



Case #: 63-2025	Submission Date: 12/16/2024	Planner Assigned: RWP
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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 adjustment<sup>1</sup>:**

**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;  
This adjustment does not go against any information in the comprehensive plan, however the UDC is Council approved policy guidance. The UDC permits relief from Section 29-5.1 (f)(1)(iv)(D) after consideration of the remaining criteria listed below.
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;  
Reducing the length of the frontage from a minimum of 300 feet, to a minimum of 225 feet on lots 4, 5, and 6, will not have any adverse impacts on the surrounding properties or neighbors. The proposed plat will limit driveway locations to those areas shown with a minimum driveway spacing of 220 feet which is the far greater than that required by the City of Columbia Street, Storm Drain and Sanitary Sewer Standards of 30 feet for Collector Streets (Roger I. Wilson Memorial Dr.) and 75 feet for Arterial Streets (Brown School Rd.).
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;  
  
There will be no difficult or dangerous effects on circulation in and through this development because of this reduced road frontage as the proposed replat limits the number of driveways and driveway locations as shown which are substantially greater than City requirements. The replat will trigger the construction of sidewalks along all road frontages which will increase automobile, bicycle, and pedestrian safety. Although internal circulation (cross access) of the lots has not been determined yet, it is possible therefore that access management and circulation to the development would be improved with this design adjustment.
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 IG portion of this property is ideal for medical offices, each with their own specifically limited access. Due to the rather short depth of the lots, meeting the 300' minimum would only allow 2 office buildings on lots that would be too large for this use. Setting the minimum at 225' will allow for the 3rd lot and will encourage a more efficient use of the property. All other site features and improvements, including sidewalks, shall meet City requirements.

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

Reducing the length of the frontage on these lots will not have any adverse impacts on the surrounding properties or neighbors and would improve access management to the property by limiting access points. The third medical office may offer more convenient access for needed medical services.

<sup>1</sup> Per Section 29-5.2 (b) Subdivision of Land Procedures General Provisions  
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