



## MEMORANDUM

TO: Planning Commission  
FROM: Lauren Russell, Associate Planner  
DATE: November 17, 2021  
SUBJECT: Carr Subaru (CU2021-0009 / CU2021-0010 / DR2021-0055 / SDM2021-0001)

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This memorandum is intended to supplement the staff report dated November 10, 2021, for the proposed Carr Subaru Sales and Service Additions (CU2021-0009 / CU2021-0010 / DR2021-0055 / SDM2021-0001). This memorandum clarifies the applicant's proposal and provides additional findings and recommended conditions of approval.

In several portions of the staff report, staff described the applicant's proposed walkway along the private drive portion of the site as 6.5-foot-wide curb tight sidewalk. In an email to staff, the applicant has clarified that the proposal is not for a raised, curbed sidewalk but instead an at-grade hard-surfaced pedestrian path. Therefore, staff corrects the description of the applicant's proposed private drive walkway by reference in the following sections of the staff report:

- Major Modification of a Conditional Use (CU2021-0009)
  - Approval Criterion 40.15.15.4.C.3 findings on pages 29 and 30
- New Conditional Use (CU2021-0010)
  - Approval Criterion 40.15.15.5.C.3 findings on pages 36 and 37
- Design Review Three (DR2021-0055)
  - Approval Criterion 40.20.15.3.C.3
    - Design Guideline 60.05.40.3.B findings on page 57
    - Design Guideline 60.05.40.3.C findings on page 57
    - Design Guideline 60.05.40.3.E findings on page 58
    - Design Guideline 60.05.40.7.A findings on pages 61 and 62
    - Design Guideline 60.05.40.8.A findings on pages 62 and 63
- Sidewalk Design Modification (SDM2021-0001)
  - Approval Criterion 40.58.15.1.C.3 findings on pages 70 and 71

## Supplemental Findings

### Supplemental Findings for Facilities Review Committee Approval Criteria

There are several Facilities Review Committee approval criteria that directly relate to the applicant's proposed at-grade walkway along the private drive. Approval Criterion 40.03.1.D states that proposed development must be consistent with all applicable provisions of Chapter 60 (Special Requirements), which includes Section 60.55 Transportation Facilities. Section 60.55.10 states that all public and private transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual (EDM) and Standard Drawings. EDM Section 210.30 provides the standards for private streets, including that private streets shall meet the appropriate public street design standards unless modified by a Sidewalk Design Modification (EDM Sections 210.30.A and C). A private street that is classified as a Neighborhood Route in the Transportation System Plan requires a five-foot-wide sidewalk and 7.5-foot-wide planter strip including a six-inch curb. While staff recommends that a Sidewalk Design Modification be granted to provide a 6.5-foot-wide curb tight sidewalk along the private drive, staff is unable to find that an at-grade walkway meets all applicable Sidewalk Design Modification approval criteria. With the condition of approval to provide the 6.5-foot-wide raised sidewalk along the private drive from the public portion of SW 115<sup>th</sup> Avenue north to the sales building, the Committee finds that the proposal is consistent with the applicable provisions of Section 60.55 Transportation Facilities. Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets Approval Criterion 40.03.1.D.

Approval Criterion 40.03.1.F states that there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development. Approval Criterion 40.03.1.G states that the development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner. The applicant's proposed at-grade pedestrian walkway along the private drive would not provide pedestrians with safe separation from the inventory and display vehicles that will be driven into the storage spaces at the west edge of the walkway nor the vehicles driving along the private drive at the east edge of the walkway. An at-grade walkway would not prevent vehicles from driving over the pedestrian walkway rather than having to utilize the two designated access points from the private drive into the site. The Committee recommends a condition of approval to provide a curb tight raised sidewalk to ensure that pedestrian and vehicle circulation is separated for safe on-site circulation and safe connections between the on-site circulation and surrounding circulation systems. Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets Approval Criteria 40.03.1.F and 40.03.1.G.

## Supplemental Findings for Major Modification of a Conditional Use and New Conditional Use Approval Criteria

Major Modification of a Conditional Use Approval Criterion 40.15.15.4.C.3 and New Conditional Use Approval Criterion 40.15.15.5.C.3 both state that the proposal complies with the applicable policies of the Comprehensive Plan. Policy 3.6.1.d states that pedestrian-oriented design is a priority within mixed-use areas and that pedestrian-oriented design generally includes: i) commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings, and signage), and majority of parking located behind, above, or beneath development; ii) residential buildings with windows and doors facing the street and privacy provided through landscaping, grade changes, and modest setbacks; and iii) complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from fast-moving traffic by using buffers such as curbside parking, landscaping, trees, and street furniture. Policy 3.6.2.f provides safe and comfortable connectivity that prioritizes active transportation such as walking, jogging, running, cycling, wheelchair use, inline skating, or skateboarding, in public and private spaces and incorporates context-sensitive design in public spaces, streets, sidewalks, paths, and other infrastructure that helps move people around Downtown.

The applicant's proposed at-grade pedestrian walkway along the private drive would not provide a high-quality space for pedestrians that protects pedestrians from fast-moving traffic nor provide safe and comfortable connectivity that prioritizes active transportation. The at-grade pedestrian walkway would not provide pedestrians with safe separation from the inventory and display vehicles that will be driven into the storage spaces at the west edge of the walkway nor the vehicles driving along the private drive at the east edge of the walkway. An at-grade walkway would not prevent vehicles from driving over the pedestrian walkway rather than having to utilize the two designated access points from the private drive into the site. Staff recommends a condition of approval to provide a raised curb tight sidewalk to ensure the proposal complies with the applicable policies of the Comprehensive Plan. Therefore, staff finds that by meeting the conditions of approval, the proposal meets Approval Criteria 40.15.15.4.C.3 and 40.15.15.5.C.3.

## Supplemental Findings for Design Review Three Approval Criteria

Design Review Three Approval Criterion 40.20.15.3.C.3 states that the proposal is consistent with all applicable provisions of Section 60.05.35 through 60.05.50 (Design Guidelines). Design Guideline 60.05.40.3.E states that pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. Design Guideline 60.05.40.7.A states that pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. Design Guideline 60.05.40.8.A states that on-site vehicle circulation should be easily recognized

and identified and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles.

The applicant's proposed at-grade pedestrian walkway along the private drive would not provide a pedestrian connection designed for high levels of pedestrian activity and would not provide the higher level of improvement for the private drive, which is part of the on-site vehicle circulation system. The at-grade pedestrian walkway would not provide pedestrians with safe separation from the inventory and display vehicles that will be driven into the storage spaces at the west edge of the walkway nor the vehicles driving along the private drive at the east edge of the walkway. An at-grade walkway would not prevent vehicles from driving over the pedestrian walkway rather than having to utilize the two designated access points from the private drive into the site. Staff recommends a condition of approval to provide a raised curb tight sidewalk to ensure the proposal meets Design Guidelines 60.05.40.3.E, 60.05.40.7.A, and 60.05.40.8.A. Therefore, staff finds that by meeting the conditions of approval, the proposal meets Approval Criterion 40.20.15.3.C.3.

## Supplemental Findings for Sidewalk Design Modification Approval Criteria

Sidewalk Design Modification Approval Criterion 40.58.15.1.C.4 states that the proposal complies with provisions of Section 60.55.25 (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths). There are several provisions in Section 60.55.25 that directly relate to the applicant's proposed at-grade walkway along the private drive. Section 60.55.25.1 states that all streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit and that bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicyclists and pedestrians.

The applicant's proposed at-grade pedestrian walkway along the private drive would not provide pedestrians with safe separation from the inventory and display vehicles that will be driven into the storage spaces at the west edge of the walkway nor the vehicles driving along the private drive at the east edge of the walkway. An at-grade walkway would not prevent vehicles from driving over the pedestrian walkway rather than having to utilize the two designated access points from the private drive into the site. Staff recommends a condition of approval to provide a raised curb tight sidewalk to ensure that pedestrian and vehicle circulation is separated for safe on-site circulation and safe connections between the on-site circulation and surrounding circulation systems. Therefore, the staff finds that by meeting the conditions of approval, the proposal meets Approval Criterion 40.58.15.1.C.4.

## Supplemental Conditions of Approval

### Major Modification of a Conditional Use (CU2021-0009)

**B. Prior to issuance of the site development grading permit, the applicant shall:**

4. Submit plans demonstrating that there is a 6.5-foot-wide raised curb tight sidewalk along the private drive from the public portion of SW 115th Avenue north to the sales building. (Planning/LR)

### New Conditional Use (CU2021-0010)

**B. Prior to issuance of the site development grading permit, the applicant shall:**

4. Submit plans demonstrating that there is a 6.5-foot-wide raised curb tight sidewalk along the private drive from the public portion of SW 115th Avenue north to the sales building. (Planning/LR)

### Design Review Three (DR2021-0055)

**B. Prior to issuance of the site development grading permit, the applicant shall:**

35. Submit plans demonstrating that there is a 6.5-foot-wide raised curb tight sidewalk along the private drive from the public portion of SW 115th Avenue north to the sales building. (Planning/LR)  
*(Subsequent conditions of approval are renumbered accordingly to 36 through 47)*

### Sidewalk Design Modification (SDM2021-0001)

**B. Prior to issuance of the site development grading permit, the applicant shall:**

2. Submit plans demonstrating that there is a 6.5-foot-wide raised curb tight sidewalk along the private drive from the public portion of SW 115th Avenue north to the sales building. (Planning/LR)