



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: March 21, 2022

Re: Legacy Farms Preliminary Plat – Design Adjustment (Case #59-2022)

Executive Summary

Approval will authorize the creation of block lengths that exceed 600 feet in length within a new preliminary plat. This request is being reviewed concurrently with a request for a 532-lot preliminary plat to be known as *Legacy Farms* presented under the same case number, but described in a separate report.

Discussion

Crockett Engineering Consultants (agent), on behalf of Curators of the University of Missouri (owner), is seeking approval of a design adjustment from Section 29-5.1(c)(3)(ii) to allow block lengths that exceed 600 feet. The design adjustment is being considered concurrently with a proposed 532-lot preliminary plat to be known as “*Legacy Farms*” bearing the same case number, but as a separate report. The 383-acre property is currently zoned A (Agricultural); the developer has requested rezoning (Case # 71-2022) to R-1, R-MF, and M-N concurrent with this request and the associated preliminary plat. The property is located on the west side of Sinclair Road, approximately 700’ south of Nifong Boulevard.

The requested design adjustment from Section 29-5.1(c)(3)(ii) is sought to allow block lengths to exceed the maximum 600-foot distance. This UDC provision is intended to create a maximum block length to provide greater internal connectivity and to assist in the efficient distribution of traffic within the development by creating multiple route options. The additional streets and sidewalks make communities more walkable for pedestrians. The preliminary plat includes 15 blocks that exceed 600 feet between street intervals.

The applicant has stated that block lengths that exceed 600 feet (shown on the attached Design Adjustment Exhibit) are beneficial in that they: 1) would result in a decrease in pavement that requires maintenance, 2) increase safety by decreasing the number of pedestrian and vehicle conflict points, and 3) allow for the installation of a unique design feature (i.e. internal walkways) within the development that would replace the additional street connections. The proposed internal walkways are similar to those recently approved for use within the *Old Hawthorne North* Preliminary Plat.

Staff agrees with the applicant that the request would be unlikely to cause significant negative impacts to surrounding property owners, make travel through the site more dangerous, or have adverse impacts on public safety, and that the walkways may represent a unique design feature. Staff, however, does have concerns with how the walkways will be received by the neighborhood and how they will be maintained. Overall, staff agreed that



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the applicant met the majority of the standards for granting the design adjustment, even though it would appear that the site could be designed to comply with the UDC standards.

The Planning and Zoning Commission considered this request at their February 24 meeting. Staff presented its report and the applicant's representatives gave an overview of the request. While there were four members of the public who spoke at the public hearing, only one member of the public specifically spoke in support of the pedestrian walkways, which are related to the requested design adjustment.

Commissioners shared concerns with the number of blocks that exceed 600 feet, and if the longer blocks represented a safety issue. Staff noted it had conferred with representatives from Public Works and the Fire Department and did not receive feedback indicating that the longer block lengths were a particular concern to public safety. Commissioners commented that the pedestrian walkways that were provided as a substitute for shorter block lengths should be wider (possibly 8-10 feet) to account for the loss of the additional street intersections and to be more accessible to all pedestrians. There was also concern expressed with the design of several walkways given they did not provide a straight pathway between streets, but instead jogged along rear property lines.

Following additional discussion, a motion to approve the requested design adjustment failed by a vote (2-6).

The Planning Commission staff report, locator maps, zoning exhibit, preliminary plat (dated 2/18/22), traffic impact study, design adjustment worksheet and exhibit, REVISED preliminary plat (dated 2/21/22), meeting minute excerpts, and correspondence are attached.

Fiscal Impact

Short-Term Impact: None. If permitted, construction of the walkways would be the responsibility of the applicant and installed according to standard specifications.

Long-Term Impact: Unknown; however, there is the potential for reduction in public maintenance responsibilities typically associated with streets as the proposed alternative would not be within a public right of way.



Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

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

Comprehensive Plan Impacts:

Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Infrastructure, Tertiary Impact: Livable & Sustainable Communities

Legislative History

Date	Action
NA	NA

Suggested Council Action

Denial of the design adjustment from **Section 29-5.1(c)(3)(ii)** as recommended by the Planning and Zoning Commission.

Alternatively, should the Council desire to approve the design adjustment, as presented by the applicant and pursuant to Section 29-5.2(c)(3)(ii) of the UDC, a two-thirds majority (5 of 7 Council members) must vote in the affirmative on the requested design adjustment.