

## **CLASS-2 ADJUSTMENT**

The applicant is requesting an adjustment to SRC 803.035(c):

***(c) Alignment and Grade. All streets shall be designed with a vertical alignment that conforms to the Public Works Design Standards. No grade of parkway, major arterial, or minor arterial shall exceed 6 percent. No grade of a collector street shall exceed 8 percent. No grade of a local street shall exceed 12 percent.***

There are several local streets proposed within the subdivision that exceed the 12% maximum street grade. The applicant is requesting an adjustment to allow these internal local streets to be developed with a street grade over 12%, up to 15%.

### ***Adjustment Criteria-SRC 250.005(d)(2) Criteria***

***(A) The purpose underlying the specific development standard proposed for adjustment is:***

***(i) Clearly inapplicable to the proposed development; or***

***(ii) Equally or better met by the proposed development.***

***(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.***

***(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.***

### **Applicant Findings:**

**(A)** The applicant is requesting an adjustment to street grades. As shown on Sheet 1 of 1, Slope Exception Areas Plan, sections of A Avenue, C Avenue, I Avenue, H Street, M Street, J Avenue, N Street, O Street, and P Avenue within the subdivision will have sections of the roadway with up to a 15% street grade. Due to the topography of the site and the proposed street alignment with existing streets, several streets will exceed the 12% street grade allowed. The areas proposed for slopes in excess of 12% are denoted on the plans and will not exceed a single run length of 200 feet.

The intent of the maximum street grade is to allow vehicles to climb and descend the street safely in all conditions. The internal streets proposed will provide safe and efficient circulation throughout the project. The intent is to construct the streets to provide safe and efficient conditions.

The maximum length of any one section of the 15% grade is 200 feet or less, with sections of flatter slopes between the steep sections. This limits distances, limits the ability of any vehicle to have a speed “run-up” occur while traveling down the roadway.

The increased street grade facilitates access to the lots and property along its route such that quicker exits from the street into driveways can be achieved with reduced cuts and fills into the lots and driveways.

We believe that the intent of the standard is being met; therefore, the proposal equally meets the intent of the maximum street grade standard.

(B) Due to topography and existing streets in this area, the proposed streets are typical to that in any other development in configuration. The use of a steeper roadway will reduce the need for excessive cut or fill slope. This has a positive impact to the surrounding areas. The street will be designed to Public Works standards and will provide efficient access to the lots and property adjacent to its route, therefore, the greater street grade will not distract from the livability or appearance of the residential area.

(C) The applicant is requesting more than one adjustment. The cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone. Therefore, this criteria is not applicable.