



# Development Plan Review

**13-037WID-DP**

**Nestlé Quality Assurance Center Expansion**

**6625 Eiterman Road**

This is a proposal for a 32,000-square-foot microbiology lab addition and associated site improvements to the Nestlé Quality Assurance Center. The site is west of Eiterman Road and south of the South Fork Indian Run in the West Innovation District. This Development Plan Review application is proposed in accordance with Zoning Code Section 153.042(D).

**Date of Application Acceptance**

Thursday, April 23, 2013

**Date of ART Determination**

Thursday, May 16, 2013

**Case Manager**

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## **PART I: APPLICATION OVERVIEW**

<i>Zoning District</i>	ID-1: Research Office
<i>Review Type</i>	Development Plan Review (Innovation Districts)
<i>Development Proposal</i>	A 17.7-acre electric substation with buffer landscaping and safety fence. This proposal includes a temporary access drive and temporary stormwater basin on City of Dublin property.
<i>Administrative Departures</i>	None
<i>Property Address</i>	6625 Eiterman Road
<i>Property Owner</i>	Nestlé, Inc.
<i>Applicants</i>	Bryon Sutherly, AIA, Hixson Architects, Engineers, Interiors
<i>Case Manager</i>	Justin Goodwin, AICP, Planner II   (614) 410-4677   jgoodwin@dublin.oh.us

### **Application Review Procedure: Development Plan Review**

The purpose of the Development Plan Review is to provide an efficient and predictable review process for development projects within the West Innovation District. The Development Plan Review is necessary to ensure that applications for development meet the requirements of Chapter 153 of the Dublin Code. Following acceptance of a complete application for Development Plan Review, the Administrative Review Team shall approve the Development Plan application when all of the requirements of the Innovation Districts and the intent of the West Innovation District Plan (formerly EAZ Plan) is met, including Administrative Departures if applicable, as required by §153.042(D)(5)1. The Administrative Review Team may alternatively issue a decision that the application should be reviewed by the Planning and Zoning Commission as a Site Plan Review, based on the criteria of §153.042(D)(5)2. A determination by the Administrative Review Team is required not more than 28 days from the date the request was submitted.

### **Summary**

The existing Nestlé Quality Assurance Center is approximately 45,000 square feet in size and was constructed in 1990. In 2012, Nestlé purchased approximately 9 acres of land from the City of Dublin to the west of its existing property for a planned addition of office and laboratory space. The consolidated 17 acre site is zoned ID-1, Research Office District, within the West Innovation District. Nestlé has submitted a Development Plan application for review by the Administrative Review Team (ART).

The proposal includes a phased expansion, with the first phase including a 32,000-square-foot microbiology lab addition to the west of the existing building and an adjacent employee parking lot. A new curb cut from Eiterman Road is proposed at the south edge of the site for truck-only access to a loading dock at the rear of the lab addition. The applicant's objective is to separate employee and visitor circulation from heavy delivery and service vehicles; the plans include a separate driveway ringing the north portion of the site to provide employee access to the rear parking lot.

The site is heavily wooded along the South Fork Indian Run and includes two tree rows west of the existing building. The site contains approximately 550 trees totaling over 5,500 caliper inches. The proposed site improvements will result in the removal of 105 trees in good or fair condition.

## Zoning Code Analysis

### *§153.038 – District Uses*

The existing 45,000-square-foot facility is used for Office and Research and Development (*i.e.* laboratory space). The proposed 32,000-square-foot addition will be used for microbiology lab space, considered a Research and Development use. All existing and proposed uses are permitted.

### *§153.039 – Innovation District Requirements*

#### *(A) Lot Requirements.*

Lot size, lot coverage, and all building and pavement setback requirements are met.

#### *(B) Additional outdoor requirements.*

A loading dock is proposed to the rear of the building addition (west elevation), with overhead doors facing the south property line. There are existing loading docks and outdoor service areas in the south portion of the site. Overhead doors are required to be located to the side or rear of structures to minimize visibility from public streets. The proposed loading dock and overhead doors are aligned with a stubbed pavement turnaround. This turnaround is intended to provide future truck access to a new street depicted in the West Innovation District (EAZ) Transportation Plan, running generally parallel to the south property line. If this street connection occurs, the overhead doors will directly face the public street; however, the plans include dense evergreen screening along both sides of the turnaround, effectively minimizing the view of the loading area from the east and west 'approach' along a future street. A masonry screen wall is also proposed along the west edge of the loading area, consistent with Code requirements.

All outdoor mechanical equipment is proposed to be screened per minimum Code requirements. The plans include a proposed field of mechanical equipment and storage tanks associated with the facility's refrigerant system located to the west of the loading dock. These units will range from approximately 14 to 20 feet high. Code requires a continuous (100% opacity) screening of service structures and mechanical units to a height of one foot above the height of the unit; except that screening is not required to exceed 12 feet in height. The plans include a dense evergreen buffer and landscape mound surrounding this area. Proposed evergreen trees will effectively screen the full height of the units at maturity. A staggered planting scheme is proposed to avoid gaps in the screening; however, the proposed spacing of these trees should be expanded (or some trees eliminated or relocated) to avoid overcrowding and ensure the health of the trees (*see Planning Comments, below*).

#### *(C) Architectural Requirements.*

*Intent and Applicability.* The ID-1 District is intended to accommodate larger buildings with multiple stories. Specific architectural requirements apply to new construction. The design of additions to structures existing prior to the adoption of the Innovation District requirements may coordinate with the architecture of the existing structure but should meet the District's architectural requirements to the extent possible.

The existing Nestle facility includes a two-story office component and one-story portions, with metal screening of rooftop mechanical units. Existing materials include a mixture of concrete masonry units, EIFS and corrugated metal screening elements. An existing delivery receiving building is currently an accessory structure but will be integrated as part of the principal structure with the proposed addition. This building is constructed of corrugated metal with a vertical rib pattern, painted to match the existing metal rooftop mechanical screens on the principal structure.

*Critical design components and architectural pattern book.* The use of contemporary architectural design elements as described in the West Innovation District (EAZ Plan) Architectural Pattern Book is intended for new developments and is not applicable to this proposed building addition, which will be subordinate to the existing principal structure. However, a future phase indicated on the plans includes a new front façade and primary building entrance facing Eiterman Road; application of contemporary design elements should be considered for this future addition.

*Building variation.* The proposed addition is designed to coordinate with the existing building and accessory structure (receiving building) and physically joins these two existing structures with an attached corridor. Taken in whole, the consolidated structure provides an extensive amount of variation through recesses and projections in wall planes along all elevations.

*Architectural detail.* Additional architectural detail is required for building façades facing public streets or residential districts, and is not applicable to the proposed addition. Although a future public street may be located south of the addition, extensive landscape screening will minimize direct views of the structure. The proposed level of architectural detailing for the addition is consistent with the design of the existing principal structure.

*Fenestration.* Specific fenestration requirements apply to building walls facing public streets or residential districts. The south elevation may eventually face a public street, although these requirements do not currently apply to the site. However, the south elevation does include horizontal windows across portions of the façade, consistent with Code requirements. Proposed loading bay doors on this elevation should be painted to match the primary materials of the structure.

*Entrances.* Not applicable.

*Roofs.* The elevations include an integrated parapet with drainage scuppers, and additional rooftop mechanical screening. Rooftop mechanicals will be screened with corrugated metal panels designed to coordinate with existing corrugated metal screening on the existing structure. Elevations indicate a horizontal rib pattern. The existing metal screens include both vertical and horizontal rib patterns. Horizontal is preferred for this addition, as it better coordinates with other horizontal design elements in the proposed elevations. The metal screening element provides variation in the roofline, consistent with the intent of the Code.

*Materials.* The addition will be constructed primarily of concrete masonry units and EIFS; both are permitted primary materials and exceed the minimum 80% requirement for each exterior wall. The use of corrugated metal panels as a secondary material will coordinate with the existing architecture of the principal structure, and is consistent with the intent of the Code (see *Intent and Applicability* above).

*Color.* Colors and material specifications are intended to match the existing structure. The proposed Pantone color (483c) for the metal rooftop screening does not appear to match and should be field verified and adjusted if necessary. The main building color is off-white (EIFS material), consistent with Code.

*Accessory Structures.* Accessory structures are required to be constructed with similar design and materials as the principal structure. The proposed field of refrigerant mechanical units includes a series of shed-style units constructed of corrugated metal, having the appearance of an accessory structure. Proposed elevations indicate the units will be white with a vertical rib pattern. These units should be painted to match other metal elements of the principal structure. While a horizontal rib pattern would better coordinate with other horizontal design elements in the principal structure, the proposed evergreen screening around this area will minimize visibility of the units, making this less of a concern.

*§153.040 – Site Development Requirements*

*(A) Fences.*

Six-foot chain link fencing is proposed around all mechanical units. A four-foot chain link fence is proposed around a new stormwater retention basin to the west of the proposed addition. The applicant has proposed this fence as a deterrent to children retrieving soccer balls from the pond, as balls are sometimes inadvertently kicked onto the property from the nearby Sports Ohio complex. *Chain* link fencing to a maximum height of six feet is permitted in commercial zoning districts, and must be painted black or coated with black plastic or vinyl. The color/coating specification has not been noted on the proposed plans and will need to be specified with the building permit submittal.

*(B) Landscape requirements*

*Intent and character.* The West Innovation District (EAZ) Plan emphasizes the use of naturalized landscape designs, with mass plantings, informal plant clusters and low-mow areas, balanced with more formally designed areas where people will gather and use spaces. The existing site includes a mix of formal landscape design surrounding the property perimeter and building, with pre-existing tree rows and the tree/brush line of the South Fork Indian Run along the north edge of the site.

*Property perimeter and parking lot buffering.* Landscape screening is provided along the new drive aisles to the south and east along Eiterman Road, per Code requirements. For portions of the proposed north driveway facing the South Fork Indian Run, existing vegetation is sufficient to meet the intent of the perimeter buffering requirements, as permitted by Code. An evergreen hedge and tree treatment is proposed along portions of the north drive generally parallel to Eiterman Road. This hedge should be adjusted to wrap along the drive rather than extending parallel to the road as currently shown. The hedge may be stopped where it meets the existing tree line at the driveway curve.

A hedge and tree treatment is also proposed along the south drive along either side of the proposed truck turnaround (*i.e.* the future south access drive). The Innovation District landscape requirements include additional landscape materials to visually soften the appearance of required perimeter buffering, which often has a more formal, linear appearance. The plans include additional evergreen trees in the south portion of the site as screening for mechanical units and for the loading dock area. The applicant has submitted a request for Administrative Departure to this requirement along the north drive. For portions of the driveway where existing vegetation is adequate to meet perimeter screening requirements, the additional landscaping requirement is not applicable thus negating the need for the Administrative Departure. However, additional landscape materials should be provided between Eiterman Road and visible portions of the north driveway evergreen hedge to meet this requirement in this location.

*Use of mounding.* Landscape mounding in the Innovation Districts is required to have a more naturalized appearance with varying width and height, as opposed to having a uniform 'engineered' appearance. The proposed plans do not use mounding as a primary landscape feature. However, a linear mound (approximately 15 feet wide by 2.5 feet high) is proposed along the north and west edge of the refrigerant mechanicals area, serving as the base for the proposed landscape screening. This configuration was originally proposed to reserve land to the west for a future parking lot expansion. Revised plans show a smaller parking lot expansion, providing additional space for the landscape buffer. This area should be reconfigured with the building permit submittal more naturalized mounding forms where possible, while also providing adequate spacing of proposed evergreen trees to ensure their long term health.

*Interior landscape requirements.* All new standard-shaped (*i.e.* oblong) landscape islands are proposed with a minimum width of 10 feet. These should be specified as 10-foot from back of curb to back of curb with the building permit submittal. Some landscape islands have an irregular shape

due to the irregular shape of the parking area and the minimum width cannot be practically met for all portions of these islands. Some islands are divided with curb notches to allow for surface stormwater drainage through the island. All islands meet minimum area requirements (note: area calculations consider 'notched' island segments as a single island).

*Street trees.* The Innovation Districts require street trees to be planted in informal clusters along arterial and collector roadways. The plans include five additional street trees along Eiterman Road to fill a gap in the existing street tree line. Eiterman is classified as a collector; however, the existing street trees along Eiterman Road are already planted in a regularly spaced, linear pattern. The proposed additional street trees are proposed to extend the regular pattern. The appropriate planting pattern and spacing should be determined by the City Forester at the time of installation.

*Open space plantings.* The Innovation Districts require the planting of one tree per 1,000 square feet of open space area (areas not part of lot coverage). The plans show approximately 11.9 acres of open space area, requiring 520 trees. Existing trees on the site (approximately 550), combined with additional landscape trees and replacement trees, will be adequate to meet this requirement.

*Parking lot plantings.* The minimum parking lot landscape areas and tree plantings are provided.

*(C) Tree preservation.*

The proposed site improvements will result in the removal of 105 trees in good or fair condition. The applicant is proposing to remove 1,036 inches of non-landmark trees and 165 inches of landmark trees. The proposed plans include the installation of 483 caliper inches of 'replacement trees,' in addition to new trees required to meet other landscaping requirements. The applicant has requested a tree replacement/fee waiver from City Council, to be heard at the May 20 Council meeting. Approval of the Development Plan by the ART will be contingent on Council approval of the tree waiver. If Council does not approve the waiver, the plans will either need to be modified, or a tree replacement fee will be required.

The proposed landscape plans include 106 replacement trees in the west portion of the site, either surrounding the stormwater retention basin or located in informal groupings in an open field to the west. Portions of the field are located within the 100-year floodplain. Some trees are proposed along the edges of the floodplain. Portions of the floodplain are proposed to be regraded for compensatory floodwater storage. The applicant proposes a naturalized wildflower meadow landscape treatment for this area, consistent with the landscape character intent of the West Innovation District Plan. Replacement trees are not proposed within the meadow area as this would be inconsistent with the intended landscape character and would conflict with the maintenance requirements for this area.

Some of the existing protected trees shown to be removed could potentially be preserved if grading is minimized within the critical root zones, and if the tree is in good condition. The limits of construction should be rough-staked prior to tree removal to help inspectors and contractors decide if any are candidates for preservation.

*(D) Open space and greenways.*

The West Innovation District Plan proposes a greenway extension along the South Fork Indian Run and illustrates a multi-use path connection along the north side of the Run. The floodway and tree line will be preserved on the south side of the Run as part of this site and will serve as a visual extension of the planned greenway. No dedication of public open space is necessary with this proposal.

*(E) Utilities.*

All new utility lines will be placed underground. Existing overhead electric lines along Eiterman Road will remain.

*(F) Parking requirements.*

The existing site includes 153 parking spaces. The plans include a new employee parking area (120 spaces) to the west of the existing structure and north of the proposed addition. An existing parking area (42 spaces) west of the existing receiving building will be removed with the addition. An existing parking area (92 spaces) in the southeast corner of the lot will be reconfigured with the new truck access drive; the reconfigured lot will provide 50 spaces. A visitor lot (19 spaces) is located at the main entrance; this lot is not affected by this proposal but will be removed or reconfigured in the future with another planned building expansion. A future parking expansion area (15 spaces) is shown to the west of the proposed addition, associated with another planned building expansion phase.

The facility is a mixture of Office and Research and Development Uses. Research and Development is treated as a 'Technology and Industry' use under the Innovation District Parking Requirements. The total parking requirement for the existing facility and the proposed building addition (current phase) is 103 spaces. The current proposal will provide a total of 189 parking spaces. The applicant's intent is to design the proposed parking areas to accommodate the additional planned phases of development. The applicant has provided preliminary estimates of additional planned square footage, resulting in a total parking requirement of 183 spaces. Phasing plans indicate a final parking count ranging from 184 to 203 spaces, depending on the potential impact on the existing visitor lot.

*(G) Parking adjustments.*

The Innovation District parking requirements serve as both a minimum and maximum. Additional parking above the requirement may be approved, based on documented evidence that the parking will be required to accommodate the use on a typical day. The applicant has submitted estimates of the typical number of employees expected in the facility after build-out of all planned expansion phases. Estimates indicate 171 employees are anticipated, with an estimated need for 20 to 30 additional spaces for visitors and employee turnover, resulting in an estimated need for approximately 191 to 201 spaces.

The proposed plan provides for a net increase of 36 spaces over existing conditions. The proposed 32,000-square-foot building addition (current phase) has a parking requirement of 32 spaces. The current facility has a known parking shortage and has a shared parking agreement with a nearby church to accommodate its current parking needs. The proposed number of parking spaces is appropriate and consistent with the intent of the parking adjustment provisions of the Innovation District requirements.

*(H) Bicycle parking.*

A bicycle parking area is proposed to the north of the existing building, and accessed from the new employee parking lot. An existing bike rack in the southwest parking lot is *proposed* to be moved to the new bike parking area. The applicant will need to verify that this rack meets the bicycle parking design requirements of the Code with the site plan permit submittal. A minimum of seven bicycle spaces are required with this proposal; plans indicate this amount of parking will be provided. A total of 13 spaces will be required at build-out of all expansion phases.

*(I) Loading areas.*

Proposed loading areas meet Code requirements.

*(J) Parking structures.* Not applicable.

*(K) Sustainable parking lot design.* Not applicable.

*(L) Signs.*

The applicant has submitted a directional sign package. Size and height specifications have not been provided. All directional signs are limited to 4 square feet in size and three feet in height and may not include any branding or company logo.

*(M) Sight lighting.*

Sight lighting specifications will need to be provided with the building permit submittal demonstrating conformance with Code requirements.

*(N) Circulation and access.*

No right-of-way dedication is required with this development. Adequate fire access routes have been provided. The site plan provides for adequate vehicular circulation with separation of heavy vehicle and employee traffic.

Sidewalks are provided along the edge of the proposed parking lot with access to the building. The West *Innovation* District (EAZ) Plan recommends a multi-use path connection along Eiterman Road. An existing multi-use path is located on the west side of Eiterman Road near Shier Rings Road. Additional analysis is necessary by the City to determine the appropriate type and location of future pedestrian and bicycle facilities on Eiterman Road; a path will not be required with this proposal.

## **PART II: ADMINISTRATIVE REVIEW TEAM COMMENTS**

### **Land Use and Long Range Planning**

Planning has identified the following items that will need clarified or revised with the building permit submittal:

#### Architecture

1. Proposed loading bay doors should be painted to match the primary materials of the structure.
2. The proposed Pantone color (483c) for the metal rooftop screening does not appear to match the existing screening color and should be field verified and adjusted if necessary.
3. The proposed metal 'shed-style' mechanical units should be painted to match the metal elements of the principal structure. This does not apply to the adjacent tank units.

#### Fencing

4. The color/coating specification for chain link fencing has not been noted on the proposed plans and will need to be specified with the building permit submittal.

#### Landscaping

5. The evergreen hedge along the north drive should be adjusted to wrap along the edge of the drive rather than extending parallel to the road as currently shown. The hedge can be stopped where it

meets the existing tree line at the driveway curve. Additional landscape materials should be provided between Eiterman Road and the north driveway evergreen hedge.

6. The landscape buffer to the west of the refrigerant mechanical area should be reconfigured with more naturalized mounding forms where possible, while also providing adequate spacing of proposed evergreen trees to ensure their long term health. Minimum spacing of evergreen trees is 10-feet on center. Some trees shown around the service structures need to be relocated to meet this standard.
7. Approval of the Development Plan by the ART will be contingent on Council approval of the tree waiver. If Council does not approve the waiver, the plans will either need to be modified, or a tree replacement fee will be required.
8. Some existing protected trees shown to be removed could potentially be preserved if grading is minimized within the critical root zones, and if the tree is in good condition. The limits of construction should be rough-staked prior to tree removal to help inspectors and contractors decide if any are candidates for preservation.
9. The appropriate planting pattern and spacing of additional street trees should be determined by the City Forester.

#### Bicycle Parking

10. The applicant will need to verify that the bicycle rack to be relocated meets the bicycle parking design requirements of the Code.

#### Site Lighting

11. Sight lighting specifications will need to be provided with the building permit submittal demonstrating conformance with Code requirements.

### Engineering

There are several items that will need attention prior to this project obtaining approvals from Engineering during the building permit review process. These include:

1. There are many details not included yet on the civil site drawings. The larger items that have not been included are:
  - a. A Cover Sheet with the items included from the checklist
  - b. An Erosion and Sediment Control Plan
  - c. The floodplain and floodway limits should be on each plan view
  - d. Tree preservation information should be included on the grading plan
  - e. A plan should be included that shows the entire Nestlé property with boundary dimensions and dimensions to the building and expansion from the property.
2. The applicant is using the correct inputs for the calculations for the size of the retention basin. The model output indicates that the pond is larger than is absolutely necessary (for example the required release rate for a 25 year storm is (7.24-2.14) 5.1cfs and their model indicates that the pond releases water at 1.85 cfs). It is unclear if this oversizing is to accommodate future building/parking expansions.
3. The plans are using the incorrect information for the floodplain. The maps were updated via a Letter of Map Revision (Case No. 08-05-2843P) which became effective October 22, 2009. The applicant has received the correct line work in a CAD file to use for the building permit plans.
4. Based on the current plan and the correct floodplain lines, there will be two minor encroachments into the floodway + 20 foot area. One is unavoidable as it is the overflow from the pond. The other is grading away from the new drive aisle. See next comment.
5. Engineering will need an exhibit that identifies the areas (a hatch would be sufficient) that were used in the compensatory storage calculations to show that the calculations are only considering

areas within the floodplain (for determining required compensatory storage) as well as showing that the provided compensatory storage volume is located below the 100-year floodplain elevation. The grading associated with the compensatory cutting shown on the plan (located west of the proposed west basin) extends up to an elevation of 937.00 feet and the 100-year floodplain elevation in this area is roughly 935.80 feet. This exhibit along with the compensatory storage calculations should help assess that only volume below the 100-year floodplain elevation is being considered for the provided compensatory storage volume.

6. Engineering recommends a 1 – 2 foot offset for the taper of the new south drive from the existing edge of pavement on Eiterman Road. A conduit will be needed under the drive for street lights. See Dublin Standard Drawing RD-07, page 7.

## Fire

The generators with saddle tanks and the existing aboveground storage tank are appropriately shown on the drawings with non-combustible fence enclosures (chain link). This is a new requirement in the 2011 Ohio Fire Code (OFC 3404.1.2) which requires a six-foot high non-combustible fence, located no less than three (3) feet from the tank to prevent public access.

## Building Standards, Parks and Open Space, Police, Economic Development

No comments.

## PART III: APPLICABLE REVIEW STANDARDS

### Development Plan Standards of Approval

The Administrative Review Team shall review this application based on the Innovation District requirements and the West Innovation District Plan, including Administrative Departures as may be applicable. The full text of the Review Standards of Section 153.042(D)(7) are provided at the end of this Report.

A. Site Design Characteristics	<i>Criteria Met</i>
B. Environmental Standards	<i>Criteria Met</i>
C. Vehicular and Pedestrian Circulation	<i>Criteria Met</i>
D. Public Services	<i>Criteria Met</i>
E. Purpose and Spirit of this Chapter and Adopted Plans	<i>Criteria Met</i>

## PART IV: PROPOSED ADMINISTRATIVE REVIEW TEAM DETERMINATION

Approval for this Development Plan Application, consistent with the comments outlined in this Report, and contingent upon approval of a tree replacement waiver by City Council.

## DEVELOPMENT PLAN STANDARDS OF APPROVAL

In addition to meeting all other requirements of the District, a development plan application shall only be approved by the ART or Planning and Zoning Commission, as applicable, if the requirements of the District and the following criteria are met:

- A. Site Design Characteristics.
  1. All elements of the site design shall be harmoniously and efficiently organized in relation to topography, the size and type of lot, the character of adjoining property, and the type and size of buildings.
  2. The site shall be developed so as not to impede the normal and orderly development or improvement of surrounding property for uses permitted by the District.
  3. All buildings or groups of buildings shall be arranged so as to permit emergency vehicle access by some practicable means to all vehicles.
  4. Every structure or dwelling unit shall be provided with adequate means of ingress and egress via public streets and walkways.
- B. Environmental Standards.
  1. The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, alteration to the natural drainage courses, and the amount of cutting, filling and grading. Natural features and the site topography shall be incorporated into the proposed site design to the maximum extent practicable.
  2. Landscaping buffers and/or greenbelts may be required beyond those otherwise required in the District to ensure that proposed uses will be adequately buffered from one another and from surrounding public and private property.
- C. Vehicular and pedestrian circulation.
  1. The expected volume of traffic to be generated by the proposed use shall not adversely affect existing roads and the circulation thereon.
  2. Driveways shall be located to minimize conflict with traffic operations on the adjoining road. The number of driveways shall be the minimum needed to provide reasonable access to the site.
  3. The arrangement of public or common ways for vehicular and pedestrian circulation shall respect the pattern of existing or planned streets and pedestrian or bicycle pathways in the area.
  4. Safe, convenient, uncongested and well-defined vehicular and pedestrian circulation within and to the site shall be provided. Drives, streets and other elements shall be designed to promote safe and efficient traffic operations within the site and at its access points.
- D. Public Services. The scale and design of the proposed development shall facilitate the adequate provision of services currently furnished by or that may be required of the city or other public agency including, but not limited to, fire and police protection, storm water management, sanitary sewage removal and treatment, recreational activities, traffic control, and administrative services.
- E. The general purposes and spirit of this chapter and the various provisions and components of the Community Plan, including the EAZ Plan.