

Minor Modification to McDonalds Site Plan

PLANNING DEPARTMENT

Application Submitted: March 13, 2013
Notice of Decision: March 26, 2013



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Associate Planner

Proposal: Applicant requests a minor modification to the exterior of the McDonalds Building for renovation, a dual order drive up addition, and improvements to the interior site circulation and landscaping.

I. BACKGROUND

A. **Applicant:** McDonald's USA, LLC, successor by merger to Golden Arch LLP
One McDonald's Plaza
Oak Brook IL 60523

Contact: Teresa Cook 630-623-3000

Applicant's Representative:

Robert Yagusesky 425-658-5090
Core States Group
150 Lake St. S. Suite 212
Kirkland, WA 98027

Owner: Mike and Roxanne Kennedy
255 SW Hunziker St.
Tigard OR 97223

Contact: 503-598-9995

Owner Entity:

B. **Location:** 21335 SW Sherwood Blvd.

- C. Tax Lot: 2S130DD 02400
- D. Parcel Size: The subject property is a square lot .87 acres in size.
- E. Existing Development and Site Characteristics: The site under consideration contains an existing commercial building, McDonald's, a fast food restaurant and drive through lane. The restaurant building is 3,030 square feet with an associated play area, approximately 1,300 square feet. The site is on an independent tax lot but adjacent to and included in the larger retail center, *Marketplace at Sherwood*. McDonald's is adjacent to Key Bank on the northwest side, Kohl's site to the southwest, and adjacent to SW Sherwood Boulevard on the northeast.

This commercial plaza area has the main access onto SW Sherwood Blvd. with a signalized entrance intersecting SW Langer Drive. Another access point on SW Sherwood Blvd. provides a right-in only entrance between Key Bank and McDonalds.
- F. Site History: The site was originally part of a minor land partition (MLP 95-4.) The McDonald's site plan received approval at the time of the minor land partition (SP 95-07).
- G. Zoning Classification and Comprehensive Plan Designation: The zone is General Commercial(GC). Per § 16.30, the purpose of the GC zone is to provide for commercial uses which allow for restaurants and drive through restaurants.
- H. Adjacent Zoning and Land Use: The subject site is located on SW Sherwood Blvd.
- I. Review Type: Because this is a minor alteration to a prior approved plan, a minor modification is required. The modification requires a Type I review. An appeal would be heard by the Planning Commission.
- J. Agency Comments: Staff received comments from Kristen Leichner, Pride Disposal dated March 25, 2013 and marked as Exhibit B.

II. APPLICATION SUMMARY AND ANALYSIS OF CODE COMPLIANCE

The application requested a site plan minor modification to SP 95-07 to reconfigure the existing single order point drive through to a double order point side by side configuration, make exterior façade renovation and change the interior site circulation. With these changes, the applicant proposes to remove sixteen parking spaces, move the trash enclosures, install new ADA compliant sidewalk ramps and provide additional landscaping.

Development Code Criteria

Division II– Land Use and Development The applicable provisions of Division II include:

16.30 General Commercial

16.30.020 Permitted Uses-The following uses and their accessory uses are permitted outright.

B. General retail trade, including bakeries where product distribution is limited to retailing on the premises only.

FINDING: The applicant proposes a restaurant with drive through, a permitted use within the GC zone and thus meets this criterion. The proposed modification does not impact the use in any way.

Minor Modifications to Approved Site Plans

16.90.030.A.2.d. Minor Modification Approval Criteria.

The review authority shall approve, deny, or approve with conditions an application for minor modification based on written findings that the modification is in compliance with all applicable requirements of the Development Code and conditions of approval on the original decision, and the modification is not a major modification as above.

As addressed in detail below, the request complies with the applicable requirements of the Development Code, conditions of approval from the original decision and the modification is not considered a “major modification.”

The applicant meets the criterion for a minor modification because the changes do not require a major modification since the changes will not change the use, the density, floor area, access, height, open space, or a required condition.

FINDING: As discussed, this standard is met and other specific provisions of the Development Code will be discussed further within this report.

(1) A change in land use (i.e. residential to commercial, commercial to industrial, etc.);

FINDING: The proposed modification does not change the use of the property. The site will continue to be used for a permitted commercial use per the zoning designation and thus this criterion does not trigger a major modification.

(2) An increase in density by more than ten (10) percent, provided the resulting density does not exceed that allowed by the land use district;

The proposed modification does not increase density by over ten percent, as density is only applied to residential zoning.

FINDING: Based on the above discussion, this criterion does not trigger a major modification.

(3) A change in setbacks or lot coverage by more than 10 percent, provided the resulting setback or lot coverage does not exceed that allowed by the land use district;

The applicant is not changing the lot coverage or setbacks.

FINDING: As discussed above, this criterion does not trigger a major modification.

(4) A change in the type and/or location of access-ways, drives or parking areas negatively affecting off-site traffic or increasing Average Daily Trips (ADT) by more than 100;

There will not be any changes to the access-ways. There is access to the site via a private drive at the signalized intersection of SW Sherwood Blvd. and SW Langer Drive that will remain. However, the Transportation System Plan(2005) indicates that once a certain level of capacity occurs, the signal will be relocated to the intersection of SW 12th Street and SW Sherwood Blvd. When that occurs there will be a right in, right out drive at the Langer/Sherwood Blvd. intersection.

There is another right in only access to the commercial plaza at SW Sherwood Blvd. The applicant is proposing that a landscape barrier be more pronounced between the drive through exit lane that currently runs parallel to SW Sherwood Blvd. and right turn lane off SW Sherwood Blvd. This will improve circulation, as the drive through traffic will have a better demarcation and provide drivers with a distinct drive aisle as they enter the site as well as utilize the drive through. Other entrances to the site will remain the same and are located on the western boundary of the site.

The applicant proposes a reduction of sixteen parking spaces due to the addition of the drive through aisle and its reconfiguration through the existing parking area. The parking standards for a fast serve restaurant are 9.9 spaces per 1,000 feet, thus 30 spaces are required. With the reduction, the site will now contain thirty spaces, and thus meeting the minimum standard.

There are not any anticipated increases to the ADT by more than 100 and thus this criterion does not trigger a major modification.

The Engineering Department has concerns that the restaurant's supply truck (usually a semi) will not be able to negotiate the on-site turning movements necessary to locate the truck properly for unloading which would not be in conflict with customer travel lanes/parking stalls or creating a life/safety issue. The Engineering Department recommends as part of the McDonald's design layout would be a benefit from a review of the turning movement analysis using the restaurant's supply truck template, however.

FINDING: Based on the above discussion, the applicant meets this criterion.

(5) An increase in the floor area or height proposed for non-residential use by more than 10 percent;

FINDING: The applicant is not altering the floor area or height and therefore this criterion does not trigger a major modification.

(6) A reduction of more than 10 percent of the area reserved for common open space; or

FINDING: The use does not require open space and thus this criterion does not trigger a major modification.

(7) Change to a condition of approval that was specifically applied to this approval (i.e. not a standard condition," or a change similar to items (1)-(2) as determined by the Review Authority.

FINDING: The applicant is not proposing to change a specific condition of approval from the original decision. Although the design criterion was applied to this building, the

improvements do not negatively affect a specific condition of approval. Therefore, this criterion is not applicable.

IV. SITE PLAN REVIEW REQUIRED FINDINGS (SECTION 16.90)

A. The proposed development meets applicable zoning district standards and design standards in Division II, and all provisions of Divisions V, VI, VIII and IX.

The proposal is located in the general commercial zone. The site design standards will be discussed below and all other standards applicable to this minor modification to a site plan application as well. There are no Historic Resources on the site and it is not located in the Old Town Overlay.

The McDonald site received site plan approval in 1995. This is the first modification to the site plan that the applicant has submitted. The applicant proposes several exterior building changes as well as changes to the drive through aisles and parking lot configuration. The applicant proposes to add some landscaping. These changes are considered minor but do require review of the applicable code criterion as discussed further within this report.

FINDING: Based on the above discussion, the applicant meets this criterion.

G. The proposed office, retail multi-family institutional or mixed-use development is oriented to the pedestrian and bicycle, and to existing and planned transit facilities. Urban design standards shall include the following:

- 1. Primary, front entrances shall be located and oriented to the street, and have significant articulation and treatment, via facades, porticos, arcades, porches, portal, forecourt, or stoop to identify the entrance for pedestrians. Additional entrance/exit points for buildings, such as a postern, are allowed from secondary streets or parking areas.**
- 2. Buildings shall be located adjacent to and flush to the street, subject to landscape corridor and setback standards of the underlying zone.**
- 3. The architecture of buildings shall be oriented to the pedestrian and designed for the long term and be adaptable to other uses. Aluminum, vinyl, and T-111 siding shall be prohibited. Street facing elevations shall have windows, transparent fenestration, and divisions to break up the mass of any window. Roll up and sliding doors are acceptable. Awnings that provide a minimum 3 feet of shelter from rain shall be installed unless other architectural elements are provided for similar protection, such as an arcade.**

The building was approved in 1995. The main building under consideration sets back from SW Sherwood Blvd, and is not oriented to the street, making the building non-conforming to the existing standards. The applicant is adding sidewalk from the street to the entrance and improving the circulation. Because this is a minor alteration, the applicant does not need to make the building come into compliance with this standard but cannot make the non-conforming building worse with unacceptable materials or poor architectural elements.

In the site plan modification, the applicant proposed to changes to the façade with the addition of several new types of material and thereby breaking up the façade more than the earlier building design. (Exhibit A). This will break up the single plane of the building, provide architectural interest and improve the pedestrian scale on the street facing elevations.

FINDING: Based on the above discussion, the applicant meets this criterion.

16.92.010 Landscape Plan

All proposed developments for which a site plan is required pursuant to Section 16.90.020 shall submit a landscaping plan which meets the standards of this chapter. All areas not occupied by structures, paved roadways, walkways, or patios shall be landscaped or maintained according to an approved site plan. Maintenance of existing not-invasive native vegetation is encouraged within a development and required for portions of the property not being developed.

16.92.020 Landscaping Materials

A.

The applicant proposes to add more landscaping onsite with by surrounding the trash enclosure as well as on a corner adjacent to the building and separating the drive through aisles. The applicant has not submitted a landscape plan describing the planting plan proposed, nor the number and type of landscaping proposed. The applicant has not

FINDING: Based on the above discussion, the applicant has not met this criterion, but can do so with the following condition.

CONDITION: Prior to building permit approval, submit a landscape plan that specifically identifies where plant species will be used on the site and include an appropriate combination of native evergreen or deciduous trees and shrubs, evergreen ground cover, and perennial plantings.

CONDITION: Submit a revised site plan that shows wheel stops will be provided for all parking spaces abutting landscaping and walkways.

CONDITION: Prior to building permit approval, submit additional information on the proposed planting and maintenance plan to ensure that the landscaping will be appropriately maintained and be able to grow in the Pacific Northwest.

16.94.010 – General Off-street parking and loading

16.94.010.07 Marking

All parking, loading or maneuvering areas shall be clearly marked and painted. All interior drives and access aisles shall be clearly marked and signed to show the direction of flow and maintain vehicular and pedestrian safety.

The applicant shows that there will be directional markings that show the new drive aisles with signage that shows the direction and flow of the circulation.

FINDING: Based on the above discussion the applicant meets this criterion.

16.94.010.08 - Drainage

Parking and loading areas shall include storm water drainage facilities approved by the City Engineer.

According to the City Engineer, it appears that the applicant may use the existing storm water facilities provided that the calculations for treatment are confirmed.

FINDING: Based on the above discussion, the applicant does not meet this criterion, but can do so with the condition identified under the Storm Water criterion.

16.94.020 Off-street parking standards

16.94.020.02 – Minimum parking spaces

16.94.020.02 provides the required minimum and maximum parking spaces for uses permitted by the SZCDC.

FINDING: The required parking for the site is thirty spaces. As discussed earlier in in this report, the applicant meets this requirement.

16.94.020.B. Dimensional and General Configuration Standards

1. Dimensions: For the purpose of this Chapter, a "parking space" means a stall nine (9) feet in width and twenty (20) feet in length. Up to twenty five (25) percent of required parking spaces may have a minimum dimension of eight (8) feet in width and eighteen (18) feet in length so long as they are signed as compact car stalls.

FINDING: The applicant has shown that the typical parking space is 9 by 20 feet with no compact spaces. Therefore, this criterion is met.

2. Layout: Parking space configuration, stall and access aisle size shall be of sufficient width for all vehicle turning and maneuvering. Groups of more than four (4) parking spaces shall be served by a driveway so as to minimize backing movements or other maneuvering within a street, other than an alley. All parking areas shall meet the minimum standards shown in the table and diagram.

The existing parking lot driveway aisles are not in compliance with the standard. The Code requires a 24-foot wide drive aisle and the applicant will preserve the 20-foot drive aisles. Due to the site constraints, modifying the entire parking area layout is not feasible and goes beyond the scope of this minor modification. The applicant has improved the layout where feasible by adding improvements with the new drive through aisles and maintaining those aisles at 24 feet, which complies with our standards.

FINDING: Based on the above discussion, the applicant meets this criterion.

16.94.020.C – Wheel stops

Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four (4) inches high, located three (3) feet back from the front of the parking stall as shown in Appendix G.

The applicant does not show any wheel stops adjacent to the interior landscaped areas or sidewalks.

FINDING: Based on the above discussion, the applicant has not met this criterion, but can do so with the following condition.

CONDITION: Prior to obtaining certificate of final occupancy, install wheel stops adjacent to interior landscaped areas or sidewalks at least four (4) inches high, located three (3) feet back from the front of the parking stall.

16.94.020.C - Bicycle Parking Facilities

1. Location and Design

a. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one (1) building entrance (e.g., no farther away than the closest parking space). Bike parking may be located inside the main building or near the main entrance.

b. Bicycle parking in the Old Town Overlay District can be located on the sidewalk within the right- of-way. A standard inverted "U shaped" design is appropriate. Alternative, creative designs are strongly encouraged.

2. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

3. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

4. Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.

5. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

6. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards.

The applicant's site plan does not contain the location of the bicycle parking. Based on the site configuration, it appears that a location can be found for the bike parking, if there is not bicycle parking provided currently. The standard number of spaces required for this particular use is three spaces.

FINDING: Based on the above discussion, the applicant does not meet this criterion, but can do so with the following condition.

CONDITION: Prior to issuance of building permits, submit a revised site plan that shows the location and design of the bicycle parking onsite.

16.94.030 Off-Street Loading Standard

16.94.030.1.B indicates that the minimum standards for a loading area for non-residential uses shall not be less than ten (10) feet in width by twenty-five (25) feet in length and shall have an unobstructed height of fourteen (14) feet. In addition, for buildings 20,000 square feet or greater in size, an additional minimum of 500 square feet of loading area is required.

16.94.030.2 states that any area to be used for the maneuvering of delivery vehicles and the unloading or loading of materials shall be separated from designated off-street parking areas and designed to prevent the encroachment of delivery vehicles onto off-street parking areas or public streets. Off-street parking areas used to fulfill the requirements of this Chapter shall not be used for loading and unloading operations. (Ord. 86-851 § 3)

The applicant does not indicate on the site where the loading area will be located nor did the existing site have a marked location for delivery vehicles. As per earlier discussions with the applicant, the City Engineer has expressed concerns that the restaurant's supply truck (usually a semi) will not be able to negotiate the on-site turning movements necessary to locate the truck properly for unloading that would not be in conflict with customer travel lanes/parking stalls or creating a life/safety issue. . The site has existing constraints that limit the ability to change the site in order to create a loading area, but the City needs confirmation that the site configuration can adequately serve the delivery vehicles in a safe manner.

FINDING: Based on the above discussion, the applicant has not met this criterion, but can do so with the following condition.

CONDITION: Prior to issuance of building permits, provide the Engineering Department verification of the location, turning radii, frequency and time of day usage that the delivery vehicles will frequent the site.

16.96 On-Site Circulation

16.96.010 – On-site pedestrian and bicycle circulation

On-site facilities shall be provided that accommodate safe and convenient pedestrian access within new subdivisions, multi-family developments, planned unit developments, shopping centers and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one half mile of the development.

Neighborhood activity centers include but are not limited to existing or planned schools, parks, shopping areas, transit stops or employment centers. All new development, (except single family detached housing), shall provide a continuous system of private pathways/sidewalks at least 6 feet wide.

The applicant proposes to add a sidewalk connection for pedestrians from SW Sherwood Blvd. to the main building entrance.

FINDING: Based on this discussion the applicant meets this criterion.

16.98.020 - Solid Waste Storage

All uses shall provide solid waste storage receptacles which are adequately sized to accommodate all solid waste generated on site. All solid waste storage areas and receptacles shall be located out of public view. Solid waste receptacles for multi-family,

commercial and industrial uses shall be screened by six (6) foot high sight-obscuring fence or masonry wall and shall be easily accessible to collection vehicles.

The applicant proposes to install new trash enclosures to the site with a six-foot high sight obscuring masonry wall that could be serviced by collection vehicles. Kristen Leichner of Pride Disposal provided comments that indicated compliance with this Code Section with a few minor changes to the design. (Exhibit B) The applicant will need to make these adjustments prior to obtaining certificate of final occupancy.

FINDING: Based on the above discussion, the applicant does not meet this criterion, but can do so with the following condition.

CONDITION: Prior to final occupancy construct the trash enclosures that meet the requirements of Pride Disposal as noted in Exhibit B.

16.114 - Storm Water

Storm water facilities, including appropriate source control and conveyance facilities, shall be installed in new developments and shall connect to the existing downstream drainage system consistent with the Comprehensive Plan, the requirements of the Clean Water Services water quality regulations and section 16.114.

Bob Galati, City Engineer reviewed this proposal and indicated that the applicant will need to comply with Clean Water Services requirements. Specifically, CWS R&O 07-20, Section 4.05.5, Table 4-1 (Impervious Area Requiring Treatment on Redevelopment Sites) requires the following:

1. The existing site impervious surface area is 37,914 SF = 0.87 AC. This falls within Row 3 of the Chart ($0.5AC \geq 0.87 AC < 5 AC$)
2. The impacted area is 3,212 SF. This falls within the 1st Sub-Row of Row 3 ($1000 SF \geq 3,212 SF < 25\%$ of the Site (9,353 SF)).
3. The impervious area for treatment is the disturbed surface area (3,212 SF) plus 25% of the remaining undisturbed surface area ($0.25 \times 34,202 = 11,762 SF$)
 - a. Provide proof that the site is being treated by water quality treatment facility.
 - b. Provide calculations verifying that the water quality treatment facility treatment capacity is sufficient to treat the required treatment area (11,762 SF). The area requirement may include off-site adjacent areas that are also being treated by the water quality treatment facility. Confirm conveyance capacity and treatment volume.

FINDING: Based on the above discussion, the applicant has not met this criterion, but can do so with the following condition.

CONDITION: Prior to issuance of building permits, submit verification to the Engineering Department that the site can adequately comply with the above reference Clean Water Services standard.

16.116.010 - Fire Protection

When land is developed so that any commercial or industrial structure is further than 250 feet or any residential structure is further than 500 feet from an adequate water supply for fire protection, as determined by the Fire District, the developer shall provide fire

protection facilities necessary to provide adequate water supply and fire safety. In addition capacity, fire flow, access to facilities and number of hydrants shall be consistent with 16.116.020 and fire district standards.

16.116.020 Standards

A. Capacity

All fire protection facilities shall be approved by and meet the specifications of the Fire District, and shall be sized, constructed, located, and installed consistent with this Code, Chapter 7 of the Community Development Plan, and other applicable City standards, in order to adequately protect life and property in the proposed development.

B. Fire Flow

Standards published by the Insurance Services Office, entitled "Guide for Determination of Required Fire Flows" shall determine the capacity of facilities required to furnish an adequate fire flow. Fire protection facilities shall be adequate to convey quantities of water, as determined by ISO standards, to any outlet in the system, at no less than twenty (20) pounds per square inch residual pressure. Water supply for fire protection purposes shall be restricted to that available from the City water system. The location of hydrants shall be taken into account in determining whether an adequate water supply exists.

C. Access to Facilities

Whenever any hydrant or other appurtenance for use by the Fire District is required by this Chapter, adequate ingress and egress shall be provided. Access shall be in the form of an improved, permanently maintained roadway or open paved area, or any combination thereof, designed, constructed, and at all times maintained, to be clear and unobstructed. Widths, height clearances, ingress and egress shall be adequate for District firefighting equipment. The Fire District, may further prohibit vehicular parking along private accessways in order to keep them clear and unobstructed, and cause notice to that effect to be posted.

D. Hydrants

Hydrants located along private, accessways shall either have curbs painted yellow or otherwise marked prohibiting parking for a distance of at least fifteen (15) feet in either direction, or where curbs do not exist, markings shall be painted on the pavement, or signs erected, or both, given notice that parking is prohibited for at least fifteen (15) feet in either direction.

The applicant has not provided information that the Tualatin Valley Fire and Rescue Department (TVF&R) has reviewed this proposal. As this site has previously received site plan approval, it is likely that the TVF&R can adequately serve this site. However, the applicant will need to verify this modification design and receive approval from the TVF&R.

FINDING: Based on the above discussion, the applicant has not met this criterion, but can do so with the following condition.

CONDITION: Prior to building permit approval, submit a revised plan that shows compliance with TVF & R requirements and submit verification of TVF & R approval of the site flow, hydrant locations and site access

III. DECISION

Based on a review of the applicable code provisions, agency comments and staff review, staff **APPROVES** MMSP 13-02, McDonald's Site Plan Minor Modification as conditioned below:

IV. CONDITIONS OF APPROVAL

1. Compliance with the Conditions of Approval is the responsibility of the developer.
2. This land use approval shall substantially comply with the submitted preliminary site plans submitted on March 13, 2013 prepared by **Core-States** except as indicated in the following conditions of the Notice of Decision. Additional development or change of use may require a new development application and approval.
3. The developer/owner/applicant is responsible for all costs associated with private/public facility improvements.
4. This approval is valid for a period of two (2) years from the date of the decision notice. Extensions may be granted by the City as afforded by the Sherwood Zoning and Community Development Code.
5. An on-going condition of the approval is that the site be maintained in accordance with the approved site plan. In the event that landscaping is not maintained, in spite of the assurances provided, this would become a code compliance issue.
6. The continual operation of the property shall comply with the applicable requirements of the Sherwood Zoning and Community Development Code and Municipal Code.
7. A temporary use permit must be obtained from the Planning Department prior to placing a construction trailer on-site.
8. This approval does not negate the need to obtain permits, as appropriate from other local, state or federal agencies even if not specifically required by this decision.
9. An on-going condition of the approval is that the site be maintained in accordance with the approved site plan. In the event that landscaping is not maintained, in spite of the assurances provided, this would become a code compliance issue.

Prior to issuance of grading or erosion control permits from the Building Department:

1. Obtain City of Sherwood Building Department approval of grading plans.
2. Submit a tree protection plan showing how the trees to be retained will be protected throughout the construction of the site.

Prior to Issuance of a Building Permit:

1. Submit a revised landscape plan that specifically identifies where plant species will be used on the site in compliance with the landscaping standards: § 16.92 Landscaping.

2. Submit a revised site plan that shows wheel stops will be provided for all parking spaces abutting landscaping and walkways.
4. Submit revised plans that show the bicycle racks in compliance with §16.94.2. The bicycle racks must, well lit and well-marked to identify their location.
5. Revise the site plan to show the location of the required loading area out of the flow of traffic, clearly marked and sized a minimum of 10 feet by 25 feet and a plan when the delivery trucks will be using the site to conflicts with customers.
6. Submit verification from Pride Disposal that the location of the trash and recycling receptacles and design can be serviced by their trucks.
7. Submit details showing the location and design of the trash enclosure meet Pride Disposal standards.
8. Submit a revised plan that shows compliance with TVF &R requirements and submit verification of TVF &R approval of the site flow, hydrant locations and site access.
9. Submit verification to the Engineering Department that the site can adequately comply with Clean Water Services standards for storm water treatment.
10. Submit to the Engineering Department verification of the location, turning radii, frequency and time of day usage that the delivery vehicles will frequent the site.

Prior to Issuance of Certificate of Occupancy:

1. All public improvements shall be completed, inspected and approved, as applicable, by the City, CWS, TVF & R, TVWD and other applicable agencies.
2. All agreements required as conditions of this approval must be signed and recorded.
3. All site improvements including but not limited to landscaping, parking and site lighting shall be installed and approved by the Planning Department.
4. Install wheel stops adjacent to interior landscaped areas or sidewalks at least four (4) inches high, located three (3) feet back from the front of the parking stall.
5. All other appropriate department and agency conditions have been met.
6. All Building Department permits must have passed final inspections and have completed Building Department Final Approval.
7. Continue to meet the applicable conditions of SP 95-07.

