

**AGENDA REPORT  
PLANNING AND ZONING COMMISSION MEETING  
June 6, 2024**

**SUMMARY**

A request by Crockett Engineering (agent), on behalf of Springbrook Crossing L.L.C. (owners), for approval of a design adjustment seeking relief from the provisions of Appendix A Section A.5 - Curves of the UDC. If approved, the design adjustment would allow the internal street network to have tighter curves than outlined in the design standards for a road classified as a neighborhood collector. The subject street is named Ledger Drive as shown on the preliminary plat of Springbrook Crossing North (Case # 59-2024) that was reviewed and recommended for approval at the Planning Commission's May 9, 2024 meeting. **(Case # 130-2024)**

**DISCUSSION**

Crockett Engineering is seeking approval of a design adjustment regarding the proposed internal street network on the preliminary plat Springbrook Crossing North. The preliminary plat was reviewed at the Planning Commission's May 9, 2024 meeting and recommended for approved by a 6-0 vote. At the time of preliminary plat approval, the City was engaged in the review of a final plat for Lot 10 of the preliminary plat as well as construction plans for required public infrastructure. As a part of the infrastructure plan review, the need for the requested design adjustment was identified. The applicant, after consultation with the City, requested that the preliminary plat be process through the Planning Commission with the understanding that the preliminary plat would be withheld from Council consideration until action on the requested design adjustment was completed. It should also be noted that the preliminary plat will be subject to development agreement which has not yet been finalized and must be executed prior to its introduction to City Council as well.

The requested design adjustment has been triggered based upon the CATSO Major Roadway Plan's classification of Ledger Drive as a neighborhood collector street. As such, the street's construction is subject to the **neighborhood collector standards** as defined in the UDC. Pursuant to staff review comments relating to the submitted of land disturbance plans (i.e. construction plans) for Lot 10 of Springbrook Crossing North development, it was identified that Ledger Drive proposed non-compliant curves with respect to its neighborhood collector classification. Particularly, the plans illustrated the street as being constructed to **local nonresidential street standards**. The submitted plans also illustrated the street would satisfy neighborhood collector standards in all respects with the exception of its proposed curves. Meaning, the proposed grade, dedicated right-of-way, and pavement width meets or exceeds standards for both neighborhood collectors and local nonresidential streets. The only area the proposed design failed to meet were the curve standards.

The curve standards are described in Appendix A Section A.5 – Curves of the UDC. The standards are as follows: 25°00' for local nonresidential streets and 12°30' for neighborhood collector streets. These standards allow a local nonresidential street to be constructed with a tighter curve than a collector street. Local nonresidential streets are intended to accommodate an ADT (average daily traffic) of up to 4,000 vehicles depending on design. Neighborhood collectors are intended to accommodate an ADT between 1,500 and 3,500 vehicles. As local nonresidential streets are intended to capture a potentially greater volume of vehicles than neighborhood collector streets, allowing curves to be built to local nonresidential standards would not be out of place in the built context of the city.

If the design adjustment is recommended for approval, the attached plat would be forwarded to Council for its consideration along with a concurrent report seeking Council approval of the design adjustment. If the design adjustment is denied, the applicant reserves the right to seek Council consideration of the

design adjustment concurrent with the plat; however, staff's recommendation on the plat would be required to be "denial" given the plat does not meet the requirements of the UDC. Alternatively, the applicant could revise the plat to meet the conditions of section 29-5.1(f)(1)(iv)(D) and the denied design adjustment would not be required.

Below are the criteria for design adjustments and responses for how the requested design adjustment complies with said criteria.

The applicants are seeking one design adjustment from *Appendix A Section A.5 - Curves* of the UDC in regards to the required turning radius for Ledger Drive, a street shown on the preliminary plat of Springbrook Crossing North which is identified as a Neighborhood Collector by the CATSO Major Roadway Plan. Section 29-5.2(b) of the UDC provides five evaluation criteria which shall be considered when weighing a request for a design adjustment. The criteria and staff's analysis of each are outlined below.

- i. *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 provide adequate vehicular connectivity through the site. The purpose and intent of CATSO's major roadway plan is still 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.

**[SUPPORTED]**

- ii. *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 has a plan line for the extension of this neighborhood collector with said plan line meeting the same local non-residential standards that this design adjustment is being sought for. Furthermore, a local nonresidential street as proposed, will adequately handle 1500 to 3500 ADT. While the proposed street radius is smaller/tighter, 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 ADT. These volumes are within the limits for a local nonresidential street.

**[SUPPORTED]**

- iii. *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 may make it safer for all of the above in comparison to a neighborhood collector. A smaller degree of curvature would result in smaller street radii that would serve as a traffic calming measure of

sorts, causing automobile to travel 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. The “stop condition” on both ends of the east-west collector may also limit vehicular speed.

**[SUPPORTED]**

- iv. *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 it is facilitating a connection to a planned neighborhood collector to the west (designed as a local non-residential street) to a major collector to the east, as illustrated by the CATSO Major Roadway Plan. In order to get this connection away from an existing intersection of two major collectors (Veterans United Drive and State Farm Parkway) and connect with the existing street easement to the west and south (not constructed), the street must curve tighter to quickly get traffic away from said intersection to eventually head south, then turn again to connect with the portion of the existing street easement that abuts the applicant's property.

**[SUPPORTED]**

- v. *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. The tighter turning radii is likely to slow down traffic.

**[SUPPORTED]**

**Conclusion**

The requested design adjustment is considered to be consistent with the objectives of the Comprehensive Plan. Staff does not anticipate any adverse impacts from approval of the design adjustments when compared to typical curve standards for streets. The waiver would not limit the future potential for infrastructure and safety upgrades. The design adjustment being requested has no impact on the street's ability to accommodate the anticipated volume of traffic to be generated from surrounding development. If anything, the smaller turning radii will serve as a traffic calming measure encouraging drivers to slow down as they reach either “stop condition”.

**RECOMMENDATION**

**Approval** of the requested design adjustment from Appendix A Section A.5 – Curves in regards to Ledger Drive, shown on the preliminary plat of Springbrook Crossing North.

**SUPPORTING DOCUMENTS (ATTACHED)**

- Locator maps
- Preliminary Plat
- Design Adjustment Worksheet

**SITE CHARACTERISTICS**

<b>Area (acres)</b>	20.36 acres
<b>Topography</b>	Sloping down SE
<b>Vegetation/Landscaping</b>	Mostly covered by trees
<b>Watershed/Drainage</b>	Clear Creek/Mill Creek
<b>Existing structures</b>	None

**HISTORY**

<b>Annexation date</b>	1969
<b>Zoning District</b>	M-OF
<b>Land Use Plan designation</b>	Employment, Sensitive Area, Neighborhood
<b>Previous Subdivision/Legal Lot Status</b>	PT NE TR 2B SUR 5746-130 EXC PT FOR RD - not legal lot

**ACCESS**

<b>Ledger Drive</b>	
<b>Location</b>	Internal access to site
<b>Major Roadway Plan</b>	Neighborhood Collector; ROW to be dedicated
<b>CIP projects</b>	None
<b>Sidewalk</b>	Required

<b>State Farm Parkway</b>	
<b>Location</b>	East edge of site
<b>Major Roadway Plan</b>	Major Collector; improved and City maintained
<b>CIP projects</b>	None
<b>Sidewalk</b>	Existing

**PARKS & RECREATION**

<b>Neighborhood Parks</b>	None
<b>Trails Plan</b>	Nearby South Providence Trail
<b>Bicycle/Pedestrian Plan</b>	Nearby South Providence Trail

**PUBLIC NOTIFICATION**

All property owners within 200 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of this pending request on May 22, 2024. 10 letters were distributed. Advertising was placed in the Columbia Tribune on May 20, 2024.

Report prepared by David Kunz

Approved by Patrick Zenner