

# WRITTEN STATEMENT

## Type III Site Plan Review and Class II Driveway Access Permit

### Site Plan Review, SRC CH.220

The Criteria for a Type III site plan review are provided in SRC 220.005.(f)(3), and are addressed as follows:

*Class 3 site plan review.* An application for Class 3 site plan review shall be granted if:

*(A) The application meets all applicable standards of the UDC;*

Applicants Response: Refer the “Summary Table” on the site plan. This shows all the applicable standards of the UDC followed by the proposed values that illustrate how all the standards are met. Therefore, this standard has been met.

*(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;*

Applicants Response: As shown in the TIA, there is sufficient sight distance for the proposed driveways, the driveways meet the spacing in the UDC, and the existing system transportation system has capacity, and there are no negative impacts to the transportation system

*(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and*

Applicants Response: The parking areas and driveways are designed to provide for convenient and proximate access to all four buildings. The access locations also provide pedestrian access to the public ROW, and per the TIA have sufficient sight distance. The internal driveways provide circulation access for vehicles and bicycles to the main entries of the buildings. Parking spaces are located adjacent to each building, which eliminates the need to cross driveways and parking aisles; and then in rows that extend perpendicular to the buildings to provide for safe, convenient and efficient pedestrian access to the buildings. The parking spaces, aisles, and driveways are designed to meet or exceed Code requirements for length and width. Bicycle parking is provided for each building as required by the Code. Based on these factors the design of the parking areas and driveways will facilitate the safe and efficient movement of vehicles, bicycles and pedestrians.

*(D) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.*

Applicants Response: All required City services and utilities are available at adequate levels to serve the proposed development. The site is within a fully serviced part of the city and all

necessary services are available and of sufficient size to service the site and can be provided. The developer will install the required utilities on the site.

Because the site design conforms to the Code standards that apply to the type of development that is planned, because the site is served by streets in the appropriate Transportation System Plan classifications, because improvement requirements will provide for the safe, orderly and efficient movement of vehicles, bicycles and pedestrians and avoid negative impacts to the transportation system, because the parking areas and driveways have been designed to facilitate safe and efficient movement of traffic through the site; and because the development will be adequately served by City utilities and facilities, the criteria for a Type III site plan review and Class II Driveway Permit are satisfied.

The applicable development standards of SRC 804 – Driveway Approaches include the following:

#### **804.025 Class 2 Driveway Approach Permit**

*d) Criteria. A Class 2 driveway approach permit shall be granted if:*

*(1) The proposed driveway approach meets the standards of this chapter and the Public Works Design Standards;*

Applicants Response: The proposed driveway approaches off of Truax Drive are in accordance with the UDC and the TIA and proposed to be constructed per Public Works Design Standards. This can be confirmed during construction plan review.

*(2) No site conditions prevent placing the driveway approach in the required location;*

Applicants Response: As shown in the TIA, there aren't any site conditions preventing placing the driveway approaches in the required locations.

*(3) The number of driveway approaches onto an arterial are minimized;*

Applicants Response: The applicant isn't proposing driveways on to arterials, therefore they are minimized.

*(4) The proposed driveway approach, where possible:*

*(A) Is shared with an adjacent property; or*

*(B) Takes access from the lowest classification of street abutting the property;*

Applicants Response: The applicant is proposing access off of Truax Drive which is a lower classification street.

*(5) The proposed driveway approach meets vision clearance standards;*

Applicants Response: Per the TIA, the proposed driveways meet the vision clearance standards.

*(6) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;*

Applicants Response: Per the TIA, the proposed driveways do not create traffic hazard and provide safe movements and access.

*(7) The proposed driveway approach does not result in significant adverse impacts to the vicinity;*

Applicants Response: Per the TIA, the proposed driveways do not result in significant adverse impacts to the vicinity.

*(8) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and*

*(9) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.*

Applicants Response: Per the TIA, the proposed driveways meet UDC and do not affect streets or intersections. There isn't any residentially zoned property in the vicinity.