



Design Adjustment Worksheet

For office use:

Case #:	Submission Date:	Planner Assigned:
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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: (Section 29-5.1(g)) Public Improvements

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

1. The design adjustment is consistent with the City's adopted comprehensive Plan and with any policy guidance issued to the Department by Council;
 - Yes, as the city plans to build the abutments, they will include the grading needed at this location. With the proposed pedestrian sidewalk alternative, grading can wait until city is ready.
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, because the timing of this regulated grading makes it impractical to build until the bridge abutments are built. Leaving the grades in their current state is the best solution for abutting lands.
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;
 - No, the delay in grading will better serve the public by leaving until bridge is designed. The purposed sidewalks alternative is a safer option for pedestrians at this time.
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
 - Yes, the unique character of this site is the steep slopes and creek crossing. The site requires a bridge and is impossible to provide the needed grading without a bridge abutment.
5. The design adjustment will not create adverse impacts on public health and safety.
 - No, leaving the grading alone is the safest and most practical solution at this time.

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: (Section 29-5.1(d)) Sidewalk

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

1. The design adjustment is consistent with the City's adopted comprehensive Plan and with any policy guidance issued to the Department by Council;
 - Yes, because we are using an alternative to connect the sidewalk to an existing trail. Sidewalk and trail connectivity are integral to city vision.
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 because the sidewalk is along a dead-end street with only 1 lot adjacent on each side. The lower end of the property is inaccessible.
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;
 - Since there is no bridge constructed and the street dead-ends, a walk is not needed in this area. Automobiles, bicycles and pedestrians will be circulating through this alternative route to get to the trail. This alternative alignment will provide a better fit to serve the public.
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
 - The site opposite this tract is similar in that it has no walk on either side. Since there is no bridge or road in place and no through traffic, these are features unique in character. A sidewalk will not be used beyond this point until a bridge is constructed. Pedestrian facilities will likely be included with the future bridge, but how this is accomplished has not been determined at this time.
5. The design adjustment will not create adverse impacts on public health and safety.
 - This will not create any adverse effect on public health or safety. There are no constructed roads in the area of concern. The public would not be affected as the walk has no benefit without the bridge to connect across the creek.

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