



**City of Columbia
Planning Department**

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**Unimproved Street Sidewalk
Design Adjustment Worksheet**

For office use:

Case #: 318-2021	Submission Date: 9/30/2021	Planner Assigned: SMITH
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If a design adjustment is requested, 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 adjustment¹:

Please 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;
The Highway KK is a rural highway and sidewalks are not consistent with that rural nature. Additionally, KK has restricted driveway access, further limiting the likelihood of pedestrian traffic and need for a sidewalk. Property is to remain private property with private use and not open to the public. A sidewalk is not desired to avoid promoting public use.
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;

Requiring a sidewalk set back from Highway KK encourages pedestrians to walk across private property on the neighboring parcels where sidewalk does not exist. This creates a negative impact and potential liability for the neighboring land owner.

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;

Installation of sidewalks adjacent to properties without sidewalks encourages a "zig zag" movement where pedestrians are moving perpendicular to vehicle traffic to move from the sidewalk to Hwy KK or vice versa. This movement is at times thru wooded terrain and near a curve in Hwy KK where vehicular visibility is reduced. This creates a dangerous condition of pedestrians walking thru woods onto the road in an area of reduced vehicular visibility.

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

The property being platted is adjacent to other developed tracts without sidewalk along Hwy KK. It is unlikely sidewalks will be installed along these tracts by the land owners now that the properties are developed and there is little leverage to require sidewalk construction.

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

Granting the design adjustment allows public traffic to move along Hwy KK as it does today. Without the design adjustment, a more dangerous condition is created as outlined above.

¹ Per Section 29-5.2 (b) Subdivision of Land Procedures General Provisions

Please answer the following questions for Unimproved Streets²:

1. What is the cost of constructing the sidewalk, relative to the cost of the proposed development?
Cost of sidewalk construction and associated work is estimated to be \$24,000.
Proposed development involves the construction of an accessory structure having a value of less than \$40,000.
2. Is the terrain such that sidewalks or walkways are physically feasible?
A substantial drainage structure would be necessary to allow construction of the sidewalk.
3. Would the sidewalk be located in a developed area, on a low traffic volume local street without sidewalks?
The area is generally developed in large acreage tracts. Route KK is not a local street.
4. Are there any current or future parks, schools or other pedestrian generators near the development for which a sidewalk or walkway would provide access?
Beulah Ralph Elementary School is located about 1/2 mile to the east.

If an alternative walkway is being proposed, please describe how the alternative would deviate from standard sidewalk requirements.

If applicable, please attach a map showing the proposed alternative walkway alignment.

² Based on factors for determining sidewalk need, identified in Council Policy Resolution PR 48-06A