



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: June 17, 2024

Re: Springbrook Crossing North – Design Adjustment (Case #130-2024)

Executive Summary

If approved, the design adjustment would allow Ledger Drive, an internal street shown on the preliminary plat of Springbrook Crossing North (Case # 59-2024), to have tighter curves than outlined in the design standards for roads classified as a “neighborhood collector” per Appendix A Section A.5 – Curves of the Unified Development Code. The preliminary plat of Springbrook Crossing North and an associated development agreement (Case # 59-2024) appear on the Council’s June 17 agenda as a separate business item.

Discussion

A request by Crockett Engineering (agent), on behalf of Springbrook Crossing, LLC. (owners), for approval of a design adjustment seeking relief from the provisions of Appendix A, Section A.5 - Curves of the UDC. This request is being considered concurrently; however, independently, with the requested approval of a preliminary plat for Springbrook Crossing North and an associated development agreement (Case # 59-2024). The UDC permits a design adjustment to be considered either with a preliminary plat when there is desire to seek relief from or a **known** matter of non-compliance with respect to the UDC’s standards or as a separate application matter.

The requested design adjustment was not known at the time of preliminary plat review and only came to light following advertising for the Planning Commission’s consideration of the preliminary plat at their May 9, 2024 meeting. Furthermore, given the technical nature of the requested design adjustment which only came to light due to the submission of a final plat and construction plans for Lot 10 of the preliminary plat, it was concluded that processing this request separate from its associated preliminary plat was appropriate.

The requested design adjustment seeks relief from the UDCs standards relating to roadway curvature with are found within Appendix A, Section A.5. As a part of the infrastructure plan review associated with Lot 10 of the preliminary plat, the need for the requested design adjustment was identified, as the proposed curve for the street identified as Ledger Drive on the construction plans was too tight to meet the design standards outlined in the UDC.

The requested design adjustment has been triggered based upon the CATSO Major Roadway Plan’s (MRPs) 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.



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Particularly, the plans illustrated the street as being constructed to local nonresidential street standards. The submitted plans illustrated the street would satisfy neighborhood collector standards in all respects with the exception of its proposed curves. That is, the proposed grade and dedicated right-of-way meets or exceeds standards for both neighborhood collectors and local nonresidential streets. The only standards the proposed design failed to comply to 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 (tighter)

- and -

12°30' for neighborhood collector streets (wider)

Essentially, a curve may be two times tighter on a local nonresidential street than a neighborhood collector. 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 or create hazardous driving conditions.

Furthermore, the intent of neighborhood collectors is described as collecting “traffic from surrounding residential areas and connect to major streets; serve local, non-residential land uses such as schools, churches, and parks; and promote neighborhood livability.” The aforementioned list of uses contains uses that are “by right” permissible in all residentially zoned districts. However, the land across which the CATSO MRP depicts the proposed neighborhood collector (i.e. Ledger Drive) crossing is zoned mixed use – office (M-OF). While residential uses are permissible in M-OF, the district permits uses that would be more aligned with a local non-residential street’s intended purposes which are to provide “access to commercial, industrial, institutional and other intensive land uses.”

When evaluating the curve waiver request, staff considers the design adjustment criteria of Section 29-5.2(b)(9) of the UDC. After evaluating the applicant’s request (see attached *design adjustment worksheet* for details), staff concluded that the criteria of Section 29-5.2(b)(9) were met.

The tighter curve **does not create any adverse impact** on the land abutting the proposed plat, as the street is entirely internal with stop conditions at both ends of the site. It **will not make it more difficult or dangerous** for traffic (vehicular or pedestrian) to circulate through the development. In fact, a tighter curve may encourage slower speeds and act as a de facto traffic calming measure in a similar vein as chicanery. This design adjustment has no bearing on the volume of traffic this street will be able to accommodate. This request will not have the effect of decreasing or eliminating installation of improvements or site features required of similarly situated developments. As this internal street is controlled by stop



conditions on the east and west ends, a tighter curve before reaching this stop sign assures traffic is already slowing down before it must halt.

The Planning and Zoning Commission considered this request at their June 6, 2024 meeting. Following the staff report, Commissioner Williams questioned if the surrounding roadway network with the proposed new development would support seasonal surges in traffic, particularly the Veterans United Christmas Lights program. Staff explained the content of the development agreements and traffic impact studies associated with both the Springbrook Crossing North and Springbrook (to the southwest) subdivisions and their required transportation improvements for the region. The applicant's agent provided additional detail about why relief was being requested. No one from the public spoke. After limited additional discussion the Commission voted to approve the design adjustment by a vote of 9-0.

The Planning and Zoning Commission staff report, locator maps, design adjustment worksheet, proposed preliminary plat (Case # 59-2024), and meeting minutes excerpts are attached for review.

Fiscal Impact

Short-Term Impact: None anticipated within the next two years. Public infrastructure extension/expansion would be at the cost of the developer.

Long-Term Impact: Possible impacts could be public infrastructure maintenance such as roads, sewers, and water, as well as public safety and solid waste service provision. Future impacts may or may not be offset by increased user fees and/or property tax collections.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Reliable Infrastructure, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:

Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Land Use & Growth Management, Tertiary Impact: Not Applicable

Legislative History

Date	Action
05/17/23	Approved Tract Split Survey (SUR 5746-130)

Suggested Council Action

Approve the requested design adjustment as recommended by the Planning and Zoning Commission.