476-5600 x4003	E-Mail:	crhis@regtex.com ; chris@regtex.com		
Type of Permit					
<input type="checkbox"/> Accessory Dwelling Unit	<input type="checkbox"/> Plat	<input type="checkbox"/> Short Plat	<input type="checkbox"/> Zoning Verification		
<input type="checkbox"/> Boundary Line Adjustment	<input type="checkbox"/> Reclassification	<input type="checkbox"/> Site Approval	<input type="checkbox"/> Other: _____		
<input type="checkbox"/> Conditional Use	<input type="checkbox"/> Shoreline	<input checked="" type="checkbox"/> Variance			
For Office Use Only					
Project Name:					
Project Description:					
Permit Type	Fee	Permit #	Permit Type	Fee	Permit #
418 SHR Exemption			434 MPD Short Plat		
419 SHR Development			435 PLT Final Plat		
420 SHR Develop / CUP			436 CUP Conditional Use		
421 SHR Variance			438 MLU Variance		4-204486
423 SHR Revision			440 BLA Boundary Line Adj		
431 REZ Rezone			441 MPD Binding Site Plan		
432 SIT Site Approval			442 INT Info. Item / ADU		
433 PLT Preliminary Plat			443 SEP Environmental		
NO FEE			Other		
Route to:					

Current Use of Property

Please describe how the property is currently being used and what structures exist.

Currently the property is a parking lot with no buildings surrounded on the west and south with a retaining wall. Primary vehicle access is via a driveway off of Steel Street, and mutual access to the parking lot immediately to the east of the Ashley furniture store with two driveways onto S. 38th Street.

Proposal

Please describe your proposal. To help you write your description, review the requirements and criteria for the permit for which you are applying. **Please address the permit requirements and criteria in your description below, or if more appropriate, in the maps and attachments you provide.**

Chick-Fil-A proposes to construct a 4,567 sf quick-service restaurant with drive-thru service on the southern end of an existing parking lot adjacent to the Ashley Furniture store near the southwest corner of S. 38th Street and Steel Street, in the City of Tacoma Washington.

The location is further described as Parcel B, BLA No. PD2012-400000181657, APN 205000210 and is expected to have a Steel Street Address assigned by the City upon approval of the proposed project.

Chick-Fil-A proposes to bring the Steel Street driveway into full compliance with applicable building codes and accessibility standards, as well as provide full accessible parking and pedestrian access to the building and throughout from the public right-of-way.

This variance application is to address Chick-Fil-A's proposal to direct drive-thru customers around the back side of the building counterclockwise and to place the drive thru service window on the east side of the building. This layout does not literally comply with the Development standards – Drive Throughs in Mixed-Use Centers, Table 2, Section 13.06.510 Off-street parking and storage areas in that the drive thru stacking lane is not restricted to the rear of the building, but lies between the building and Steel Street, which is a designaged pedestrian street and the service window faces 38th Steel street as well.

Attachments

Please review the instruction sheet to determine what attachments* must be submitted with your application.

Types of attachments that may be required are:

- Site plans, floor plans and building elevations
- Building or site sections
- Landscape plans
- Question sheets or studies

*All application materials must be provided electronically in PDF format.

I hereby state that I am the applicant listed above and that the foregoing statements and answers herein made, all information and evidence herein made, and all information and evidence herewith submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that the filing fee accompanying this application is not refundable, is only for the purpose of partially defraying the normal administrative expenses of processing the application, and that the payment of said fee does not result in automatic issuance of the permit requested in this application.

Signed Digitally	6/26/2013
Signature	Date
Accepted for review	6/28/2013
Received, Planning and Development Services	Date



DEVELOPMENT & CONSULTING, INC
PO Box 270571 • San Diego, CA 92198-2571
(858) 408-1894 Office • (866) 311-3658 Fax

July 9, 2013

To: Shirley Schultz, Principle Planner
City of Tacoma, Washington

From: Ed Hale, Senior Project Manager
4G Development & Consulting
On behalf of: Chick-Fil-A, Inc

**Subj: Notice of Incomplete Application, Request for additional information-
Variance File No. MLU2013-40000204486**

Ref: *TMC 13.06.300.F; TMC 13.06.501.J; TMC 13.06.501.L; and TMC 13.06.510.A – Table 2.*
Also *TMC 13.06.645.B.1; TMC13.06.645.B.4; and TMC13.06.645.B.6*

This correspondence is in response to your letter dated July 9, 2013 wherein you notified us that our request for a variance from the design standards set forth in *TMC 13.065.510.A – Table 2*. You noted that additional information was needed due to the fact that the proposed design is in apparent violation of additional standards that will require either a modification of the design or a request for additional variances.

You also noted that our response to criteria for variance to development regulations as set forth in *TMC 13.06.645.B.1* actually more appropriately should apply to a variance to the minimum setback standard (*TMC 13.06.300.F*) rather than the parking lot standards.

This document will address each of the following concerns expressed in your letter:

1. *TMC 13.06.300.F* establishes a maximum setback standard of 20 feet for at least 50% of the building's façade. This standard does not appear to be met.
2. *TMC 13.06.501.J* establishes required transparency (windows) for building façades facing a public street. This standard does not appear to be met on the eastern (drive-thru) façade, and needs to be demonstrated on the northern (entrance) façade.
3. *TMC 13.06.501.L* sets forth pedestrian standards, one of which is that the primary customer entrance must be directly accessed from, and within 20 feet of, the pedestrian street. This standard does not appear to be met.

4. *TMC* 13.06.510.A – Table 2 sets forth standards for drive-thrus in mixed-use districts, including location of the drive-thru to the side or rear of the building, not between the building and the street. This standard is not met.

This letter and attachments replaces the previous correspondence. You will note that the items are not addressed in numerical order. Item 4 from your list is the first and only item addressed in the earlier communications. It is addressed first in this document because it is our difficulty with meeting this standard that gives rise to the other conflicts. Item 1 is addressed next, which requires a more extensive treatment since all six criteria from the *Tacoma Municipal Code (TMC)* section 13.06.645.B.1 apply. Items 3 and 2 are addressed last, in that order, because they are design standard conflicts that arise logically from the other items.

Please contact me at the information below if you have any questions or require any additional information.

Ed Hale
Senior Project Manager
4G Development & Consulting, Inc.
2153 Oak Hill Drive
Escondido, CA 92027
ehale@4gdev.com
(760) 884-7011

ITEM 4. TMC 13.06.510.A – Table 2 sets forth standards for drive-thrus in mixed-use districts, including location of the drive-thru to the side or rear of the building, not between the building and the street. This standard is not met.

Steel Street south of S. 38th Street has been designated as a Pedestrian Street, which has implications for “Development Standards – Drive-throughs in Mixed-Use Centers,” Table 2, TMC 13.06.510 in that our site plan incorporates design features that are in conflict with two of the applicable standards contained therein:

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”

Our design has the building oriented with the main entrance facing to the north, and the drive through wrapping around the building in a counterclockwise direction with the order point on the west and the service window on the east. Standard 3 is violated in that we have the drive-through adjacent to the street frontage, and it violates standard 4 in that the drive-through window is oriented to the east (toward Steel St) and there is drive-through stacking between the building and Steel Street.

Chick-Fil-A’s design meets all other criteria listed in this code section:

1. The driveway on Steel Street does not connect directly to the drive-through
2. The Drive-Through stacking lane is located more than 150 feet from any bus stop or transit center
5. The Drive-Through stacking lane and service window is designed and screened from the view of adjacent properties with landscaping and structures (in fact, our design completely screens the stacking lane and service window from the designated pedestrian street)
6. Pedestrians do not have to cross a drive-through aisle
7. The design incorporates a single stacking lane, fully screened from public view
8. The Drive-through is not located within 100 feet of a light rail station or a streetcar station
9. The Driveway will be in compliance with Section 13.06.510

With respect to standard 3, we believe that while technically the drive through is not to the “rear” or “side” from the perspective of the street pedestrian, the design meets the spirit of this standard in that the topography of the site requires that the main entrance be on the north side of the building. Pedestrians approaching this building will see that the vehicle areas associated with the drive through are mostly to the rear and side (from the northern vantage point).

With respect to standard 4, we cannot but acknowledge that our design does not meet the letter of the standard but we have taken great pains to minimize the visual and eliminate any physical interaction with pedestrians along Steel Street by completely shielding the vehicle areas (stacking lane and service window) from the dedicated pedestrian street with landscaping and architectural features.

Provided below are our responses to the specific variance criteria provided for in section 13.06.645.B.6:

- 1) Reasonable alternatives are to be provided to said standards which are in the spirit and intent of this chapter; or

- 2) Strict enforcement of the standards would cause undue or unnecessary hardship due to the unique character or use of the property.

The parcel upon which Chick-Fil-a proposes to construct their new restaurant is approximately 27,690 sf (.64 acres). However, approximately 7,000 sf are behind a large keystone wall, 12-18' high leaving the practical buildable area significantly smaller. Also, access to the parcel is by an existing driveway off of Steel Street. Preliminary discussions with planning and traffic officials with the City revealed that the city would not entertain any new or modified driveways onto the parcel. Any layout that meets the city's requirement that the drive thru operation remain entirely on the western side of the building would require a new curb cut at the southern end of the parcel and such a drive-through stacking layout would inevitably involve inherent conflict with dine-in customers parking their vehicles in the lot.

Also, the site grade is significantly higher than the adjacent public sidewalk, especially at the southern end of the parcel. The street and sidewalk slope downward as one travels southerly, such that immediate pedestrian access to the store from the sidewalk would require a number of steps or significant grading to drop the building pad down to the sidewalk level. Dropping the entire site would require re-building the existing retaining walls on the south and west or further restricting the buildable pad with a second wall further in, and would be cost-prohibitive.

If this variance is granted, the resulting site layout and traffic circulation within the parcel will meet all other criteria listed in this code section and will not result in overcrowding or diminish space between structures so as to present a fire hazard, and will not adversely impact privacy or recreation in any way.

We believe that our design is especially visually attractive and is in no way less environmentally sensitive than if the variance is not granted. In fact, the topography of the proposed site provides a unique opportunity to meet the city's intent with respect to the design standard and not impact the environment negatively. Chick-Fil-A understands that it is the City's intent to enhance pedestrians' experience by minimizing their visual and physical interaction with vehicular traffic while along designated pedestrian streets. Chick-Fil-A has therefore, created a design intended to shield the drive-thru operation entirely from pedestrians as they walk past the building with landscaping and architectural features. As one can see from the 3D renderings and Drive-Thru Sections provided with this application, the drive through service window and stacking lane is entirely shielded from the average person walking along the parcel on the near (west sidewalk) of Steel street. Sections 1 and 2, page 4 of the renderings document show the viewing angle from a person with an eye level of 5'6" standing on the sidewalk immediately adjacent to the building on Steel Street¹. Furthermore,

¹ This is 1.6" higher than the average adult male eye height, and over 5" higher than the average adult female. According to the US Department of Health and Human Services, Centers for Disease Control and Prevention, the average adult male, 20 years and over, for all races and ethnicities, is 5' 9" with an average eye height of 64.4." Source: "Anthropometric Reference Data for Children and Adults: United States, 2007-2010." *Vital and Health Statistics*, 11:252, October 2012, available online at: http://www.cdc.gov/nchs/data/series/sr_11/sr11_252.pdf. Eye Height data extrapolated by Ergotron, and published online at: http://www.ergotron.com/Portals/0/literature/whitePapers/english/ergonomics_arms_data.pdf (both sites last accessed on 6/25/2013)

the drive-through operation will not be conspicuous for anyone not looking for it, whether on foot, in private vehicles, or aboard public transportation.

ITEM 1. TMC 13.06.300.F establishes a maximum setback standard of 20 feet for at least 50% of the building's façade. The CFA design does not appear to meet this standard.

Part of the architectural intent of the proposed design was to be sensitive to this standard. The exterior wall supporting the overhead trellis covering the drive thru uses the identical building materials as the exterior wall of the building proper. The intent is to "project" the building to as close to the public right of way as possible and to give the impression, if not in reality, that the vehicles would be driving *through* the building rather than around it and that the building would appear to be nestled up against the public right of way. Please note that the entirety of that portion of the wall supporting the trellis is within the 20' set back and represents 34' 8" of the 53' width (fascia) of the building (65%). Also, since our first submission, we have modified the wall materials to include more of the cultured stone to match the main building material to further reinforce the architectural intent. Please see the revised color elevations we have attached to this letter.

If it is determined that this design does not meet the letter or intent of the standard, then a variance for this standard is also requested. If the parking variance is granted, then we believe that all of the criteria of TMC 13.06.645.B.1 are met. To wit:

Criteria 1. Are there unique conditions on the site such as size, shape, slope, topography or other conditions that make it difficult to meet the City's regulations? Regulations exist for many reasons: to ensure that land is not overcrowded, to maintain space between structures so as to prevent fire hazards, to ensure space for privacy and recreation. If a variance to the regulations is granted, how will you ensure that the regulatory goals are still met?

Yes. The parcel upon which Chick-Fil-a proposes to construct their new restaurant is approximately 27,690 sf (.64 acres). However, approximately 7,000 sf are behind a large keystone wall, 12-18' high leaving the practical buildable area significantly smaller. Also, access to the parcel is by an existing driveway off of Steel Street. Preliminary discussions with planning and traffic officials with the City revealed that the city would not entertain any new or modified driveways onto the parcel. Any layout that meets the city's requirement that the drive thru operation remain entirely on the western side of the building would require a new curb cut at the southern end of the parcel and such a drive-through stacking layout would inevitably involve inherent conflict with dine-in customers parking their vehicles in the lot.

Also, the site grade is significantly higher than the adjacent public sidewalk, especially at the southern end of the parcel. The street and sidewalk slope downward as one travels southerly, such that immediate pedestrian access to the store from the sidewalk would require a number of steps or significant grading to drop the building pad down to the sidewalk level. Dropping the entire site would require re-building the existing retaining walls on the south and west or further restricting the buildable pad with a second wall further in, and would be cost-prohibitive.

If this variance is granted, the resulting site layout and traffic circulation within the parcel will not adversely impact privacy or recreation in any way.

Criteria 2. Are there neighbors who have been granted variances for similar projects?

Would your project be less environmentally sensitive and/or visually attractive if a variance could not be granted? If no, please explain.

We believe that our design is especially visually attractive and is in no way less environmentally sensitive than if the variance is not granted. In fact, the topography of the proposed site provides a unique opportunity to meet the city's intent with respect to the design standard and not impact the environment negatively. Chick-Fil-A understands that it is the City's intent to enhance pedestrians' experience by minimizing their visual and physical interaction with vehicular traffic while along designated pedestrian streets. Chick-Fil-A has therefore, created a design intended to shield the drive-thru operation entirely from pedestrians as they walk past the building with landscaping and architectural features. As one can see from the 3D renderings and Drive-Thru Sections provided with this application, the drive through service window and stacking lane is entirely shielded from the average person walking along the parcel on the near (west sidewalk) of Steel street. Sections 1 and 2, page 4 of the renderings document show the viewing angle from a person with an eye level of 5'6" standing on the sidewalk immediately adjacent to the building on Steel Street². Furthermore, the drive-through operation will not be conspicuous for anyone not looking for it, whether on foot, in private vehicles, or aboard public transportation.

Criteria 3. Would the project be in harmony with Tacoma's community vision, goals and policies?

Have you talked to your neighbors about the project? How do they feel about it? How will you ensure that their rights to open space, privacy and safety are maintained?

Chick-Fil-A's design is subject to the approval of the adjacent tenant, Ashley furniture, as they are co-tenants with the existing landlord.

Chick-Fil-A's has proposed an attractive design that is entirely consistent with Tacoma's community vision, goals, and policies.

Criteria 4. Please explain how the project would be beneficial to the general public.

Chick-fil-A is a family-owned and family-led company dedicated to serving the communities in which we operate. From the day Truett Cathy started the company, he began applying biblically-based principles to managing his business. For example, we believe that we are stronger because of such principles as closing on Sundays, going the extra mile in service, treating others as we want to be treated, and devoting a percentage of profits back to our communities. Those same principles have been applied throughout the history of Chick-fil-A and still apply today.

² This is 1.6" higher than the average adult male eye height, and over 5" higher than the average adult female. According to the US Department of Health and Human Services, Centers for Disease Control and Prevention, the average adult male, 20 years and over, for all races and ethnicities, is 5' 9" with an average eye height of 64.4." Source: "Anthropometric Reference Data for Children and Adults: United States, 2007-2010." *Vital and Health Statistics*, 11:252, October 2012, available online at: http://www.cdc.gov/nchs/data/series/sr_11/sr11_252.pdf. Eye Height data extrapolated by Ergotron, and published online at: http://www.ergotron.com/Portals/0/literature/whitePapers/english/ergonomics_arms_data.pdf (both sites last accessed on 6/25/2013)

In Chick-fil-A, we have a foundational commitment to service – service to our customers, service to our Owner/Operators and their team members, and service to our communities. This begins in the restaurant—one customer at a time. We firmly believe in treating every person who comes through our doors with honor, dignity, and respect. We teach it to everyone who comes to work at Chick-fil-A, and it’s something that they take with them throughout their careers – whether they choose to stay with Chick-fil-A or go on to other promising careers. We also make a commitment to taking care of the people who take care of our communities. For example, by giving sandwiches to first responders in times of crisis, we honor the commitment they make to serve all of us. And our philanthropic giving reinforces that commitment to service by helping children and families in need. This is what makes us who we are.

Chick-fil-A is dedicated to serving others, and each locally owned and operated Chick-fil-A restaurant is focused on the community it serves. Over the past three years alone, in cities and towns across America, Chick-fil-A has given more than \$68 million in contributions to over 700 different educational and charitable organizations and has provided millions of dollars in food donations.

Chick-fil-A’s commitment to giving back was established by our founder, Truett Cathy, whose example continues to guide our company today. As he expressed many times over the years: “Nearly every moment of every day we have the opportunity to give something to someone else – our time, our love, our resources. I have always found more joy in giving when I did not expect anything in return.” This value is at the core of everything we do.

Chick-fil-A focuses its giving in three key areas:

1. Creating educational opportunities for our Team Members and youth across America

Restaurant Team Member College Scholarships – We donate \$1.6 million each year to help Chick-fil-A team members attend the college of their choice. Over the life of the program, we have donated more than \$30 million towards this purpose, helping more than 30,000 team members attend more than 500 different colleges and universities.

A Commitment to Higher Education – In 2009-2011, we donated more than \$7 million toward scholarships and educational development to various colleges and universities across the nation.

Supporting Higher Education Through the Chick-fil-A Bowl – Our sponsored bowl games hold the record among all college bowl games in charitable and scholarship contributions with more than \$1.25 million in 2011, and a 10-year total of more than \$13 million. These donations support scholarships, foster care through WinShape Homes, Lighthouse for the Blind, and academic coaches through Play It Smart.

Supporting Youth Education Programs – Chick-fil-A underwrites financial literacy programs, such as Junior Achievement, that benefit middle school students. In 2011, Chick-fil-A formed the S. Truett Cathy Foundation to promote character education and literacy in the inner city. That foundation gave \$600,000 in 2012 to Junior Achievement.

2. Food donations for those serving or in need

Donating Food for Those in Need - Each year, Chick-fil-A and its Owner/Operators give thousands of sandwiches to organizations treating sick/special needs children, such as the Children's Hospital of Atlanta, Camp Hope, Nathaniel's Hope in Florida and the East Tennessee Children's hospital.

Providing Disaster Relief – Recent examples include giving a combined 12,200 sandwiches to victims and relief workers impacted by the 2012 Colorado wildfires and the massive tornadoes that ripped through the Midwest and South in 2011 and 2012.

Military Appreciation -- In Southern California, 42 local Chick-fil-A restaurants support Military Appreciation Night, feeding 13,500 military personnel and their families in 2012. Chick-fil-A also has an ongoing partnership with USO in Atlanta Hartsfield-Jackson International Airport in which 36,000 free sandwich coupons have been given to military personnel since 2006. In addition, Chick-fil-A is a corporate sponsor for the PGA TOUR Charities, Inc., Birdies for the Brave/Patriots' Outpost initiative, which provides hospitality and recognition for military personnel and their families at PGA TOUR tournaments. Since 2010, more than 80 Chick-fil-A restaurants have served 35,000 Chick-fil-A Sandwiches at 23 PGA TOUR events.

3. Developing youth and family/marriage enrichment programs and supporting our communities

Meeting Local Needs – In addition to food donations, local Chick-fil-A Owner/Operators stage "Spirit Nights", donating a portion of sales to local community needs such as new band uniforms or support for families of fallen police officers. These efforts add up to an estimated \$10 million or more annually.

Investing in Our Youth – In the past three years, we have given \$1.44 million (\$480,000 per year) to support sports programs for disadvantaged youth in Atlanta, administered by the Fellowship of Christian Athletes.

Supporting Organizations That Serve Others – In the last three years, Chick-fil-A has donated a total of \$1 million to the Grady Hospital Burn Center in Atlanta.

Supporting A Variety of Community Organizations – A total of more than \$500,000 also was donated in 2009-2011 to such organizations as the United Way, Salvation Army, Hosea Feed the Hungry and Homeless, Jerusalem House, East Lake Community Foundation, Atlanta Legal Aid Foundation, the Carter Center, Shepherd Center Foundation, Care for AIDS in Kenya, and Southwest Christian Care hospice.

WinShape Camps – In 2009-2011, WinShape invested \$13.5 million in day camps and overnight camps for thousands of boys and girls. In 2012 alone, for example, these camps hosted 16,500 girls and boys.

WinShape Marriage – Chick-fil-A supports programs and marriage retreats to help strengthen and enrich marriages. More than 4,000 couples annually benefit from these programs, including military personnel and sports coaches who received scholarships.

WinShape Homes – Chick-fil-A donates \$3 million per year to operate 12 foster homes. This program was established in 1987.

By making financial investments in these educational and charitable organizations, we aspire to have a positive impact in our society and the communities in which we operate.

Criteria 5. Is the intent of your variance request to prevent cost increases? Is the intent of your variance request to allow the project to follow a standardized corporate design?

While the proposed design does incorporate a number of standardized branding elements of the national chain (signage, building materials, standardized kitchen layout) the only intent of these variances is to retain drive through service (a core corporate competency and essential element of the national brand) and still provide for enough parking on the parcel to meet our customer's needs and expectations. The unique topographical features of this parcel have required us to highly customize our prototypical design such that the only costs we've sought to prevent are those involved with cutting into the existing hillside (removing and replacing the existing keystone retaining wall with an even taller, more substantial version). However, even if we were able to cut into the hillside and expand the buildable area to the western and southern property lines, there is not sufficient space to incorporate a drive through stacking design that meets all nine of the design criteria for drive-throughs in Mixed-Use centers.

ITEM 2. TMC13.06.501.J establishes required transparency (windows) for building façades facing a public street. This standard does not appear to be met on the eastern (drive-thru) façade, and needs to be demonstrated on the northern (entrance) façade.

ITEM 3. TMC13.06.501.L sets forth pedestrian standards, one of which is that the primary customer entrance must be directly accessed from, and within 20 feet of, the pedestrian street. This standard does not appear to be met.

In order for a variance to be granted, the director or hearing examiner must find that at least one of the five criteria set forth in TMC 13.06.645.B.4 must be met:

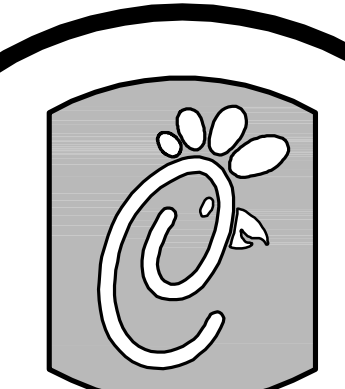
- 1) Unusual shape of a parcel established prior to 2002 creates practical difficulties in achieving compliance with the design standard sought to be varied.
- 2) Preservation of a critical area, unique natural feature, or historic building and/or feature creates practical difficulties in achieving compliance with the design standard sought to be varied.
- 3) Widely varied topography of the building site creates practical difficulties in achieving compliance with the design standard sought to be varied.
- 4) Documentation of a pending public action, such as a street widening, creates practical difficulties in achieving compliance with the design standard sought to be varied.
- 5) A proposed alternative design that departs from a requirement that can be demonstrated to provide equal or superior results to the requirement from which relief is sought in terms of quantity, quality, location, and function.

We believe that with respect to ITEM 3 (Primary Entrance within 20' of pedestrian street) this project qualifies under criterion (1) and criterion (3) in that the unusual shape of the parcel and topography of the building site make it impracticable to locate the primary customer entrance within 20 feet of the pedestrian street, since these circumstances also make it impracticable to locate the drive through to the rear and/or side of the parcel. Locating the drive-thru between the building and right-of-way necessarily pushes the closest possible entrance at least the width of the driveway further away from the right of way, and the slope between the building site and the side walk further add to this distance. This slope, incidentally, also makes a shorter pedestrian access much less practicable, as it would require

stairs up the slope or a very long pedestrian ramp, and then the pedestrians would be encountering vehicles in the drive through exit aisle (a circumstance our design intends to minimize).

With respect to ITEM 2 (Transparency) we believe that criteria (1) and (3) also apply in that these circumstances (shape and topography) are what necessitated orienting the building such that the drive thru delivery window is oriented to the pedestrian street. Our design intentionally screens this portion of the building.

Furthermore, we believe criterion (5) (alternative design) now applies in that we have placed copious amounts of store front windows looking into the dining room along the façade that incorporates the main entrance which does present an attractive and inviting approach for pedestrians.



5200 Buffington Rd.
Atlanta Georgia,
30349-2998

Revisions:

Mark	Date	By
△ 11-15-12		
△ 12-11-12		
△ 01-16-13		
△ 02-04-13		
△ 02-12-13		
△ 02-14-13		
△ 02-19-13		
△ 03-09-13		
△ 03-13-13		
△ 03-22-13		
△ 04-04-13		
△ 04-23-13		
△ 06-21-13		

Seal

C · R · H · O

Architecture Interior Planning
195 South "C" Street 200
Tustin, California 92780
714 832-1834
FAX 832-1910

STORE Name

STEELE ST. &
S. 38TH ST.
TACOMA, WA

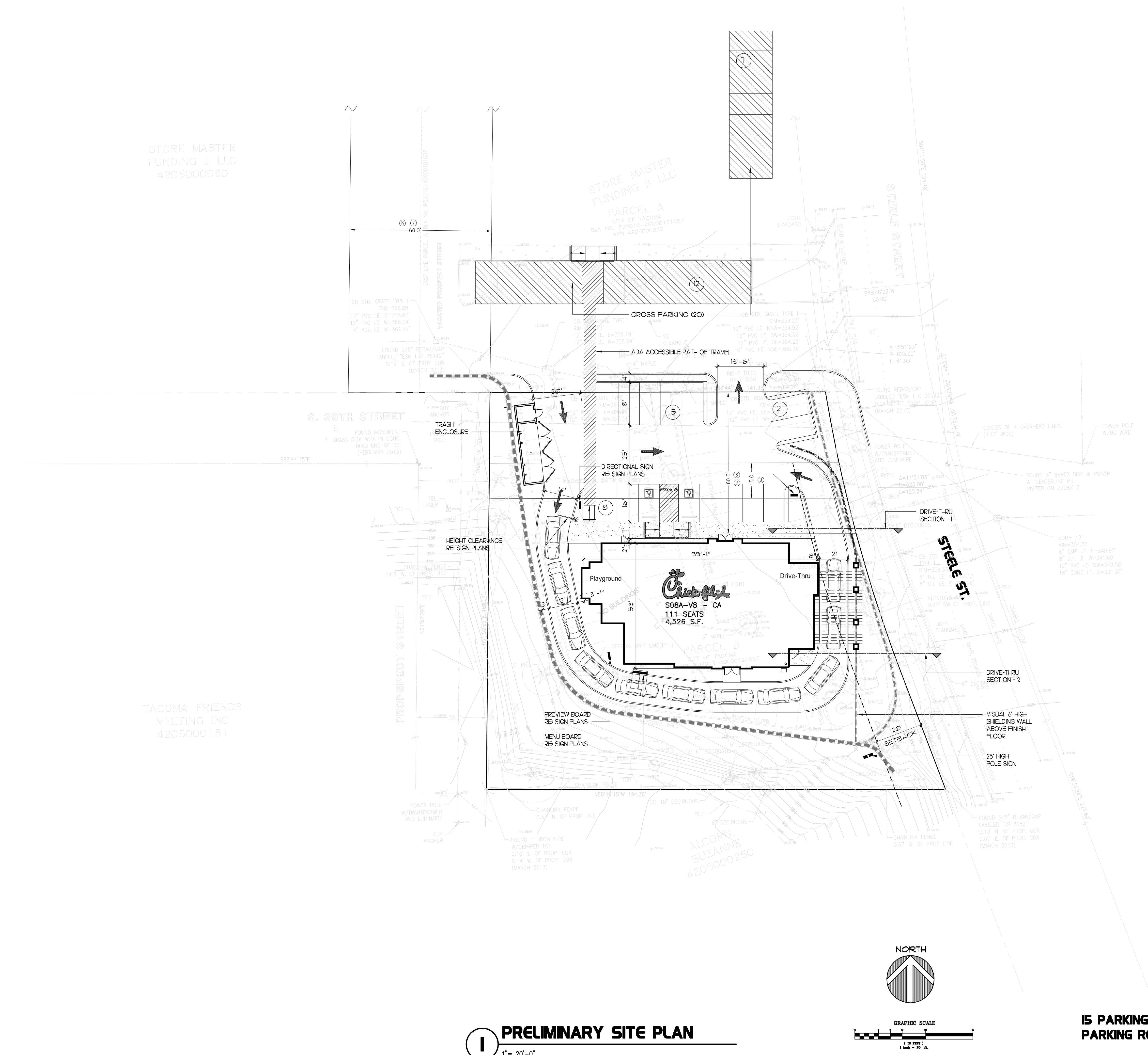
SHEET TITLE
PRELIMINARY
SITE PLAN

VERSION: 7
ISSUE DATE: 10-2011

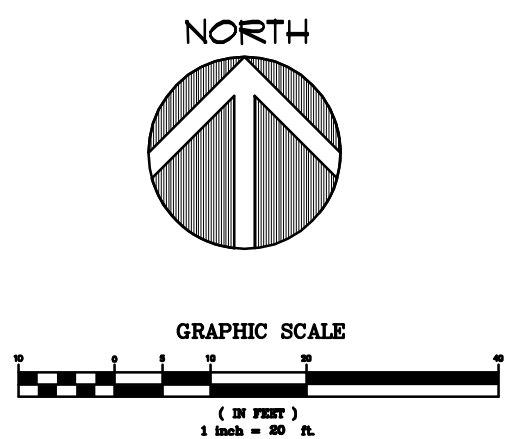
Job No. : 12-230
Store : 3318
Date : 5-29-13
Drawn By : ---
Checked By: ---

Sheet

PSP-17



I PRELIMINARY SITE PLAN
1" = 20'-0"



**15 PARKING SPACES TOTAL
PARKING REQUIRED 4.2 SPACES/ 1000 S.F. = 19**

STORE MASTER
FUNDING II LLC
4205000060

STORE MASTER
FUNDING II LLC
PARCEL A
CITY OF TACOMA
BLA NO. P02012-40000181557
APN 4205000070

TACOMA FRIENDS
MEETING INC
4205000181

ALCORN
SUZANNA
4205000250

I:\Chick-File\A12-Jobs\12-230 Steele St. & S. 38th St., Tacoma, WA\Graphics\20 Custom Design\20.2 Schematic Design\12230 Preliminary Site PSP-17.dwg, 6/24/2013 5:12:58 PM, Ashley



WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

NO.	DATE	REVISIONS	REMARKS
1			
2			
3			
4			
5			



PRELIMINARY ELEVATIONS
Tacoma, WA

Note:
All roof top mechanical equipment shall be located in equipment well and screened from view by parapet walls.

COLOR AND MATERIAL LEGEND

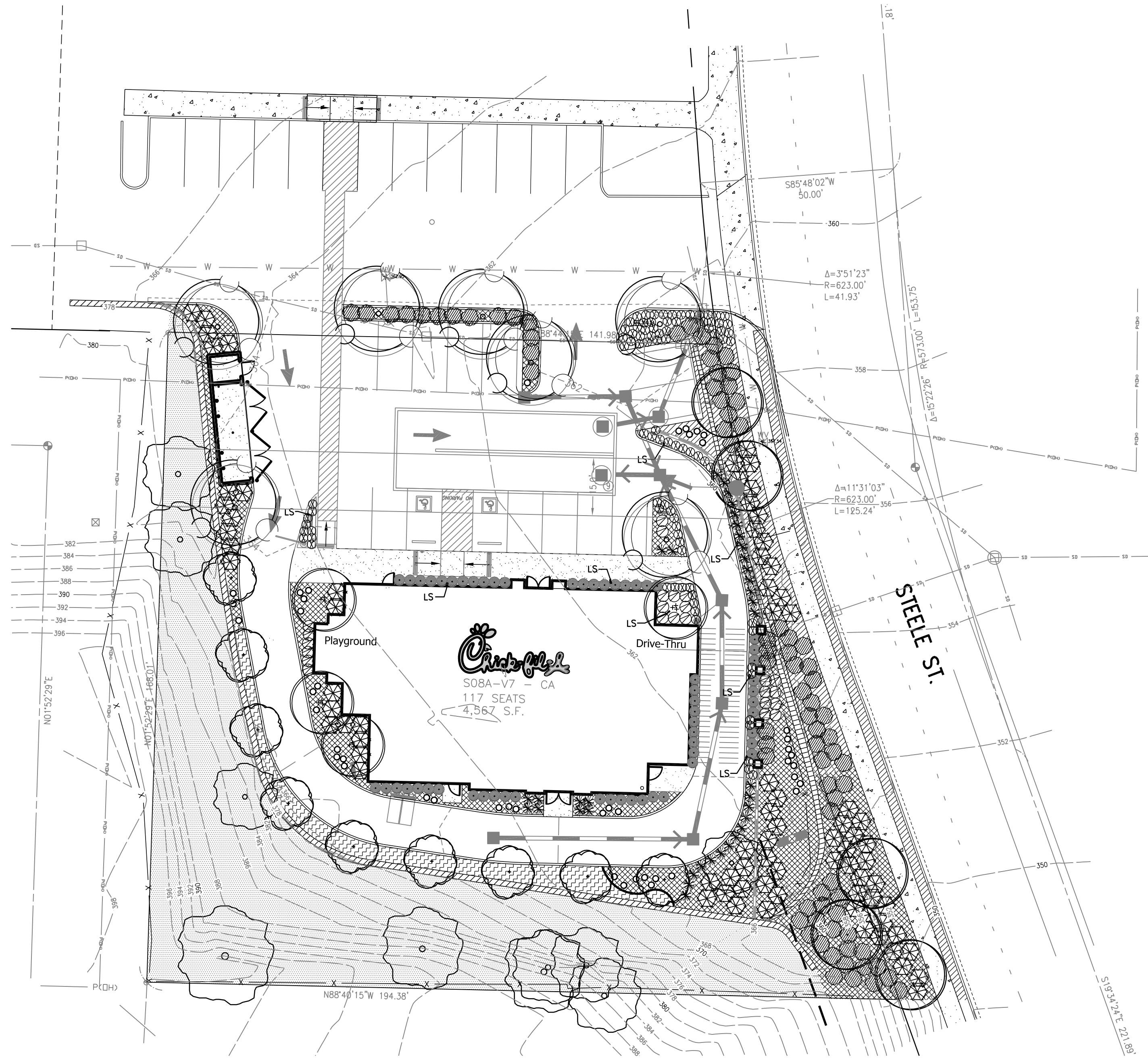
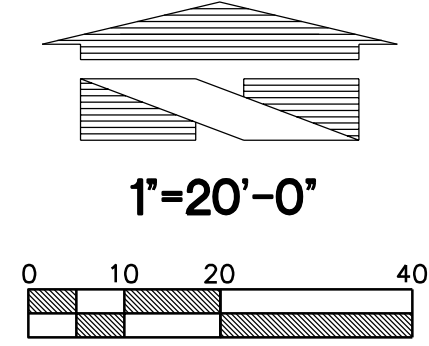
101	Paint - Sherwin Williams - #SW7565 "Oyster Bar"
102	Paint - Sherwin Williams - #SW7549 "Studio Taupe"
103	Paint - Sherwin Williams - #SW2823 "Rookwood Clay"
104	Paint - Sumter Coatings - Satin Shield Enamel "Black Matte"
105	Stone Veneer - Coronado Stone Pro-ledge "Crossroads"



C · R · H · O
Architecture Interiors Planning
195 South "C" Street Suite 200
Tustin, California 92780
714 832 1834
FAX 714 832 1910

PRELIMINARY LANDSCAPE PLAN

FOR
CHICK-FIL-A
CITY OF TACOMA, PIERCE COUNTY, WASHINGTON



LANDSCAPE PLANT MATERIAL LEGEND

SYMBOL	BOTANICAL / COMMON NAMES	SIZE CONDITION	SPACING	QUANTITY	REMARKS
TREES:					
	MAGNOLIA 'BUTTERFLY' / BUTTERFLY MAGNOLIA (STREET TREE)	2" CAL. (DBH) B & B	AS SHOWN	5	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN FOR STREET TREE USE, BRANCHED AT 6'
	AMELANCHIER GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	2" CAL. (DBH) B & B	AS SHOWN	4	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, MULTI TRUNK
	POPULUS TREMULA 'ERECTA' / SWEDISH COLUMNAR ASPEN	1.5" CAL. (DBH) B & B	AS SHOWN	9	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN, BRANCHED AT 4', UN-CUT LEADER
	ZELKOVA SERRATA 'MUSASHINO' / MUSASHINO ZELKOVA	2" CAL. (DBH) B & B	AS SHOWN	7	STAKE & GUY ONE GROWING SEASON; NURSERY GROWN FOR STREET TREE USE, BRANCHED AT 6'
	EXISTING TREE			11	TO REMAIN, SAVE, AND PROTECT
SHRUBS:					
	CALAMAGROSITS ACUTIFLORA 'KARL FORESTER' / KARL FORESTER FEATHER REED GRASS	1 GALLON	3' O.C.	37	FULL
	COTONEASTER HORIZONTALIA / ROCK COTONEASTER	1 GALLON	36" O.C.	AS REQ'D	FULL AND BUSHY
	KNIPHOFIA HYBRIDS 'NANCY'S RED' / NANCY'S RED RED-HOT POKER	1 GALLON	2' O.C.	45	FULL
	MAHONIA AQUIFOLIUM / OREGON GRAPE	21" - 24"	4' O.C.	81	3 CANES MINIMUM, FULL AND BUSHY
	NANDINA DOMESTICA 'COMPACTA' / COMPACT HEAVENLY BAMBOO	21" - 24"	2.5' O.C.	59	MATCHED HEIGHT AND FORM, 3 CANES MINIMUM, FULL AND BUSHY
	ROSA RUGOSA / RAMANUS ROSE	21" - 24"	4' O.C.	80	FULL AND BUSHY
	RUDBECKIA FULGIDA / BLACK-EYED SUSAN	1 GALLON	2' O.C.	89	FULL AND BUSHY
	VIBURNUM DAVIDII / DAVID'S VIBURNUM	18" - 21"	3' O.C.	24	MATCHED HEIGHT AND FORM, FULL AND BUSHY
GROUNDCOVERS:					
	ARCTOSTAPHYLOS UVA-URSI / KINNICKINICK	4" POT	12" O.C.	AS REQ'D	HOLD 16" FROM BORDERS, SHRUBS, AND TREES
	FRAGRARIA CHILOENSIS / BEACH STRAWBERRY	4" POT	12" O.C.	AS REQ'D	HOLD 16" FROM BORDERS, SHRUBS, AND TREES
	LIRIOPE SPICATA / CREEPING LILY TURF	4" POT	12" O.C.	AS REQ'D	HOLD 16" FROM BORDERS, SHRUBS, AND TREES
	EXISTING LANDSCAPE / VEGETATION				TO REMAIN, SAVE, AND PROTECT

...EXISTING
 Existing trees on site prior to improvements 25 (5 street trees, 12 site trees, and 8 slope trees)
 Existing trees removed for improvements 15 (5 street trees, 10 site trees)
 Existing trees remaining on site after improvements 10 (1 street tree, 1 site tree, and 8 on slope)

...PROPOSED
 Street tree 5 (1 existing and 4 proposed)
 Site trees 21 (1 existing, 7 parking lot, 9 buffer, and 4 building)
 Slope 8 (8 existing)
 TOTAL 34 (10 existing and 24 proposed)

Title: PRELIMINARY LANDSCAPE PLAN

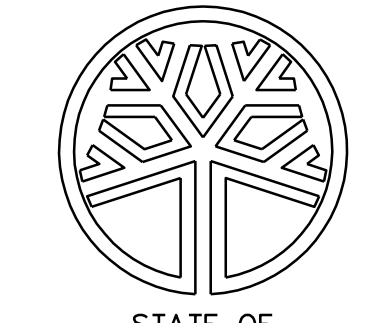
For: CHICK-FIL-A
5200 BUFFINGTON RD
ATLANTA, GEORGIA

Scale: Horizontal 1"=20'-0"
Vertical N/A

Designed AMS
Drawn AMS
Checked CL
Approved HG
Date 05/20/13

18215 72ND AVENUE SOUTH
KENT, WA 98032
(425)251-6222
(425)251-8782 FAX
CIVIL ENGINEERING, LAND PLANNING,
SURVEYING, ENVIRONMENTAL SERVICES

Job Number
16319
Sheet
L1 of **1**



STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT

ARTHUR M. SEIDEL
CERTIFICATE NO. 708
(VALID ONLY WITH SIGNATURE)
EXPIRES: 12/15/14