CROCKETT
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September 13, 2017

Clint Smith
Senior Planner
701 E. Broadway
Columbia, MO 65205

Mr. Smith:

On behalf of my client, Fred Overton Development, Inc., I would like to take this opportunity to request a design modification to Section 29-5.1(c)(3)(i)(F) of the City of Columbia's Unified Development Code with respect to the maximum length of a loop street within the City of Columba. Said design modification would pertain to the Preche Ridge Preliminary Plat as submitted.

As shown by the submitted preliminary plat, Swather Loop is a residential street that contains 24 single-family residential lots. Swather Loop comes off of Tamarack Drive and then connects back to Tamarack Drive approximately 425 feet from its staring point. Per Section 29-5.2(b.9) of the UDC we respectfully request a design modification for this street configuration. Below please find responses to items (i-v) of said section pertaining to design modification criteria.

(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 modification does not contradict the comprehensive plan that we are aware of. Loop streets such as this have been common place in many areas prior to the adoption of the UDC. In all of those of those locations the approval of the preliminary plats (and street configurations) were not in conflict with the approved comprehensive plan.

(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:*

This design modification will not create adverse impacts on the neighboring properties. By allowing the loop street, as shown, it would not have negative impact on any of the adjacent properties. Should a design modification not be granted it would require that an additional stub street be extended to either the north or west property line.

A stub street to the west property line could in fact create a negative impact to the adjacent property owner as it would cause a street to be extended to a small tract of land (5.6 acres). Furthermore, should the street even be extended it would need to be extended up an incline that is currently at about a 3:1 slope. This would prove to be difficult and most likely unnecessary.

A stub street to the north is also unnecessary. Past City policy has indicated that stub streets should be placed at about every 1000 feet. The development portion of the subject tract is about 650 feet in length and there is already 1 stub street. An additional stub street is unnecessary and poses the possibility of potential issues with future extensions.

(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.*

The design adjustment will not make it more difficult for automobiles, bicycles, or pedestrians to circulate the area. Quite the contrary. By allowing the design modification, as opposed to a previous alterative of two cul-de-sacs, it will actually make all connectivity much easier.

(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 the site features required of other similarly situated developments

The design modification will not decrease the amount of improvements required for the site nor will it be different than similarly approved developments.

(v) The design adjustment will not create adverse impacts on public health and safety:

No adverse impacts to public health or safety would be created by allowing the requested design adjustment. We would actually argue that public safety would increase due to proper connectivity of the development. This would also apply as by creating a loop street it would not cause any future developments in the area to add additional traffic on the loop street thus allowing it to maintain its character.

Please review this request and let me know if you have any questions.

Sincerely,

Crockett Engineering Consultants, LLC

Tim Crockett, PE