

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
September 8, 2022**

SUMMARY

A request by A Civil Group (agent), on behalf of Charles Teeter & Donna Checkett (owners), for approval of a 2-lot consolidation plat, constituting a replat of Lots 19 and 20 of Grasslands Addition, Block 5, into a single legal lot. The combined parcel contains approximately 0.68-acres and is commonly addressed as 105 & 107 E. Ridgeley Road. The property is zoned R-1 (One-Family Residential). The applicant are also seeking approval of a design adjustment from Section 29-5.1 of the UDC pertaining to sidewalk construction. **(Case # 244-2022)**

DISCUSSION

The applicant is seeking approval to replat their 0.68-acre parcel located on the north side of E. Ridgeley Road between Wayne and Bingham Roads. The applicants intend to combine Lots 19 and 20 of Grasslands Addition Block 5 into a single legal lot. In addition to the requested replat, the applicant seeks approval of a design adjustment to the provisions of Section 29-5.1(d) of the UDC requiring construction of a sidewalk along the platted property's street frontage.

The applicant has supplied the attached Design Adjustment Worksheet and exhibits detailing their analysis of the requested waiver. Ridgeley Road was constructed with curb and gutter, therefore the provisions of Policy Resolution 48-06A (policy for variances for construction of sidewalks along unimproved streets) do not apply. However, as an alternative the Commission may choose to consider utilizing the fee-in-lieu provisions of the resolution as a condition of the design adjustment approval. The resulting lot would have a total street frontage of 200.2 feet, multiplied by the standard sidewalk fee of \$69 per linear foot; an appropriate fee would be \$13,813.80.

Evaluation of the request by the Commission is subject to Section 29-5.2(b)(9) of the UDC, which states that the Commission may recommend approval of a design adjustment if it determines that the following criteria have been met.

- 1. The design adjustment is consistent with the City's adopted comprehensive plan and with any policy guidance issued to the Department by Council;**

Staff believes the design adjustment does, in fact, conflict with the objectives of the Comprehensive Plan which seeks to promote and facilitate non-motorized transportation options by prioritizing interconnectivity between neighborhoods and enforcing the existing sidewalk ordinance. The Comp Plan rates this policy as a high public priority. Given the clarity of this component of the Comp Plan, Staff typically cannot support requests for sidewalk waivers. **NOT SUPPORTED**

- 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;**

Given the lack of sidewalk in the Grasslands neighborhood and the established character of the neighborhood, Staff does not anticipate any negative impacts to adjacent property owners or

creation of dangerous conditions for pedestrian or motorized traffic. Granting the waiver will not create any adverse impacts on public health and safety. **SUPPORTED**

- 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;**

While the existence of a sidewalk in this location would benefit pedestrian safety considerations, the lack of a sidewalk network within the existing built environment limits the impact that granting a waiver to the subject site would create. Staff does not believe that the environment is drastically more dangerous currently than if a sidewalk were required to be constructed only on the subject frontage. **SUPPORTED**

- 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;**

Staff agrees that the benefits of constructing a sidewalk in this location are minimal and do not outweigh the possible negative impacts that would result if it were installed. The applicant indicates that substantial earthwork would be required to retrofit the existing street profile, which was not designed or graded with sidewalks in mind. Ridgeley Road is improved with curb and gutter in this location; therefore, no other improvements to the street profile are anticipated in the future. The exhibit supplied by the applicant indicates that significant existing vegetation, including four trees, would have to be removed to accommodate construction of the sidewalk in its standard location. The existing driveway and walkway on the applicant's property would also require replacement due to grade changes needed to accommodate the sidewalk in compliance with ADA. An alternative location further back upon the subject site would not afford any relief to the existing grade issues. **SUPPORTED**

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

Staff does not foresee any adverse impacts resulting from the approval of the design adjustment. **SUPPORTED**

The subject plat has been reviewed by both internal staff and external agencies. The plat, with the exception of the requested design adjustment, is compliant with all aspects of the subdivision requirements of the UDC. The standard 10 foot utility easement is provided adjacent to the Ridgeley Road frontage. Ridgeley Road right-of-way meets the minimum 50' road width standard, so no additional right-of-way dedication is required at this time.

RECOMMENDATION

1. Denial of the requested design adjustment to Section 29-5.1; and
2. Approval of the final plat

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Final Plat
- Design Adjustment Worksheet
- Sidewalk Construction Exhibit
- Public Correspondence

SITE CHARACTERISTICS

| | |
|-------------------------------|---|
| Area (acres) | 0.68 acres |
| Topography | Sloping to the SE |
| Vegetation/Landscaping | Developed |
| Watershed/Drainage | Perche Creek |
| Existing structures | Existing single-family home and accessory structure |

HISTORY

| | |
|--|---|
| Annexation date | 1946 |
| Zoning District | R-1 (One-Family Residential) |
| Land Use Plan designation | Neighborhood District |
| Previous Subdivision/Legal Lot Status | Lots 19 & 20, Grasslands Addition Block 5 |

UTILITIES & SERVICES

All services provided by the City of Columbia.

ACCESS

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|---------------------------|--------------------|
| Ridgeley Road | |
| Location | South side of site |
| Major Roadway Plan | N/A |
| CIP projects | N/A |
| Sidewalk | Sidewalks required |

PARKS & RECREATION

| | |
|--------------------------------|---|
| Neighborhood Parks | Grasslands Park, MKT Nature and Fitness Trail |
| Trails Plan | N/A |
| Bicycle/Pedestrian Plan | N/A |

PUBLIC NOTIFICATION

All property owners within 185 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified via an advanced public notification postcard on August 12, 2022, and a property owner letter on August 18, 2022. 20 postcards and letters were sent.

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|---|------------|
| Notified neighborhood association(s) | Grasslands |
| Correspondence received | Attached |

Report prepared by Rusty Palmer

Approved by Patrick Zenner