



City of Columbia
Planning Department
701 E. Broadway, Columbia, MO
(573) 874-7239 planning@como.gov

Design Adjustment Worksheet

For office use:

Case #:	Submission Date:	Planner Assigned:
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If a design adjustment is requested, 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 adjustment¹:

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

¹ Per Section 29-5.2 (b) Subdivision of Land Procedures General Provisions
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Design Adjustment Worksheet – Fox Creek Plat 2 – Block Length

The proposed design adjustment is for Subdivision Standards Section 29-5.1(3)(ii). Which states: ***Blocks. Streets shall intersect at intervals not exceeding six hundred (600) feet or less than two hundred fifty (250) feet. Blocks shall have sufficient depth to provide for two (2) tiers of lots of appropriate depth. The director may approve exceptions to block depth when blocks are adjacent to major streets, railroads, waterways, or other sensitive environmental areas (e.g., steep slopes, waterways).*** The proposed looped street shown on the prelim plat as Pheasant St. has a block length of 635ft from the previously accepted Fox Creek Prelim Plat #2 South boundary. This exceeds the city requirement for block length by 35ft. The “loop” style street is created to address the grade difference from Existing East connection of Forester Drive to Existing West connection of Webster Grove St. The grade difference is over 20ft and the longer “loop” style street allows for a gradual grade transition that is appropriate for emergency services. This proposed design of a loop street was approved in original prelim plat and is simply a continuation of the same condition to the south.

1. The design adjustment is consistent with the City’s adopted comprehensive plan and follows previously accepted condition shown on the prelim plat for phase 2 of Fox Creek Subdivision.
2. The proposed design adjustment will not negatively impact abutting lands or owners/occupants of these lands.
3. This design adjustment will improve safety as it will deter cut through traffic from Webster Grove St and will improve safety as the looped condition will lessen grades/slopes of streets to allow for less steep inclines for emergency service access.
4. The design adjustment is being requested to allow for a longer length of street to make up the grade difference from the East side to the West Side of the property.
5. The proposed loop street and addition 35ft of block length will not create an adverse impact on public health and safety and will improve emergency services access with less steep slopes.



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Please 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;
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;
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;
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
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Design Adjustment Worksheet – Fox Creek Plat 2 – Stub Street

The proposed design adjustment is for Subdivision Standards Section 29-5.1(c)(3)(i)(H). Which states: ***When a new subdivision adjoins unplatted or undeveloped land, the new streets shall be carried to the boundaries of such land unless vehicular access is unnecessary or inappropriate due to existing or proposed development with incompatible traffic generation on the adjacent platted or unplatted lands or designation of sensitive areas.*** The requested stub streets by staff include a request to stub a street to the west and to the north on the preliminary plat. We are requesting the stub street to the west be removed as this street would be stubbed at an existing platted subdivision that is developed. Not only does this meet the definition above but the proposed stub street would have no connectivity further west. In reality the feasibility of 10 property owners selling their estate lots, tearing down a house down to have an connection to Hwy PP (so you can build more than 30 lots) and also constructing a lift station to pump sewer waste since there is no capacity in the region makes this proposed stub unreasonable.

The same request for the stub street to the north is also inappropriate due to existing property is developed. The property to the north is a smaller developed estate lot with a house and detached garage/shop centrally located on 5 acres. Previously in 2016 we submitted a request to city council to remove the stub street request to the north. City council approved this request as the lot was developed and the future extension of the street would not serve a purpose.

1. The design adjustment is consistent with the City's adopted comprehensive plan and is technically by the definition of why a street stub shall not be required. To the west is a developed and platted subdivision and to the north is a smaller developed estate lot.
2. The proposed design adjustment will not negatively impact abutting lands or owners/occupants of these lands.
3. This design adjustment will not create any more difficult or dangerous impacts to public safety.
4. The design request is being requested to meet the unique feature of the existing platted lots that are developed to the west and the developed smaller estate lot to the North. This situation/request meets the city's definition of when a stub street would not be required and is similar to other previous developments.
5. Design adjustment will not create and adverse impacts of public health and safety.