



September 12, 2016

Mr. Tim Teddy, Director
Department of Community Development
City of Columbia
701 East Broadway
Columbia, MO 65205

Re: The Highlands Phase 8 - Revised

Dear Mr. Teddy;

On behalf of Highland Properties Company, the owner and developer of Lots 827 & 828, The Highlands Plat 8-C located at the end of Stonehaven Road, we are hereby requesting that the City of Columbia review the submitted PUD Development Plan for The Highlands Phase 8 Revised. This plan was previously approved by the Columbia City Council July 20, 2009, City Ordinance No. 020334 and is being submitted in substantially the same form with a few modifications based upon the Concept Review that was held on August 30, 2016.

In 1991 The Highlands Plat 8-C was platted to extend Stonehaven Road to intersect with Old Plank Road. Stonehaven Road was constructed and paved to a point approximately 300 feet from Old Plank Road and the roads were never connected. Since that time all the lots (20) except 827 and 828 along Stonehaven Road have been developed and because other connections from the subdivision to Old Plank Road have been constructed, the developer and existing residents along Stonehaven believe that adequate access to the subdivision presently exists and they desire this road to be terminated with a permanent cul-de-sac. As a result, we are re-submitting this revised plan, since the previous approval has apparently expired, along with a request for a variance to the subdivision regulations regarding the length of a terminal street for Stonehaven Road. If this proposal is approved, a replat will be submitted to reconfigure the two estate lots at the end of Stonehaven Road and petition to vacate the street right-of-way and utility easements dedicated by the final plat of The Highlands Plat 8-C, recorded in Plat Book 25, Page 16.

Thank you for your consideration in this matter. If you have any questions, or need additional information, please feel free to contact me at 875-8799.

Sincerely,
Allstate Consultants LLC

James R. Jeffries, PLS



September 12, 2016

Mr. Tim Teddy
Department of Community Department
City of Columbia
701 East Broadway
Columbia, MO 65201

Re: Stonehaven Road & Terminal Street Length and Sidewalks at the end of
Stonehaven Road & Along Old Plank Road

Dear Mr. Teddy;

On behalf of Highland Properties Company, the owner of Lots 827 & 828, The Highlands Plat 8-C in The Highlands Subdivision at the end of Stonehaven Road, we are hereby requesting that the City of Columbia grant a variance to Sec. 25-47 (1) of the Subdivision Regulations, regarding the length of terminal streets and a variance to Sec. 25-48, the requirement for constructing sidewalks at the end of Stonehaven Road around the planned cul-de-sac and along Old Plank Road.

Terminal Street Length

Stonehaven Road has been built in its current location since the early 1990's. The road does not currently connect to Old Plank Road. The owner is seeking the variance to the length of terminal streets in order to be able to vacate the street right-of-way where the road is not currently built and place a permanent cul-de-sac turnaround at the end of the street. Along with the cul-de-sac there will be a twenty (20) foot wide drive connecting the cul-de-sac and Old Plank Road. This drive would act as an emergency vehicle and pedestrian access to Stonehaven Road from Old Plank Road. The lots at the end of Stonehaven Road would be replatted and the necessary right-of-way and easements dedicated through the platting process. The owners along Stonehaven Road are in support of the variance and if granted, Highland Properties Company is planning to develop two estate lots around the cul-de-sac. By not building the street through and constructing a permanent turnaround and drive emergency vehicle and pedestrian access the public's health, safety and general welfare will not be compromised.

Sidewalks

The PUD Plan approved September 8, 1987 did not require sidewalks in the development so they were none built. Our client plans to build a twenty (20) foot wide drive from the end of Stonehaven Road to Old Plank Road for emergency vehicles and pedestrians to

use. We offer this drive in lieu of the sidewalk around the perimeter of the cul-de-sac. The drive would be constructed at the same time the cul-de-sac is built.

Old Plank Road is currently an unimproved asphalt surface road with ditches. There are no current plans to improve Old Plank Road and our client feels that the alternative walk would serve the area well and when Old Plank Road is improved it is likely a pedway would be part of the improvement design. With the grade of a future Old Plank Road not known a sidewalk built along the current Old Plank Road would not only be difficult to build with the ditches nearby, it would be subject to reconstruction when the road is improved.

Since there are no other sidewalks along Stonehaven Road and the lots are already developed, the sidewalk variance around the cul-de-sac is not an unreasonable request. With Old Plank Road not improved, the variance of the sidewalk here would not endanger the public's general health and welfare.

The PUD Plan and these two variances were granted by the City of Columbia by Ordinance No. 020334 on July 20, 2009.

Thank you for your consideration in this matter. If you have any questions, or need additional information, please feel free to contact me at 875-8799.

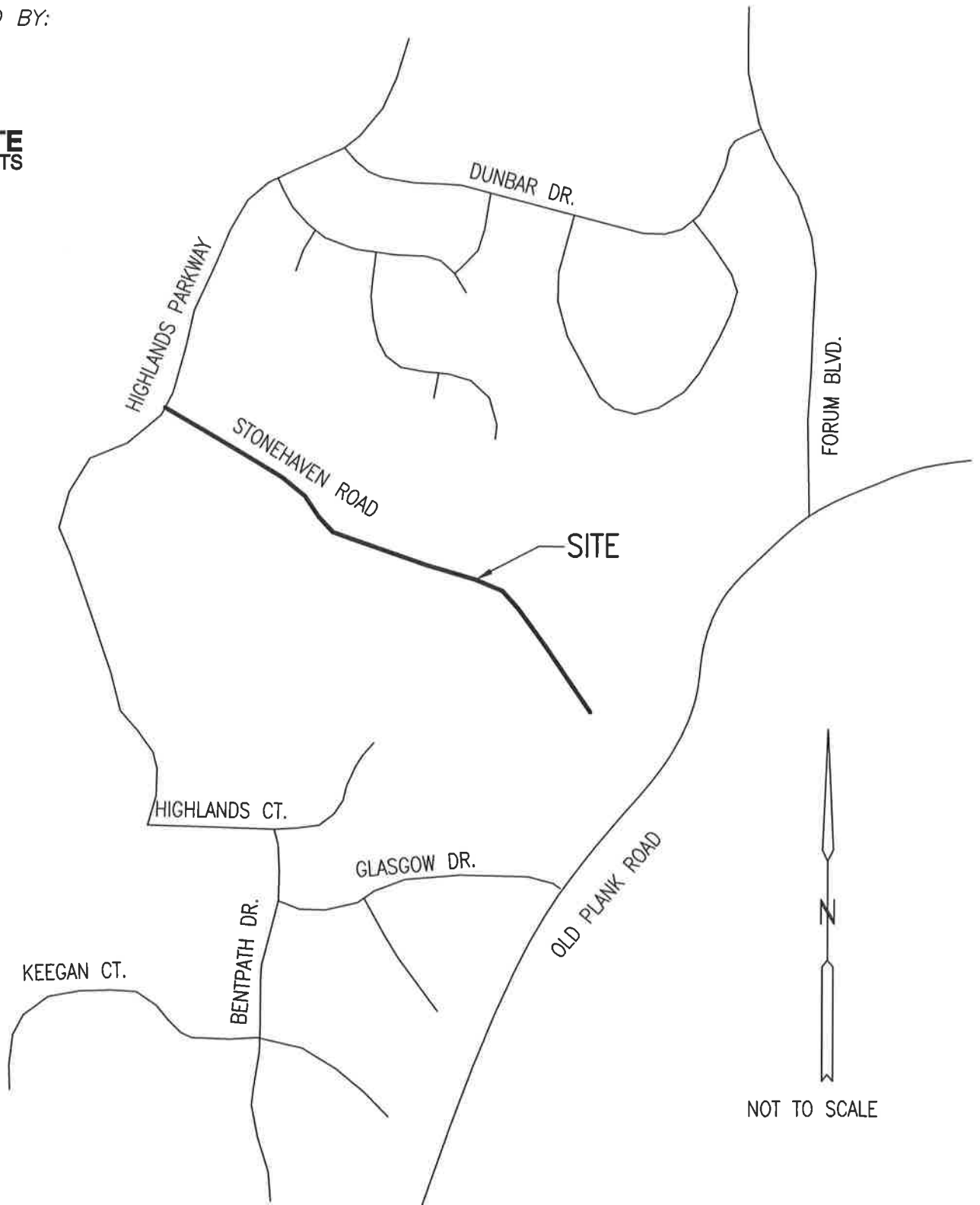
Sincerely,
Allstate Consultants LLC


James R. Jeffries, PLS

PREPARED BY:



**ALLSTATE
CONSULTANTS**



SITE LOCATION MAP STONEHAVEN ROAD

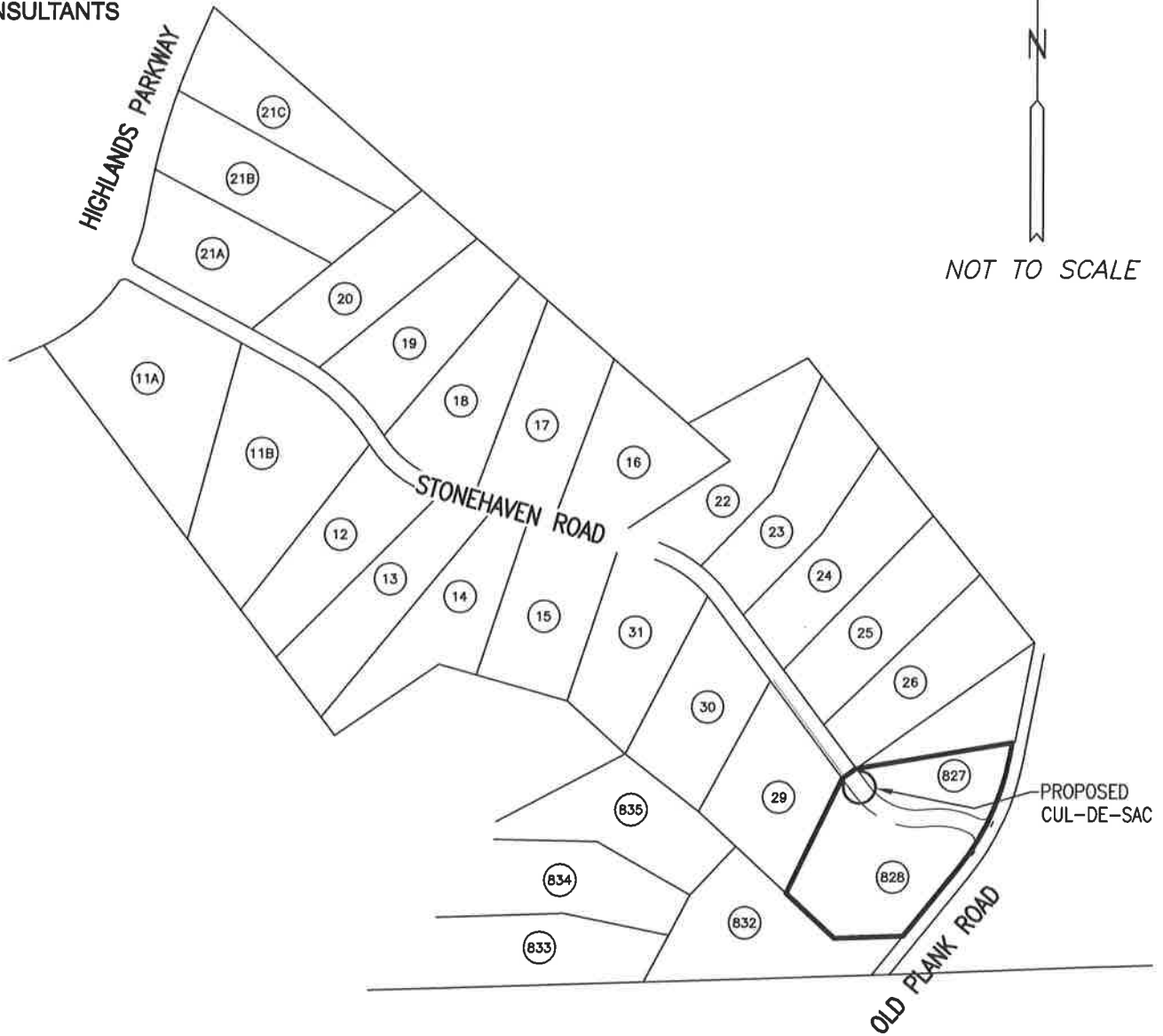
PREPARED BY:



ALLSTATE
CONSULTANTS



NOT TO SCALE



LOTS ALONG
STONEHAVEN ROAD
THE HIGHLANDS
FOR TERMINAL STREET
LENGTH VARIANCE



City of Columbia
Planning Department
 701 E. Broadway, Columbia, MO
 (573) 874-7239 planning@gocolumbiamo.com

Sidewalk Variance Worksheet
(for sidewalks along unimproved streets)

For office use:

Case #: 16-201	Submission Date: 9/12/16	Planner Assigned: SJM
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Please answer the following questions¹:

1. What is the cost of constructing the sidewalk, relative to the cost of the proposed development?

(see attached)

2. Is the terrain such that sidewalks or walkways are physically feasible?

(see attached)

3. Would the sidewalk be located in a developed area, on a low traffic volume local street without sidewalks?

(see attached)

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?

There are none known.

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

(see attached)

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

¹ Based on factors for determining sidewalk need, identified in Council Policy Resolution PR 48-06A

Sidewalk Variance Worksheet

(Continued)

1. What is the cost of constructing the sidewalk, relative to the cost of the proposed development

\$35,000 for the construction of sidewalks around the cul-de-sac and along Old Plank Road. The estimated cost of constructing the cul-de-sac, storm piping and the emergency access is \$100,000.

2. Is the terrain such that sidewalks or walkways are physically feasible?

Stonehaven Road has no sidewalks to connect to at the cul-de-sac, thus creating an isolated section of sidewalk around the cul-de-sac. A sidewalk along Old Plank Road would require significant grading and a bridge across a stream. Old Plank Road is unimproved and the sidewalk would have to be reconstructed when Old Plank Road is improved.

3. Would the sidewalk be located in a developed area, on a low traffic volume local street without sidewalks?

The sidewalk around the cul-de-sac would be in a developed area and the traffic volume is expected to be very low with only the residences using the street. The sidewalk along Old Plank Road is not a developed area, Old Plank is unimproved.

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?

There are none known

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

A twenty (20) foot wide emergency vehicle access drive is being planned from the end of Stonehaven to Old Plank Road that would be accessible for pedestrians.

Policy Statements from Council Policy Resolution PR 48-06A:

The City Council shall review each request for a sidewalk variance along an unimproved street in the context that there must be a reasonable relationship between the proposed activity of a landowner and the requirement that the landowner construct a sidewalk and in the context that the public safety and welfare make it desirable to encourage pedestrian movement by providing safe walkways and sidewalks away from traffic lanes of streets.

The City Council shall grant the requested variance without conditions only if it determines that the sidewalk is not needed or that the impact of the proposed development does not justify the requirement that the sidewalk be constructed.

If the City Council finds that the proposed use of the land would justify the requirement that a sidewalk be constructed and that in the interest of public safety and welfare there is an immediate or near future need for a sidewalk or walkway at the location of the variance request, the City Council will approve the variance request only if an alternative walkway is provided or if the property owner pays the City for future construction of the sidewalk, or if some other equitable arrangement for construction of a sidewalk or other pedestrian infrastructure improvement is made.

Alternative walkways are defined as all-weather pedestrian facilities constructed in accordance with plans and specifications approved by the Public Works Department. Alternative walkways may deviate in vertical and horizontal separation from the roadway in order to take advantage of natural contours and minimize the disturbance to trees and natural areas but must meet all requirements for handicap accessibility. Alternative walkways must be located on public easements but a walkway easement may be conditioned that if walkways are no longer needed for a public purpose, the walkway easements will be vacated.

When alternative walkways are permitted, plans, specifications and easements must be submitted prior to approval of the final plat abutting the unimproved street and construction must occur prior to the first certificate of occupancy within the platted area.

If the City Council determines that the public safety and welfare would not be jeopardized, the Council may allow the property owner, in lieu of constructing an alternative walkway, to pay the City the equivalent cost of construction of a conventional sidewalk. The equivalent cost of construction of a conventional sidewalk shall be defined as the City's average cost of constructing Portland cement concrete sidewalks by public bid during the two (2) calendar years prior to the year in which the variance request is submitted. Payment of the equivalent cost of a conventional sidewalk shall occur:

- a. Prior to approval of the first final plat when the variance is approved in connection with a preliminary plat
- b. Prior to issuance of the first building permit when approved with a final plat or planned development where no variance request has been made with the preliminary plat; or
- c. Prior to issuance of the certificate of occupancy when variance requests are approved on individual lots where final plats have been approved without variance request.

Each payment made under this section shall be used to construct a sidewalk along the unimproved street adjacent to the property for which the payment was made. The sidewalk shall be constructed when the street is constructed to City standards.

In all cases, when alternative walkways or payments are approved as fulfilling the subdivision requirements for construction of sidewalks, the action of Council shall be noted on a final plat of the properties affected. In cases where final plats have been previously approved, replatting may be required.

The grant of a variance to the subdivision regulations requirement for construction of a sidewalk shall not affect the power of the City Council to later install a sidewalk adjacent to the property and levy a special assessment against the property for construction of the sidewalk.