

# BRAND

## **Incomplete Application Response**

25-106682-PLN | 1805 Oxford Street SE

This letter shall serve as the applicant's response to an incomplete application notice received on April 18<sup>th</sup>, 2025. This response is organized by item in the same order as the incomplete letter.

### Item 1: Class 2 Driveway Approach Permit

**Applicant's Response:** *This item has been broken out below and responses are provided under those items within this response.*

### Item 2: Easements

**Applicant's Response:** *The plans have been updated to show the existing public sanitary sewer main located on the property. This item is resolved.*

### Item 3: Floodplain Development

**Applicant's Response:** *The floodplain boundary has been added to the plans. The applicant is aware that a Floodplain Development Permit will be required at the time of building permit. This item is resolved.*

### Item 4: Street Trees Required

**Applicant's Response:** *Applicant understands that street trees to the maximum extent feasible will be required where there are no conflicts with the PWDS spacing requirements to existing infrastructure. This can be a condition of approval. This item is resolved.*

### Item 5: Stormwater Management Report

**Applicant's Response:** *The applicant's engineer has been working with City engineering on the stormwater design exceptions for the GSI and understands that final stormwater design will be worked out at the time of building permit. This can be a condition of approval. This item is resolved.*

### Item 6: Pedestrian Connections

**Applicant's Response:** The site has existing pedestrian connections to most of the buildings on the site. One building was not connected and the applicant is proposing a stripped pedestrian connection to connect this building to the existing pedestrian connections at the large building on the site; therefore, this building is now connected for pedestrian circulation in the safest location on the site where large vehicles are not maneuvering for loading and unloading. The applicant is seeking an adjustment to only provide striping and not concrete as concrete is less visible than striping and wheel stops are no longer permitted by the fire department. Additionally, allowing the applicant to stripe the existing asphalt and not tear it out to pour concrete is more eco-friendly, aligning with the goals of the city. With the additional adjustment, this item is resolved.

Item 7: Driveway to New Loading Dock

**Applicant's Response:** Driveway approach has been widened to meet the minimum requirement of 22 feet. Updated plans have been provided demonstrating how this driveway will operate and how vehicles will enter and exit the loading area inside of the building. Additionally, the sidewalk had to drop to curbline at this location due to grade.

Item 8: Driveways at Terminus of Lewis and Howard

**Applicant's Response:**

Terminus of Lewis: This approach is proposed to be re-done with the improvements to Lewis Street and will be gated for fire access only. The proposed width is 20 feet as it is for fire access only and not for two-way vehicle traffic.

Terminus of Howard: The existing "approach" at this location is not in use by the site. Additionally, there is no work proposed at the terminus of Howard Street and no work proposed within the vicinity of this existing "access". A locked gate exists to keep people from assuming the road goes through and will remain in place to ensure site safety.

Item 9: Driveway onto Oxford for Stormwater Facility

**Applicant's Response:** This driveway approach is to serve as a maintenance road for the GSI facility and the cooling system for the new addition. The applicant has revised their plans after discussions with the city, adding a paved approach and a locked gate.

## Item 10: Vision Clearance Obstructions

**Applicant's Response:** *The vision clearance code section should be updated to include alternative methods of measuring when measuring from the property line doesn't make sense when vehicles are waiting within public right-of-way prior to entering the street. A local street meeting the city standard has 15-feet of right of way before entering the street. Measuring vision clearance areas on private property when there is 15 feet of right-of-way and vehicles pulling out onto the street are waiting within that right-of-way, does not make sense. Measuring the 10'x50' vision clearance triangle behind the curblane sidewalk (where a vehicle would be waiting if there were pedestrians), there are no obstructions. Additionally, this is a dead-end street with the only other vehicle potential being to access two businesses, a fabrication business and a construction business, to the north. Measuring the vision clearance triangle in the real location of where a vehicle would be waiting to enter the street, and the low usage of this dead-end street, there are no vision clearance obstructions.*

### **Additional note regarding private property tree removals:**

The applicant originally requested the removal of three trees, two being significant, requiring a tree variance application. With changes to the sidewalk location requested by staff along Oxford and the GSI facility, three additional trees will need to be removed: a 10-inch cherry, a 12-inch cherry, and a 25-inch fir. None of these meet the definition of a significant tree, and in total the site would be removing 15 percent ( $6 / 39 = .15384$ ) of the trees located on the site. An additional variance request should not be necessary since the applicant is not removing more than 15 percent of the trees located on the property, and since the additional trees are not significant.