

2126 N WEBER STREET CONDITIONAL USE & DEVELOPMENT STANDARDS ADJUSTMENT

PUBLIC COMMENT RESPONSE LETTER

NOVEMBER 2025

City Staff received 11 public comments related to the 2126 N Weber Conditional Use and Development Standards Adjustment Requests. 4 of the written comments were in support of the project, 2 sought more information, and 5 were in opposition. Concerns raised in the written comments opposing the requests and seeking more information include:

- Site design, setbacks, and buffering
- Compatibility of the proposed building with the surrounding area in regards to bulk, scale, and aesthetics
- Traffic impacts including pedestrian and biker safety
- On-street parking
- Density

A conceptual site plan and building massing comparison are included with the second submittal of this application to provide greater clarity on the proposed development, enabling both neighbors and city planning staff to thoroughly evaluate the project.

SITE DESIGN, SETBACKS, & BUFFERING

The proposed development has been designed to minimize impacts on the surrounding neighborhood. The building is positioned toward the north and east sides of the lot to create the greatest possible distance from existing homes. Streets and alleys surround the site, further increasing separation between the new building and neighboring properties. A small number of parking spaces and a rain garden along the west edge help provide an additional buffer and place lower-intensity features near the alley.

The UDC requires buffers between different land uses and landscape setbacks along roadways. To meet these standards, the project will include opaque fencing and landscaping along the south and west sides, with additional landscaping along the north and east sides. These measures will help reduce visual impacts and maintain the scale of the surrounding neighborhood. Further, to protect neighbors' privacy, no exterior balconies are proposed for individual units.

COMPATIBILITY – BULK, SCALE, & AESTHETICS

The proposed project has been designed with careful consideration of the surrounding neighborhood context and will fully comply with all applicable zone district standards. The OR zone allows a maximum building height of 35 feet, which aligns with the R-2 zone to the northwest, west, and south, and is lower than the 50-foot maximum permitted in the R-5 zone to the north and the MX-M zone to the east. The proposed building will not exceed 35 feet or three stories.

As shown on the conceptual site plan, the building façade will incorporate articulation along street-facing elevations, with the projections and recesses at intervals of approximately 15 to 25 feet. This design approach breaks up the massing and reduces the visual impact of the building. While architectural elevations are still in the early stages of development, the surrounding context will be carefully considered throughout the design process to ensure compatibility with the surrounding neighborhood.

Street trees will also be preserved along both N. Weber Street and Madison Street. Many multi-family and commercial buildings along N. Weber Street utilize perpendicular on-street parking, which does not allow for street trees. Maintaining these trees along the project frontage will help soften the building's visual impact and preserve the uniform streetscape along the west side of N. Weber Street. Additional landscaping will be provided at site entrances, along street frontage setbacks, and within buffer areas to further enhance the site's aesthetics and neighborhood integration.

TRAFFIC IMPACTS

The proposed development will consist of a maximum of 50 dwelling units, the majority of which will be one-bedroom and exclusively reserved for senior residents. The smaller unit sizes and senior occupancy are expected to result in fewer individual vehicles in daily use. Additionally, Silver Key provides a comprehensive range of services to its residents, including transportation support, which will help consolidate trips to and from the site.

While the parcel currently has two access points on N. Weber Street, only a single access point will be used for this project. This approach minimizes potential interactions between vehicles, pedestrians, and cyclists along the street.

ON-STREET PARKING

The site will accommodate off-street parking in compliance with UDC requirements, including applicable reductions associated with affordable housing and proximity to transit. While on-street parking is permitted along the surrounding roadways, the project will independently provide the requisite number of spaces necessary to adequately support the proposed use.

DENSITY

The OR zoning district does not impose an overall density cap, but instead regulates the number of dwelling units permitted within a single structure. The proposed development does not exceed the density otherwise allowed within the OR zone. Rather, it introduces alternative design strategies intended to mitigate perceived bulk and massing while maintaining long-term housing affordability. A single, architecturally compatible building with a consistent streetscape and thoughtfully integrated site design supports the overall affordability of the project while maintaining consistency with the surrounding area. Although multiple smaller buildings could achieve a comparable density, doing so would significantly increase construction costs, infrastructure duplication, and long-term operational expenses, therefore reducing the project's feasibility as an affordable housing development.