



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: March 3, 2025

Re: Arcadia Plat 10 – Design Adjustment (Case #63-2025)

Executive Summary

Approval of this request would grant a design adjustment from the provisions of Sec. 29-5.1(f)(iv)(D) of the Unified Development Code as it pertains to individual driveway placement on newly-created non-residential lots with less than 300-feet of roadway frontage along arterial or collector roadways. This matter is being considered concurrently with a request to approve a 6-lot final plat to be known as “*Arcadia Plat 10*,” which is being concurrently presented under separate cover on the March 3, 2025 Council agenda.

Discussion

A Civil Group (agent), on behalf of Drew Properties, LLC (owner), is seeking to replat an existing lot (existing Lot 1, Arcadia Plat 8) and an unplatted tract of land adjacent to the southwest corner of Lot 1. The resulting plat would create a total of six lots along the west side of Roger I. Wilson Memorial Drive.

In conjunction with the final plat, the applicants are seeking approval of a design adjustment from Sec. 29-5.1(f)(iv)(D) of the Unified Development Code that requires newly platted or re-subdivided non-residential lots that propose direct driveway connection along arterial and collector roadway to have a minimum of 300-feet of street frontage. If such frontage is not provided, the UDC stipulates that “shared” access for parking and driveways may be required “to promote internal development connectivity.” The design adjustment would permit three of six lots to have less than 300 feet of frontage and be eligible for individual driveway access.

Roger I. Wilson Memorial Drive is a collector roadway and proposed Lots 4, 5, and 6 as shown on the attached final plat and design adjustment exhibit have less than 300-feet of frontage each. The applicants have provided their justification for the requested relief in the attached “Design Adjustment Worksheet”. If the design adjustment is approved, the concurrent final plat and the proposed lots shown thereon would be compliant with all zoning and subdivision provisions of the UDC.

Staff has reviewed the applicant’s submitted design adjustment worksheet and performed an analysis of the five (5) design adjustment criteria enumerated in Sec. 29-5.2(b)(9) of the UDC. Staff’s full analysis of these criteria are shown within the attached Planning and Zoning Commission staff report. As a result of this analysis, staff concluded that first evaluation criterion would not be fully met with respect to conformance with the Comprehensive Plan and/or “policy guidance” issued by City Council; however, the request would be consistent with the remaining evaluation criteria.



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Notwithstanding these findings, staff supports the request given the location of the individual driveways serving proposed Lots 4, 5, and 6 are such that their placement meets the adopted Missouri Department of Transportation and city-applied access management standards for arterial and collector roadways. Furthermore, support of the adjustment was given after consultation with the City's Traffic Engineer which concluded that the alignment of Roger I. Wilson Memorial Drive is such that any potential impacts to public safety are diminished given the proposed spacing of the individual driveways and specific access restrictions noted on the final plat. It should be noted that additional right of way along Roger I. Wilson Memorial Drive is to be dedicated to accommodate its possible future expansion and that all standard public improvements (i.e. curbs and sidewalks) will be required along this roadway frontage as each individual lot shown on the final plat is improved.

This matter was considered at the Planning and Zoning Commission's February 6, 2025, meeting concurrently with the request for approval of the final plat, "Arcadia Plat 10." Staff presented its report, inclusive of both the platting and design adjustment requests. The applicant's representative was present and gave an overview of the request. No other public comments were received during the public hearing.

After Commissioner Walters recused himself from the meeting due to a conflict of interest, Commissioners sought clarification regarding whether all design adjustment criteria needed to be met for the Planning Commission to approve the request. Following staff and legal review of the specific regulatory language, it was concluded that the UDC did not require an affirmative finding on all criteria to approve a design adjustment. Staff further noted that design adjustments should be considered the outcomes created and if their approval would create designs equal to or superior to that anticipated by strict adherence to the standard UDC provisions.

During Commissioner discussion, concerns were expressed about the potential for additional traffic impacts along adjacent roadway frontages given the site's split M-C/I-G zoning and the proposed driveway accesses as shown on the submitted final plat. Several Commissioners also disagreed with the staff's and applicant's conclusion that the lot's shallow depth along Roger I. Wilson Memorial Drive was sufficient justification to support the finding that the evaluation criteria of Sec. 29-5.2(b)(9)(iv) (i.e. unique site conditions or design objectives) were being met. Staff noted that the driveway locations were based upon the Missouri Department of Transportation (MoDOT) access management guidelines, which require a minimum of 220-feet between driveways. The proposed driveway locations for all driveways shown on the plat were compliant with the MoDOT standards. Staff acknowledged the Commissioner's views on possible non-compliance with evaluation criteria (iv); however, the applicant's testimony did justify this conclusion given the east side of Roger I. Wilson Memorial was undevelopable given its proximity to the US 63 corridor, except at its intersection with Brown School Road.

Following closure of Commission discussion, two (2) separate motions were made – one related to the design adjustment, and another relating to the subdivision request. The motion to



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approve the requested design adjustment lead to a 4-4 split vote, resulting in **no recommendation**. The Commission did vote to recommend approval of the final plat after additional discussion which is provided for in the concurrent report.

It should be noted, that given the Commission's recommended approval of the concurrent final plat, the final plat document has been executed, as required, by standard City policy given the plat confers "legal lot" status on that portion of the overall acreage that was not previously a platted lot. This action should not be interpreted as the Commission's support of this design adjustment. If Council chooses to deny this design adjustment, the concurrent platting action would be non-compliant with the Unified Development Code and must either be denied or have its approval delayed such that it can be revised to comply with the UDC. The applicant may also choose to withdraw the plat following the outcome of the design adjustment.

The Planning and Zoning Commission staff report, locator maps, design adjustment worksheet, design adjustment exhibit, final plat (for reference only), and meeting minute excerpts are attached for review.

Fiscal Impact

Short-Term Impact: None anticipated.
Long-Term Impact: None anticipated.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Safe Community, 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
11/01/2004	Ord. 18100: Approving, "Arcadia Plat 8."

Suggested Council Action

Approve the requested design adjustment from Sec. 29-5.1(f)(iv)(D) allowing individual driveway access to Lots 4, 5, and 6 of the proposed final plat entitled "Arcadia Plat 10", as recommended by staff.