

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;

This request is consistent with Columbia Imagined by the following:

Discusses the need for streets that have sidewalks, bicycle lanes, and shared facilities. It also discussed varying cross sections that can be chosen for each specific situation. While no right-of-way is less than 44 feet in width, there are standards for a lesser right-of-way than that of a 50- foot right-of-way.

Columbia Imagined discusses the need to preserve our existing neighborhoods and develop/redevelop in conjunction with them. Maintaining a similar feel for the neighborhood is a big factor to consider.

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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;

Grand Avenue:
No adverse impacts will be created by granting this design adjustment. The existing Grand Avenue is already an improved City street that is wider than current standards. Any reconstruction can be completed within the existing right-of-way.

Alley Street:
No adverse impacts will be created by granting this design adjustment. There is no alley street currently and it is highly unlikely that any such alley would be constructed in the future. All adjacent lots have existing access that is not off of this alley. Furthermore, there is an existing home constructed within the alley. Any such alley construction would itself be an adverse impact as it would cause that home to be demolished.

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;

Grand Avenue: The granting of the design adjustment does not make it significantly more difficult for vehicles or pedestrians. Grand Avenue is already an improved street with sidewalks on both sides. By not having the additional right-of-way it does not make it harder for vehicles or pedestrians.

Alley Street: The granting of the design adjustment does not make it significantly more difficult for vehicles or pedestrians. The alley street does not exist and the granting of the right-of-way will not trigger the construction of this alley. Access to all adjacent lots comes off of other existing streets and that most likely would not change should the alley ever be built.

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

Grand Avenue:
The unique situation along Grand Avenue is that it is an existing improved City street with adjacent houses located close to the street. In order to keep with the feel of the neighborhood, the proposed structures should be relatively close as well. Additional right-of-way would push the houses further back and lose the feel that is currently there.

Alley Street:
The unique situation along the Alley Street is that it is not existing and most likely never will be. No property takes their current access off of this alley and there is a home located in the middle of the existing alley right-of-way preventing the alley to be constructed.

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

Grand Avenue:
No adverse impacts would be created by granting this design adjustment. Fire and other emergency services are still able to access all adjacent properties without this additional right-of-way. Grand Avenue can continue to function as it does today without said right-of-way.

Alley Street:
No adverse impacts would be created by granting this design adjustment. It would rather unlikely that Fire and other emergency services would utilize this alley to serve the adjacent properties even if the alley were constructed.