

Lockwood Meadows 2021-016-PAC Road Modification Narrative

Per City of La Center Municipal Code (LCMC) 12.10.310 (Modifications), the applicant is requesting two road modifications for the proposed Lockwood Meadows Subdivision.

Road Modification Request

1. The applicant is requesting a road modification to section LCMC 12.10.210 - Crossroads, as allowed by La Center Municipal Code (LCMC) 12.10.310, to allow intersection spacing exceeding the maximum distance within the development. The proposed East 4th Street is 1008' long, which exceeds the 500-foot maximum intersection spacing required by code. A portion of East 5th Street is 560' which also exceeds the maximum spacing. LCMC 12.10.210 states,

“On all dedicated rights-of-way exceeding 500 feet in length, cross streets shall be provided at intervals not greater than 500 feet in the urban or city area; provided, in order to minimize through traffic in residential neighborhoods, an overall development plan providing longer intersection intervals may be approved so long as it provides adequate vehicular circulation in the vicinity of the development; and provided further, that when cross street spacing exceeds 500 feet, pedestrian walkways connecting streets may be required.”

2. The applicant proposes to provide detached sidewalk on all new proposed streets rather than attached sidewalk as shown in Standard Drawing ST-15 for Local Access Streets.

Approval Criteria

To be granted modifications to the standards, the applicant must demonstrate at least one of the following conditions per LCMC 12.10.310 (4):

- (a) Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant and an equivalent alternative which can accomplish the same design is available.
- (b) A minor change to a specification or standard is required to address a specific design or construction problem which, if not enacted, will result in an unusual hardship.
- (c) An alternative design is proposed which will provide a plan equal to or superior to these standards.
- (d) Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.

Road Modification Justification

Justification for Request 1

The proposed modification to intersection spacing is justified utilizing both criteria A and C above.

Criteria A states, "Topography, right-of-way, existing construction or physical conditions, or other geographic conditions impose an unusual hardship on the applicant and an equivalent alternative which can accomplish the same design is available." The location of the wetland within Tract B makes it impractical to provide a north/south street connection to break up the East 4th Street block length as any north/south connection to break up this block will not be able to continue to the south without impacting the wetland. The portion of East 5th Street that exceeds block length does so in order to meet existing stub streets from the north, which is existing construction.

Criteria C states, "An alternative design is proposed which will provide a plan equal to or superior to these standards." Tract A is proposed where a crossroad would most likely be located and provides a north/south pedestrian connection to break up this block. Block length/intersection spacing is exceeded for vehicular movements, however there are sufficient east/west circulation patterns to keep traffic moving, and the pedestrian connection within Tract A provides an alternative design which is equal to or superior to the standard.

Justification for Request 2

The proposed modification to provide detached sidewalk rather than attached sidewalk is justified utilizing criteria c above.

Criteria C states, "An alternative design is proposed which will provide a plan equal to or superior to these standards." The proposed design offers the same sidewalk width and planter strip as the standard shown in detail ST-15, however detached sidewalk allows a continuous sidewalk without driveway drops affecting the pedestrian movement. This creates a plan that is equal to or superior to the standard.

Conclusion

If you have any questions or concerns, please contact me at (360) 944-6519 or by email at nicolle@plsengineering.com.

Sincerely,



Nicolle Sicilia
PLS Engineering