



For office use:

Case #: 262-2024	Submission Date: 9/30/2024	Planner Assigned: RWP
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If a design adjustment is requested, the Director or Commission may recommend approval of the design adjustment if it determines that the following criteria have been met, and the Council shall consider these criteria in making a decision on the requested design adjustment¹:

Please explain how the requested design adjustment complies with each of the below criteria:

Section 29-5.1(c)(3)(ii) - Blocks

1. The design adjustment is consistent with the City's adopted comprehensive Plan and with any policy guidance issued to the Department by Council;

The design adjustment is consistent with the comprehensive plan as the development maintains a high level of pedestrian connectivity while reducing streets and intersections.

2. The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands;

No adverse impacts will be created on abutting lands with this design adjustment. The limited number of residential units along with the pedestrian connection, provide great flow for both vehicles and pedestrians.

3. The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the Subdivision Standards of Section 29-5.1 were met;

4. The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments; and

See below

5. The design adjustment will not create adverse impacts on public health and safety.

No adverse impacts on public health or safety would be created by this design adjustment.

This site does have unique features. The site is already developed with the grading and infrastructure already installed. The site was designed and approved utilizing R-MF zoning with single-family units being marketed as a coop development. Due to certain circumstances, that concept will not work and the need to market the development as a small lot project is needed. Given the existing infrastructure is in place, it would be very costly to redesign, regrade, and reconstruct the infrastructure to add another street connection to serve the development. With the site only containing 49 single family residences and by having two connections to public streets(one on either end of the development) it will be well served with public access without a mid block connection.

¹ Per Section 29-5.2 (b) Subdivision of Land Procedures General Provisions



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Please explain how the requested design adjustment complies with each of the below criteria:

Section 29-5.1(c)(3)(i)(E) - Connectivity

1. The design adjustment is consistent with the City's adopted comprehensive Plan and with any policy guidance issued to the Department by Council;

The design adjustment is consistent with the comprehensive plan as the development maintains a high level of pedestrian connectivity while reducing streets and intersections.

2. The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands;

No adverse impacts will be created on abutting lands with this design adjustment. The limited number of residential units along with the pedestrian connection, provide great flow for both vehicles and pedestrians.

3. The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the Subdivision Standards of Section 29-5.1 were met;

4. The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments; and

See below

5. The design adjustment will not create adverse impacts on public health and safety.

No adverse impacts on public health or safety would be created by this design adjustment.

This site does have unique features. The site is already developed with the grading and infrastructure already installed. The site was designed and approved utilizing R-MF zoning with single-family units being marketed as a coop development. Due to certain circumstances, that concept will not work and the need to market the development as a small lot project is needed. Given the existing infrastructure is in place, it would be very costly to redesign, regrade, and reconstruct the infrastructure to add another street connection to serve the development. With the site only containing 49 single family residences and by having two connections to public streets(one on either end of the development) it will be well served with public access without a mid block connection.

¹ Per Section 29-5.2 (b) Subdivision of Land Procedures General Provisions



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If a design adjustment is requested, the Director or Commission may recommend approval of the design adjustment if it determines that the following criteria have been met, and the Council shall consider these criteria in making a decision on the requested design adjustment¹:

Please explain how the requested design adjustment complies with each of the below criteria:

Section 29-5.1(d) - Sidewalks - Requests for wavier of sidewalk construction on one side of Athena Drive. Not full waiver for both sides.

1. The design adjustment is consistent with the City's adopted comprehensive Plan and with any policy guidance issued to the Department by Council;

The design adjustment is consistent with the comprehensive plan as the development maintains a high level of pedestrian connectivity through the development.

2. The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands;

No adverse impacts will be created on abutting lands with this design adjustment. The limited number of residential units along with the added pedestrian connection, provide great flow for pedestrians.

3. The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the Subdivision Standards of Section 29-5.1 were met;

This design adjustment will not make it more difficult or dangerous to circulate through the development.

4. The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments; and

See below

5. The design adjustment will not create adverse impacts on public health and safety.

No adverse impacts on public health or safety would be created by this design adjustment.

This site does have unique features. The site is already developed with the grading and infrastructure already installed. The site was designed and approved utilizing R-MF zoning with single-family units being marketed as a coop development. Due to certain circumstances, that concept will not work and the need to market the development as a small lot project is needed. Given the existing infrastructure is in place, adding an additional sidewalk on the other side of the private drive will cause for the relocation of phone pedestals, electric transformers, ect. To help with pedestrian connectivity, another sidewalk connection has been added to the adjacent public street network

¹ Per Section 29-5.2 (b) Subdivision of Land Procedures General Provisions
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