



# Design Adjustment Worksheet

If relief is sought from Section 29-5.1 of the Unified Development Code, the following form should be fully completed and submitted for each separate request, supplying all necessary information and documentation to support the request. The Planning and Zoning Commission will conduct a public hearing to consider the request, and will review the information provided on this form.

## 1. General Information

Name of Subdivision: Springbrook Crossing North

Section of the UDC from which the adjustment is being requested:

Appendix A Section A.5 - Curves

Explain what specific UDC standards or requirements are the subject of the request:

\*See attached sheet. \*

## 2. Design Adjustment Criteria

If a design adjustment is requested per Section 29-5.2(b) of the UDC, the Director or Commission may recommend approval of the design adjustment if it determines that the following criteria have been met, and the Council shall consider these criteria in making a decision on the requested design adjustment.

Please respond to the following and explain how the requested design adjustment complies with each of the below criteria:

**1. The design adjustment is consistent with the City's adopted comprehensive Plan and with any policy guidance issued to the Department by Council;**

The design adjustment would be consistent with the adopted comprehensive plan as the proposed roadways still provide for more than adequate vehicular connectivity through the site. The purpose and intent of CATSO's major roadway plan would still be preserved without detriment to the public. Capacities of the proposed roadways would still be more than sufficient given the location of these roadways as well as the projected volumes on them.

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**2. The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands;**

The design adjustment will not create any adverse impacts on any abutting lands. The neighboring property to the west actually has a plan line for the extension of this neighborhood collector with said plan line meeting the same local non-residential standards that we seek with this design adjustment. Furthermore a local nonresidential street, as proposed, will adequately handle 1500 to 3500 vpd. While we are proposing a smaller street radius, with the pavement cross-section and the "stop condition" on either end, it will not affect the traffic volumes that can be handled. It is anticipated that these local nonresidential streets will have between 2000 to 2930 vpd (depending on which end you look at). These volumes are well within the limits for a local nonresidential streets.

**3. The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the Subdivision Standards of Section 29-5.1 were met;**

By granting this design adjustment it will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians, to circulate through the site. This design adjustment would actually make it safer for all of the above. A smaller degree of curvature would result in smaller street radii that would cause for automobile to traverse the site at lower speeds. Given the nature of the site and surrounding areas and streets, the capacity of the internal roadways are not a concern and would still be able to more than adequately handle the traffic. With stop condition on both ends of the east west collector, the speeds of the vehicular traffic will always be reduced.

**4. The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments; and**

The unique features on this plat is that we are connecting a planned neighborhood collector to the west (designed as a local non-residential street) to a major collector to the east. In order to get this connection away from an existing intersection of two major collectors (Veterans United Parkway and State Farm Parkway), we must curve the street quicker to get further north and away from said intersection.

**5. The design adjustment will not create adverse impacts on public health and safety.**

No adverse impacts on public health and safety will result in the issuance of this design adjustment.

We are requesting that the degree of curvature of the internal roadways for the above mentioned plat be modified to that of a local non-residential street standard. CATSO classifies these roadways as neighborhood collectors which have a slightly higher degree of curvature over that of local non-residential streets. Specifically to where collector streets call for a maximum centerline curvature of  $12^{\circ}30'$ . Local nonresidential streets allow for a centerline curvature of  $25^{\circ}00'$ . This equates to a radius of 458.4' for a collector street and a radius of 229.2' for a local nonresidential street. Please note that there is no delineation between a neighborhood collector and a major collector in the code when it comes to degree of curvature. The same degree of curvature is used for both street clarifications but the assumed ADT is nearly 3 times more for a major collector than a neighborhood collector.