



Design Modification Request for Non-Standard Road Section

File: SP16-08

Date: October 17, 2016

To: Bob Galati, P.E. – City Engineer
Through: Craig Christensen, P.E. – City Project Manager
From: Dan Salvey, Project Manager – Hill Architects

Location of Requested Design Modification

The street improvements are located on the north side of the project at the end of SW Alexander Lane.

Current Standards

16.106.020 - Required Improvements

- E. Transportation Facilities Modifications
 - 1. A modification to a standard contained within this Chapter and Section 16.58.010 and the standard cross sections contained in Chapter 8 of the adopted TSP may be granted in accordance with the procedures and criteria set out in this section.
 - 2. A modification request concerns a deviation from the general design standards for public facilities, in this Chapter, Section 16.58.010, or Chapter 8 in the adopted Transportation System Plan. The standards that may be modified include but are not limited to:
 - a. Reduced sight distances.
 - b. Vertical alignment.
 - c. Horizontal alignment.
 - d. Geometric design (length, width, bulb radius, etc.).
 - e. Design speed.
 - f. Crossroads.
 - g. Access policy.
 - h. A proposed alternative design which provides a plan superior to these standards.
 - i. Low impact development.
 - j. Access Management Plans
 - 3. Modification Procedure
 - a. A modification shall be proposed with the application for land use approval.
 - b. A modification is processed as a Type II application. Modification requests shall be processed in conjunction with the underlying development proposal.
 - c. When a modification is requested to provide a green street element that is not included in the Engineering Design Manual, the modification process will apply, but the modification fee will be waived.
 - 4. Criteria for Modification: Modifications may be granted when criterion 4a and any one of criteria 4b through 4e are met:
 - a. Consideration shall be given to public safety, durability, cost of maintenance, function, appearance, and other appropriate factors

to advance the goals of the adopted Sherwood Comprehensive Plan and Transportation System Plan as a whole. Any modification shall be the minimum necessary to alleviate the hardship or disproportional impact.

- b. 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 purpose is available.
- c. 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. Self-imposed hardships shall not be used as a reason to grant a modification request.
- d. An alternative design is proposed which will provide a plan equal to or superior to the existing street standards.
- e. Application of the standards of this chapter to the development would be grossly disproportional to the impacts created.

Design Modification Being Requested

We are requesting a modification of the street section to allow for 90-degree street parking at the end of SW Alexander Lane; this would increase the width from the 28' Standard Residential street section as outlined in Figure 16D of the TSP (having a total width of about 35') to a hybrid street section that would be approximately 50' in total width, where the parking on one side would be 90 degrees while allowing for standard parallel parking on the opposite side of the street.

Existing Conditions

Existing conditions at this location consist of an asphalt pad and packed dirt that is not conforming to the standard, and which is being used as parking for the Cheyenne Plaza clientele.

Result of Meeting Standards

To meet the minimum standard, the existing street will need to either be properly terminated or continued into the proposed Hampton Inn hotel site. The resulting effect of meeting the standard would be a decrease in the available street parking available for both the existing Cheyenne Plaza and the proposed hotel.

Proposed Design Modification

The proposed street modification will result in a slight extension of SW Alexander Lane to provide access to the proposed hotel and greater parking availability for the Cheyenne Plaza tenants & patrons.

Reason Why Design Request Should be Approved

Due to the existing conditions along the frontage of the property, extending SW Alexander Lane in the desired configuration will provide for more available street parking and will allow for a safer connection to the proposed Cedar Creek / Tonquin Trail connection by allowing for additional sidewalk access in a route that provides for safer pedestrian travel between the 90-degree parking and the proposed and existing buildings. This will also provide a greater number of on street parking spaces closer to both projects, which will result in reducing the on street parking burden further down SW Alexander Lane and on SW Smith Ave.



Dan Salvey - Project Manager



Date

Craig Christensen, P.E. - City Project Manager

Date

- Approved
- Approved with Conditions (conditions below or on attached sheet)
- Denied

Bob Galati, P.E. - City Engineer

Date