

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:

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

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

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 vacation of Burnside Drive was requested for several reasons, including the dedication of right-of-way for Solar Road, a major collector reflected on the CATSO Plan directly to the east of the existing Burnside Drive. Solar Road will serve as a north/south connection in the future and will connect to Burnside Drive at Burnside's south terminus (less than 500' from its north terminus). The existing north terminal street (the subject of this request) is 125' long (measured from the right-of-way of Canaveral Dr.) and has functioned in its current state for many years.

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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;

This design adjustment will make it possible for EquipmentShare to use the area that would normally contain a large concrete turnaround for a vegetative buffer to the existing creek and neighborhood, open space, and stormwater treatment. We have discussed this area with the Eastport Village neighborhood association and they support the recently approved complete vacation of Burnside Drive across EquipmentShare's property. EquipmentShare would prefer the area to remain as-is without the addition of a turnaround that is functionally unnecessary in this case, and would create more city maintenance and stormwater runoff. EquipmentShare has gone to great lengths to minimize impervious area and preserve native vegetation as they develop this site and would prefer this area to remain as a vegetative buffer as opposed to a large and unnecessary impervious turnaround.

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;

The current geometry has existed for many years and we are not aware of any functional issues. We have discussed this area with the Eastport Village neighborhood association and they support the recently approved complete vacation of Burnside Drive across EquipmentShare's property. The area functions well currently and the future construction of Solar Road will add another connection to Burnside Drive approximately 500' south of the terminus in question.

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 design adjustment is being requested due to the existing configuration of and future connections proposed to this area. Eliminating the turnaround will decrease required city maintenance and stormwater runoff. It will also allow for more vegetative buffer to the existing creek and neighborhood in addition to more open space on EquipmentShare's campus.

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

As a part of the vacation request, we discussed this area with the Columbia Fire Department. The current configuration of the intersection of Canaveral Drive and Burnside Drive serves as an International Fire Code Appendix D hammerhead turnaround. The existing north terminal street is 125' long and the terminus is clearly visible from the intersection of Canaveral Drive and Burnside Drive. The Fire Department expressed no concern with the vacation of Burnside Drive and the elimination of a turnaround at the north terminus.