

McKenzie Heights Phase 2-Block Length

November 19, 2021

Applicant Findings: The subject property, Phase 2, has street frontage on, 32nd Avenue to the east, and A Drive to the east/west. A Traffic Impact Analysis (TIA) dated November 18, 2021, was provided as part of the submittal for Phase 1.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system. The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

Sec. 803.030. - Street spacing.

- (a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.***

- (b) Street spacing may be increased where one or more of the following exist:***
 - (1)Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.***
 - (2)Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.***
 - (3)An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.***
 - (4)Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.***

Applicant Findings:

- (A) Block length shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout and per Partition 19-12 Conditions of Approval. The 32nd and A Drive street extensions exceed the 600-foot block**

length allowed. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

There are more than enough street connections within the proposed development to provide for adequate circulation.

Due to the wetlands and steep slopes to the east and south, additional street connections cannot be made.

The site plan provided shows how the street alignment will be constructed when the entire site is developed. As shown on the site plan, the proposed development provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

- (B) The purpose of this requirement is to help provide safe and efficient vehicle and pedestrian circulation throughout the development. As stated above, there are more than adequate street connections and sidewalks proposed that will provide safe and efficient circulation.

The subject property is zoned IC. The subject property is being developed with multi-family dwellings and townhomes.

The development provides street connections to the east and west (A Drive) to help enhance circulation throughout the neighborhood when those properties are developed. The proposal will have little to no impact on the surrounding neighborhood since the development is surrounded by I-5 or mainly vacant IC land.

A Drive:



A Drive runs through Phase 2 and is about 1200 feet in length. A Drive provides a street connection to the properties to the south for future development. The proposed street exceeds the maximum spacing of 600 feet from right-of-way line to right-of way line. However, due to the topography on the south site of A Drive, it is too steep to provide a street connection that will be safe and efficient. A connection from A Drive to the southeast would have a 17.5% street grade, which is well over the 12% allowed (See attached grading plan). Furthermore, there is a waterway located on the eastern portion of the site that will make a street connection difficult. So, at this time, it is most efficient to avoid street connections in certain areas.

Dues to the topography and the location of waterway to the south and east, additional street connections from A Drive are not feasible. Nor is it needed due to the street connections provided as shown on the street plan provided. A connection to the southeast would also result in the loss of trees, loss of density, and require significant grading.

I-5 is located to the west of the subject property. Therefore, a street connection to the west is not feasible or allowed.

