

Dear Mayor and Members of City Council,

My name is Caleb Stephenson and I live at 905 Sagemoor Drive in The Brooks' neighborhood. I am writing to formally express my opposition to the proposed Ashford Place triplexes and request that the Council reject the development as currently proposed. Ashford Place is located directly north of The Brooks and would exclusively utilize Sagemoor Drive infrastructure to connect to Broadway/WW. This proposed development is on the City Council meeting agenda for January 20, 2026.

My opposition to this proposed development is due to a few key factors:

1. **Increased Traffic & Safety:** This proposed higher density development would cause exponentially more traffic on Sagemoor Drive, which it was not designed to manage.
  - Given Sagemoor Drive's straight alignment, speeding is already a neighborhood concern. Lengthening Sagemoor Drive on a downhill grade without mitigating measures will add even more risk to current residents.
  - Sagemoor contains numerous direct residential driveway access points and should not serve as a throughway to other high-density developments.
  - The Brook's neighborhood has many young children often playing outside and increased traffic would be a safety risk to them.
2. **Infrastructure Improvements Needed:** Numerous neighborhood design changes have occurred in the Brooks and surrounding areas that were not included in the last traffic study (2017). At a minimum, an updated traffic study should be completed to understand the risks the Ashford Place development poses to current residents. This development does not include any arterial roads or secondary access, and Ashford Place residents would be required to utilize The Brook's infrastructure, turning the residential streets into throughways. The increased traffic would be a risk to drivers as the turn lane from eastbound Broadway/WW into The Brooks is situated just over a hill and can hold very few cars. This risk is elevated given the Roseta Learning Center and surrounding neighborhood utilizes the same intersection, increasing their safety risks as well. Allowing this high-density development would increase the safety risk for both Brooks residents and surrounding neighborhood residents.
3. **Neighborhood Compatibility:** The entire Brooks neighborhood is solely comprised of R-1 single-family homes, utilizing residential streets. Placing a higher density triplex development behind The Brooks is poor zoning continuity and is incompatible with the surrounding community's character and goals. Ashford Place only meets density guidelines by including flood plain land in its calculations, meaning actual density on occupied land is far higher than stated. Finally, this development contains only minimum parking requirements that will in practice mean overflow parking will encroach onto current residents, increasing the traffic risks outlined above.

For these reasons, I respectfully ask Council to decline approval of this proposal as currently presented and to require revisions that better address traffic, access, safety, and neighborhood compatibility. I support responsible development and believe that projects of this scale should be supported by appropriate infrastructure rather than relying on residential streets.

Thank you for your consideration of these concerns and for your continued service to our community.

Respectfully,

Caleb Stephenson

Subject: Request to Reject Current Ashford Place Development Proposal

Dear David Kunz,

City Planner

Columbia, MO

Subject: Formal Opposition to the Proposed Ashford Place Development  
To the City Council,

As homeowner on Sagemoor Drive, we are writing to formally request that the Council reject the Ashford Place development in its current form. While we recognize the need for affordable housing growth, this proposal presents significant, unresolved risks regarding traffic safety and neighborhood access to and from the only major artery into the area (Route WW), that require further scrutiny.

### **Traffic and Public Safety Concerns**

Sagemoor Drive's straight, downhill topography already facilitates frequent speeding. Introducing significant additional traffic into an area where 19 residential driveways require vehicles to back directly onto the street creates a hazardous environment. As it stands now, especially with no light at the intersection of WW and Sagemoor, it is a challenge getting out of the neighborhood due to the steep terrain from the east and west (Sagemoor sits at bottom of the hill). Increased traffic will make this much more difficult.

These risks are amplified by the recent opening of the Roseta Learning Center; increased volume at the Roseta and East Broadway intersection poses a direct threat to the safety of children and caregivers.

### **Houses are Very close to the Street**

While we purchased one of the later houses in the development, it is our opinion the houses would not have been built so close to the street if Sagemoor was originally designed as a major thoroughfare to another community.

### **Density and Development Precedent**

Ashford Place remains a land-locked parcel with no viable secondary access. The

proposal to place high-intensity residential units behind existing R-1 homes, with access exclusively through local residential streets, deviates from Columbia's established planning standards. Historically, developments of this density are situated with direct access to arterial roads. Relying on the potential construction of Chaparral Road is insufficient, as that project is not anticipated until 2032 at the earliest. Approving this layout would set a troubling precedent for land-locked parcels across the city.

### **Compatibility and Infrastructure**

While the proposal meets the bare minimum for parking requirements, the design—specifically the reliance on single-bay garages and tandem parking—is impractical. Real-world usage suggests these garages will be used for storage, forcing additional vehicles onto narrow neighborhood streets and further obstructing traffic flow and emergency access. As it stands now, Sagemoor already has tight flow thru if cars are parked on both sides of the street, which could become common place if there is lack of parking in Ashford Place.

We urge the Council to prioritize the safety and integrity of our established neighborhood by rejecting the current proposal until these critical issues are adequately addressed.

Sincerely,

Gregg and Seibert  
Sagemoor Drive  
Columbia, MO



David Kunz &lt;david.kunz@como.gov&gt;

## Opposition to Ashford Place Development (Case #231-2025) - Request for Rejection

1 message

**Jack Maher 3** <maher3@jlmproperties.com>

Mon, Jan 12, 2026 at 8:12 AM

To: "ward1@como.gov" <ward1@como.gov>, "ward2@como.gov" <ward2@como.gov>, "ward3@como.gov" <ward3@como.gov>, "ward4@como.gov" <ward4@como.gov>, "ward5@como.gov" <ward5@como.gov>, City Of Columbia Ward 6 <ward6@como.gov>, "mayor@como.gov" <mayor@como.gov>, David Kunz <david.kunz@como.gov>

Dear Mayor and Council Members,

I am writing to urge you to reject the Ashford Place development proposal scheduled for your consideration. As both a resident of The Brooks subdivision and a commercial real estate broker with over 12 years of experience working with developers in Columbia, I believe this project violates sound planning principles and should not be approved.

The most significant issue is the grossly misleading density representation. The developer claims 3.2 units per acre, but the Planning & Zoning Commission presentation documents reveal this calculation includes "climax forest, floodplain, floodway comprehensively." When density is calculated using actual developable land—as Columbia's Unified Development Code requires under the definition of "net developable acreage"—the density approaches 7 units per acre.

This is more than double what is being represented to you. In my professional capacity, if I presented a client with a density calculation that included unusable floodway, I would lose all credibility. Yet that is exactly what has been presented to you.

This project proposes 231 dwelling units (77 triplexes) accessible exclusively through Sagemoor Drive, a residential street that runs through our single-family neighborhood.

- At the P&Z hearing, City Planner David Kunz acknowledged the El Chaparral connection is "not a meaningful connection right now"
- Staff member Zenner admitted on record that the city is "reactive" and does not build roads in advance of development
- The 10-year bond referendum was approved in 2023/2024, meaning El Chaparral improvements will NOT be included and won't be considered for another decade
- Staff acknowledged the 2017 traffic study is outdated and that future development would trigger a new Traffic Impact Study because "the numbers are probably stale"

This means for 10+ years, all traffic from 231 units—potentially 400-600 vehicle trips per day—will funnel exclusively through The Brooks via Sagemoor Drive.

Sagemoor is a straight road with zero deflection that slopes downward, naturally encouraging speed. The development will create 20+ driveways along this straightaway, creating significant pedestrian and vehicle conflict points in a neighborhood where children play and families walk.

This project relies on a 2010 Statement of Intent (SOI) that predates Columbia's current development code. The developer argues the project "conforms to all existing zoning standards including the Statement of Intent," but the reality is

that a vague 2010 SOI is being stretched to justify a project that would not be permitted under current code.

If this exact project were proposed today under current code requirements, it would not be allowed at this density and configuration. The city should not enable developers to circumvent current code protections by relying on 15-year-old annexation agreements that lacked specificity.

The numbers tell the story:

- 91 written comments received: 87 opposed, 4 in support (96% opposition)
- 27 residents testified at Planning & Zoning Commission
- Over 50 residents attended the P&Z hearing

I foresee a packed house at the council meeting.

This is not a vocal minority. This is your constituency clearly stating this project is incompatible with our neighborhood.

The developer proposes only 2 small parking lots providing approximately 20 additional spaces for 231 units. This is woefully inadequate and will result in overflow parking throughout The Brooks. Because Ashford Place residents will not be subject to our HOA covenants, we have no mechanism to enforce parking restrictions, creating an unmanageable situation for existing residents.

As a commercial real estate broker, I work with developers regularly and understand the economics of development. I am not anti-development. However, good development means putting the right project in the right location with appropriate infrastructure.

Ashford Place fails on all counts:

- Dishonest density calculations that obscure the true impact
- Inadequate traffic infrastructure with no meaningful solutions for a decade or more
- Reliance on outdated SOI to circumvent current code
- Incompatibility with surrounding single-family residential character
- Insufficient parking creating spillover effects on existing neighborhoods

I respectfully urge you to reject this proposal and require the developer to:

1. Calculate density using actual net developable acreage, excluding floodplain, floodway, and unusable land
2. Reduce density to be compatible with surrounding single-family development (maximum 4 units/acre on net developable land)
3. Provide direct arterial access via El Chaparral or Route WW, not through The Brooks residential streets
4. Apply current development code standards, not rely on vague 2010 annexation language
5. Provide adequate parking consistent with the actual density of 231 units

The Planning & Zoning Commission approved this project despite overwhelming opposition and clear deficiencies. You have the authority—and the responsibility—to make the right decision for existing residents and sound planning principles.

I will be attending the council meeting to speak on this matter, and I hope you will give serious consideration to the concerns of The Brooks residents who have invested in our community with the reasonable expectation that adjacent development would be compatible.

Thank you for your time and consideration.

Respectfully,

**Jack L. Maher, III**

President

JLM Properties, Inc.

[3610 Buttonwood Dr., Suite 200](#)

[Columbia, MO 65201](#)

C. 573.489.6860

W. 573.228.6321

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[Maher3@jlmproperties.com](mailto:Maher3@jlmproperties.com)





David Kunz &lt;david.kunz@como.gov&gt;

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## Ashford Place proposal

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**Gail Hauswirth** <gailhswrth68@gmail.com>

Sat, Jan 10, 2026 at 4:28 PM

To: david.kunz@como.gov, "mayor@como.gov" <mayor@como.gov>, Ward3@como.gov, "ward6@como.gov" <ward6@como.gov>, Ward1@como.gov, Ward2@como.gov, Ward5@como.gov, Ward4@como.gov

Dear Mayor Buffaloe,  
Council persons: Sample, Peters, Carroll, Elwood, Waterman, and Foster,  
Senior planner Kunz,

I am an 8 year resident of the Brooks subdivision. My husband and I purchased our home to enjoy our retirement years in our current home. We have experienced increasing traffic safety concerns resulting in real danger when crossing Hoylake Drive to retrieve our mail. Connecting Hoylake Drive to two arterial streets has resulted in constant speeding cars taking a shortcut, whizzing by our home at all hours of the day and night.

Ashford Place, if approved, will only add more traffic volume to a street already nearing volume capacity for a neighborhood collector. Ashford Place will have no other egress except through our neighborhood. We should not be considering approval of this project without additional infrastructure improvements.

Thank you.  
Gail Hauswirth  
5338 Harbor Town Drive  
573 303 7291



David Kunz &lt;david.kunz@como.gov&gt;

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## Ashford Place - Opposition Letter

1 message

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**Ashley Hofmann** <ashley.hofmann85@gmail.com>

Mon, Jan 12, 2026 at 10:01 AM

To: "mayor@como.gov" <mayor@como.gov>, Ward1@como.gov, Ward2@como.gov, Ward3@como.gov, Ward4@como.gov, Ward5@como.gov, Ward6@como.gov, david.kunz@como.gov

Cc: jmeyer61496@gmail.com

Dear City Council members,

I'm writing to express my opposition to the Ashford Place proposal in its current form. As a homeowner at 905 Sagemoor Dr., I have firsthand concerns about the additional traffic if Sagemoor is used as a thoroughfare for another neighborhood. Specifically:

1. There is not an updated traffic study for the impact of these 77 units and the approximately 100 vehicles driving on Sagemoor, including making left turns onto and from Broadway/WW.
2. Pulling in and backing out of my driveway would be hazardous with increased traffic, as Sagemoor is a straight road with no deflection.

I moved to Columbia in the summer of 2024 after living in condo building in downtown Chicago for 13 years. I am not opposed to denser neighborhoods and know that they serve an important purpose in a city's housing ecosystem. I loved that my condo was within walking and biking distance of so many great restaurants, parks, and shops, while giving me the opportunity for home ownership without the maintenance of a large house and yard.

Ashford Place does not fit this model. It is not walkable. It is not close to retail, public transportation, or bike lanes. It is located behind an HOA neighborhood of single-family dwellings, which is unprecedented in the city of Columbia.

I invite you to come out to The Brooks and experience both driving and walking along Sagemoor to better understand the neighborhood vibe before you vote on the Ashford Place proposed development. I think you'll see that there are better uses for the indicated land and better locations in the city for triplexes.

For appropriate city planning, El Chaparral Rd. should be built first and then neighborhoods developed off of it.

If the city does decide to approve this proposal, I ask that speed bumps be installed on Sagemoor and a traffic light at the intersection of Sagemoor and Broadway/WW.

Sincerely,

Ashley Hofmann





Stephanie S. Bell  
308 East High Street, Suite 300  
Jefferson City, MO 65101

sbell@ellingerlaw.com  
573.750.4100  
www.ellingerlaw.com

December 11, 2025

VIA EMAIL: Nancy.Thompson@CoMo.gov

Nancy Thompson, City Counselor  
City of Columbia  
701 E. Broadway  
P.O. Box 6015  
Columbia, MO 65205

RE: Ashford Place Development

Dear Nancy:

I write to express several concerns about the Ashford Place Development. As detailed below, without a new traffic impact study, full compliance with the 2017 UDC, and compliance with the 2010 Richland Road Development Agreement, the City cannot and should not allow the development to proceed as proposed.

**(1) A New Transportation Impact Analysis is Necessary**

The developer and the City both rely on “existing traffic studies.” The developer suggests “any traffic impacts from Ashford place have already been addressed” by the “2017 traffic study.” Even if the City could justify relying on a traffic study that is nearly nine years old, which it cannot, both the 2014 (Brooks Phase I) and 2017 (Brooks Phase II) Traffic Assessments are fatally flawed (as explained below).

**(A) The Data in the 2014 TIS and 2017 TIS is Too Stale**

According to the Institute of Transportation Engineers, “Traffic volume data should typically be collected within 18 months of the study.” MoDOT typically requires that data not be more than two years old.<sup>1</sup>

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<sup>1</sup> See

[https://www.modot.org/sites/default/files/documents/st.\\_louis\\_district/traffic\\_impact\\_study.pdf](https://www.modot.org/sites/default/files/documents/st._louis_district/traffic_impact_study.pdf)

(“The peak hour and daily traffic counts utilized in the study may be up to two years old at the time of the application submission unless there has been development in the vicinity of the site or heavy regional growth that would significantly impact traffic within the study area. Under this scenario, more recent data may be necessary.”).

The 2017 Traffic Study is nearly nine years old. The 2014 TIS, to establish a “base condition” for existing traffic volumes relied on data from May 2013. Exhibit 1, p. 3. The 2017 TIS, used data from December 2016 and supplemented with data from May 2014. Exhibit 2, p. 6. This makes the data between 9 and almost 12 years old. It is well beyond industry and state standards.

Furthermore, the Richland Road Development Agreement requires that the Traffic Impact Study “shall be updated to include Tract 5 as development plans are submitted for Tract 5.” Paragraph 3(d)(2). Exhibit 5, p. 3.

(B) The 2017 TIS contains a Flawed Assumption regarding the “North Tract” that Materially Underestimated the Traffic Impacts

A close analysis reveals that the 2017 TIS is fatally flawed. Tract 5 was subdivided into four development tracts. The first (Brooks I) was developed with 83 single family homes. The other three development tracts of Tract 5 remain undeveloped. The 2017 TIS accounted for just “85 homes” for the “North Tract” (the three undeveloped tracts of Tract 5). Exhibit 2, pp. 21, 22, 38.<sup>2</sup> The developer of Ashford Place seeks to put 77 units on just one of the three undeveloped tracts. Given the Ashford Place proposal, and the development of Brooks I, it is unlikely the other two tracts go undeveloped. Given the similar size of the two remaining tracts, a reasonable estimate for the other two pieces is 77 units each. Therefore, the estimate for the “North Tract” should be 231 (77 x 3), not the 85 that is reflected in the 2017 TIS.<sup>3</sup>

This directly affects the analysis in the 2017 TIS. The flawed “85 homes” assumption was used to develop the “No Build Traffic Volumes” and calculate the AM and PM Peak Hours and therefore the “Capacity Analysis Summary” in Table 3 of the TIS. Exhibit 2, p. 20. Using this flawed data, the report concludes “all of the study intersections and individual approaches are forecasted to operate at acceptable levels of service (i.e. LOS D or better)...with the exception of the northbound approach of El Chapparal Avenue at Highway WW[.]” Exhibit 2, p. 25. Correcting the flawed assumption, changes the analysis significantly and invalidates that conclusion. See Exhibit 3.<sup>4</sup>

The Staff report incorrectly states that the 2017 TIS included “traffic counts under two different development scenarios related to the undeveloped portions of tract 5.” Exhibit 4, p. 4. For

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<sup>2</sup> “[T]he trips associated with the North Tract...were estimated and assigned to the roadways. Based on a review of the vacant tracts developable land area, it was estimated that the adjacent tracts would develop as follows:...The North Tract...85 single-family homes.” Exhibit 2, p. 22.

<sup>3</sup> This is also consistent with the number that is in the original Development Agreement, where the City contemplates 300 dwelling units at some point on Tracts 3, 4, and 5. Exhibit 5, p. 4. Tracts 3 and 4 are significantly smaller than Tract 5, so it is reasonable to expect most of those dwelling units would be on Tract 5.

<sup>4</sup> This analysis is based upon openly available public information, the 2017 TIS, and reasonable assumptions on the development of Tract 5.

the purposes of CATSO evaluation only, the “average daily traffic estimates” for 276 units was reported. However, these figures were not included in the Capacity Analysis Summary or level of service determination, which served as the basis for conclusions regarding acceptable levels of service and what improvements are required.

City Code authorizes the City to require a transportation impact analysis (TIA) to estimate the traffic impacts created by the new development. See UDC 29-5.1(c)(8). Due to the use of outdated data and the flawed assumption in the 2017 TIS, the City should require one here.

## **(2) The 2017 Code Applies Here**

The City has claimed the developer is entitled to pursue what was considered in 2010 citing Sec. 29-1.9(f) of the UDC – alleging it governs PUD zone districts established prior to UDC adoption. This analysis is wrong.

Section 29-1.9(f) provides:

All PUD... zone districts approved prior to the effective date of this Ordinance ...shall continue to be governed by the approved development plans for those properties and by those portions of the prior zoning ordinance and subdivision regulations necessary to interpret and carry out the intent of the approved development plans for those properties. All construction and land uses that comply with approved development plans for those properties are legal confirming uses.

Attorneys for developer, in a letter to the City dated September 3, 2025, readily admit that there is no existing “approved development plan” for Ashford Place. Exhibit 6, p. 1.<sup>5</sup> At the P&Z hearing, Crockett Engineering Consultants suggested the new development plan “conform[s] to the original Statement of Intent from 2010.” Exhibit 7, p. 5.<sup>6</sup> Because there was no “approved development plan,” this grandfathering provision does not apply.

Planning and Zoning should be required to reevaluate the proposed development under the proper applicable *current* Code. For example, the minimum landscaping requirement, the proposed lot width and lot area for this type of development do not meet the existing UDC requirements. See UDC Section 29-4.1, Table 4.1-1. In addition, the City must determine the maximum allowable density only after calculating the “net developable acreage” as required by the UDC. Section 29-1.11. The proposed density exceeds what is allowable under current Code.

## **(3) The Proposal does not Comply with the Development Agreement**

The Richland Road Development Agreement (with East Richland Road Properties) requires the Traffic Impact Study “shall be updated to include Tract 5 as development plans are

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<sup>5</sup> “[P]rior to the UDC being adopted in 2017, planned districts did not require that a development plan be submitted[.]”

<sup>6</sup> Available here:

[https://gocolumbiamo.legistar1.com/gocolumbiamo/meetings/2025/9/8688\\_M\\_Planning\\_and\\_Zoning\\_Commission\\_25-09-04\\_Meeting\\_Minutes.pdf](https://gocolumbiamo.legistar1.com/gocolumbiamo/meetings/2025/9/8688_M_Planning_and_Zoning_Commission_25-09-04_Meeting_Minutes.pdf).

submitted for Tract 5.” Paragraph 3(d)(2). As discussed above, no updated TIS has been prepared. While the Staff Report explains “the TIS was considered not necessary by the City’s Traffic engineer”<sup>7</sup> the plain language of the 2010 Agreement does not provide the engineer the authority or discretion to make such a determination.

The agreement requires the Developer to “grant easements at no charge to the City for trails along the North fork of Grindstone Creek through Tracts 4 and 5.” Exhibit 5, p. 4. The proposal includes no such easements.

The Agreement also requires the Developer (at the city’s request) to convey two acres for an emergency services facility and ten acres for a public park. Exhibit 5, p. 3-4. These have not yet been planned for or conveyed, and with only two pieces of Tract 5 remaining undeveloped, it raises serious questions about whether the public will receive the benefits in the Agreement.

Without a new traffic impact study, full compliance with the 2017 UDC, and compliance with the 2010 Richland Road Development Agreement, the city cannot and should not proceed with the proposed development.

Sincerely,



Stephanie S. Bell  
Attorney at Law

Enclosed:

Exhibit 1 – 2014 TIS  
Exhibit 2 – 2017 TIS  
Exhibit 3 – Corrected TIS Analysis  
Exhibit 4 – Staff Report  
Exhibit 5 – 2010 Development Agreement  
Exhibit 6 – Colbert Letter dated Sept. 3, 2025

Cc: De’Carlon Seewood, City Manager - [Cmo@CoMo.gov](mailto:Cmo@CoMo.gov)  
Barbara Buffaloe, Mayor - [Mayor@CoMo.gov](mailto:Mayor@CoMo.gov)  
Valerie Carroll, Ward 1 Council Member - [Ward1@CoMo.gov](mailto:Ward1@CoMo.gov)  
Vera Elwood, Ward 2 Council Member - [Ward2@CoMo.gov](mailto:Ward2@CoMo.gov)  
Jacque Sample, Ward 3 Council Member - [Ward3@CoMo.gov](mailto:Ward3@CoMo.gov)  
Nick Foster, Ward 4 Council Member – [Ward4@CoMo.gov](mailto:Ward4@CoMo.gov)  
Donald Waterman, Ward 5 Council Member – [Ward5@CoMo.gov](mailto:Ward5@CoMo.gov)  
Betsy Peters, Ward 6 Council Member – [Ward6@CoMo.gov](mailto:Ward6@CoMo.gov)

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<sup>7</sup> Exhibit 4, p. 3.



David Kunz &lt;david.kunz@como.gov&gt;

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## Proposed Ashford Place Planned Development

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**Keith Kirkpatrick** <kkirkpatrick47@pm.me>

Sun, Jan 11, 2026 at 6:56 PM

To: "ward1@como.gov" <ward1@como.gov>, "ward2@como.gov" <ward2@como.gov>, "ward3@como.gov" <ward3@como.gov>, "ward4@como.gov" <ward4@como.gov>, "ward5@como.gov" <ward5@como.gov>, "ward6@como.gov" <ward6@como.gov>, "mayor@como.gov" <mayor@como.gov>, "david.Kunz@como.gov" <david.Kunz@como.gov>

We are writing to express our objections to the proposed Ashford Place PD.

As residents of Sagemoor Dr our concerns deal primarily with traffic safety

The Ashford Place PD would add an additional 77 dwelling units at the northern terminus of Sagemoor Dr, the proposed primary ingress/egress. 77 dwelling units would likely add an additional 154 or more vehicles using Sagemoor on a daily basis. It's worth noting also that Sagemoor serves as a collector street for Estacada, Royal County, and Kingston Heath.

State Hwy WW is a high speed east/west commuter route and the intersection of WW, Rosetta and Sagemoor is already a very dangerous turning point from either direction. The most current traffic impact study is almost 9 years old and likely does not reflect traffic current levels due to the current level of development of The Brooks, The Vineyards and Old Hawthorne, in addition to the existing El Chaparral subdivision.

Sagemoor is a residential street with development currently about 50% complete. It is roughly ¼ mile long with minimal traffic calming curvature. When development is complete there will be 18 – 22 residential driveways directly accessing Sagemoor. We understand that city code no longer permits driveways to directly access collector streets. While it's too late to go back, and correct this situation, it's certainly possible for the city to proactively avoid compounding the problem by denying approval of any further development until more appropriate and safer access can be determined.

While we do not oppose development of the tract we do respectfully request the following:

1. Deny, or at least table, the proposal until a new traffic impact study can be completed, at the developer's expense, to include State Hwy WW from El Chaparral to the eastern boundary of Old Hawthorne, in order to determine the best and safest access.
2. In the event of approval, require traffic calming "speed bumps", at the developer's expense, at 3 points along Sagemoor Dr (near each current end and center).

We appreciate your time and consideration.

Respectfully,  
Keith and Peggy Kirkpatrick



David Kunz &lt;david.kunz@como.gov&gt;

## Request to Reject Current Ashford Place Development Proposal

1 message

Austin Bryan &lt;austin.bryan15@gmail.com&gt;

Mon, Jan 12, 2026 at 6:49 AM

To: ward1@como.gov, ward2@como.gov, ward3@como.gov, ward4@como.gov, ward5@como.gov, ward6@como.gov, Mayor@como.gov

Cc: David Kunz <david.kunz@como.gov>, Jen Meyer <jmeyer61496@gmail.com>

Dear Mayor and Members of City Council,

We are writing as residents of Sagemoor Drive to respectfully request that Council reject the proposed Ashford Place development as currently proposed. The development raises unresolved concerns related to traffic capacity, public safety, precedent, and neighborhood compatibility that warrant additional review before approval.

### Traffic Impacts

The Traffic Impact Study (TIS) relied upon for this proposal is outdated and incomplete. Conducted in 2017, it assumed a 1.5% annual growth rate and did not account for significant development in Old Hawthorne and the Vineyards, both of which rely heavily on East Broadway for daily commuting. The study itself projected failure at the Chaparral & East Broadway and Roseta/Sagemoor & East Broadway intersections under future build scenarios, conditions that closely resemble today's traffic volumes even though the Brooks is not yet fully developed. **No meaningful improvements to these intersections have been made since that time, and adding additional density without updated analysis or mitigation will further strain an already failing corridor.**

### Public Safety

Sagemoor Drive's **straight alignment** and **downhill grade** contribute to frequent speeding today. Increased traffic will exacerbate this condition, particularly given the **19 residential driveways that already require vehicles to back directly into traffic**. Of particular concern is the newly established Roseta Learning Center at Roseta and East Broadway, where increased traffic volumes on both East Broadway and Roseta/Sagemoor present heightened safety risks for children and caregivers. **The Chaparral & East Broadway intersection has documented issues with poor sightlines, long wait times, and frequent collisions or near misses, conditions that will worsen without corrective action.**

### Precedent and Density

The proposal places increased residential density behind existing R-1 homes **with access only through residential streets**. This is inconsistent with established development patterns in Columbia, where projects of such nature are typically accessed from arterial roads (e.g. duplexes at Bristol Ridge). **Ashford Place is a land-locked parcel with no viable secondary access planned, and construction of Chaparral Road is uncertain and not anticipated until at least 2032, if at all.** Approval of this proposal would set a concerning precedent for similar developments citywide and on parcels immediately adjacent to Ashford Place, which are zoned similarly.

### Compatibility and Parking

While the proposal technically meets minimum parking requirements, **the reliance on single-bay garages and tandem driveway parking is impractical in practice**. Residents may use garages for storage or avoid the inconvenience of moving vehicles, resulting in increased on-street parking. Given roadway curvature within the proposed community and one-sided parking restrictions on Sagemoor, **overflow parking will be difficult to manage and enforce, particularly for residents and visitors who are not subject to the Brooks HOA.**

**For these reasons, we respectfully ask Council to decline approval of this proposal as currently presented and to require revisions that better address traffic, access, safety, and neighborhood compatibility.** We support responsible development and believe that projects of this scale should be supported by appropriate infrastructure rather than relying on residential streets. Thoughtful planning now will benefit both future residents and the broader community.

Thank you for your time and service to the City of Columbia.

Respectfully,

1/12/26, 8:56 AM

City of Columbia, MO Mail - Request to Reject Current Ashford Place Development Proposal

Austin & Jen Bryan  
Sagemoor Drive Residents  
The Brooks Neighborhood



David Kunz &lt;david.kunz@como.gov&gt;

## Re: #3 ASHFORD PLACE DEVELOPMENT OPPOSITION - Case # 231-2025 WHERE IS THE CITY'S PARK?

John Shinn &lt;jshinn.2016@mail.com&gt;

Tue, Jan 13, 2026 at 12:26 PM

To: David Kunz <david.kunz@como.gov>, Gabe Huffington Parks Dir <Gabe.Huffington@como.gov>, mitchell.kaminski@kmiz.com

Greetings, David

A contributing factor for this area; also, is that Tract 2 will possibly and probably have apartments proposed/built (200 plus units per the city staff preliminary meetings with the owner/rep on this parcel?) on the SE and SW corners of S. Rolling Hills Drive at E. Richland Dr. thus contributing more population at high density to the area. Though Tract 2 is not part of the park land agreement it is relevant to the area.

The inference that the City would contemplate abandoning the procurement of the 10 acre park land is not acceptable - (and reflects the city's procedural and subject problem):: Davie Kunz - "From the reports, however, it appears that P&R thought it was necessary with the annexation in 2010 because no park amenities were being provided per the SOI. However, conditions around the area have changed (a 42 acre park was dedicated with the Vineyards), so it is possible P&R has a different sentiment now than they did when this site was pursuing annexation."

The park was not negotiated into the agreement in 2010 with the intent of not providing it. The 10 acre park is required and needed.

ONCE AGAIN, I would hope and I would contend that the city is not going to abdicate the public duty to procure the 10 acres of public park land in question, as this would not be acceptable to the public. I have already addressed that incredibly remote/unacceptable option previously. The 10 acres in question could be worth \$1,000,000 (one million) or more; but the use benefit/value to the community far outweighs the monetary value.

FOR CONTEXT the acreages are below as previously described: (FORMER TRACT 5 and remaining TRACTS shown of first page of the 2014 Traffic Impact Study and a concept JPG of Ashford Place with remaining tracts is attached)

*FORMER LEGAL Tract 5 subdivided into 4 current legal parcels:*

*1750100000030001 – 24.30 acres*

*1750100000030101 – 26.31 acres*

*1750200000050001 – 18.50 acres*

*Brooks Phase I – 56.44 acres (already developed)*

*1750200000040001 (portion of) – 1.60 acres (not really developable..?)*

*CURRENT LEGAL Tract 4 parcel*

Tract 4 appears to be floodplain/floodway and has limited use due to that situation, though it may be adapted for use as a park. I don't know what amenities (sports fields, basketball courts, etc) can be located within the floodway/floodplain area. These amenities are not available within reasonable walking distance of the surrounding neighborhoods.

*1750200000040001 (portion of) - ~ 23.23 acres*

*CURRENT LEGAL Tract 3 parcel*

Tract 3 would be an acceptable location for the neighborhood park as it is centrally located and fairly level to accommodate the park amenities/uses; though it is only 6.40 acres of the 10 acre allocation)

*1750200000040201 - 6.40 acres*



NOTE: The Vineyards Park is over 25 min walk from my house and further from most of the areas in question (walking distance is a critical element to be a usable neighborhood park) from the neighborhoods North of WW and Up to Interstate 70. Most of the Vineyards park is lake with a trail/proposed trail around it with 11 parking spaces and a tiny playground. Due to the distance it does not function as a neighborhood park for folks North of WW; nor does it have the amenities I previously outlined as possible need/uses in previous emails and herein below. A neighborhood park is typically within a 10 minute walk of most residents; with 15 minutes being the maximum based on studied use of parks.

Hence, the park is required/needed and provision for it is imbedded in this messed up process.

The existence of the Vineyards park is not a substitute for the 10 acre park required because a person (Mom's with strollers, kids, wheel chair users, folks with other ailments, as well as healthy folks) cannot and will not reasonably walk to it and it does not have many of the amenities needed.

A park of approximately 10 acres is capable of providing enough area for a college regulation soccer field (possibly multi-use with other sports field types), two college size basketball courts, affiliated kids playground area, smaller picnic structures/seating, possibly a larger gathering pavilion, restrooms, affiliated off street parking, connecting sidewalks/trails to adjacent roads/trail system(s); linking the area neighborhoods and the community at large, depending on design with the 10 acres.

I have been focused on the remainder of Tract 5 because it presents a usable area of space and relates to Ashford Place in that Ashford Place should not be approved until the city does some reasonable conceptual planning and decides where the 10 acre park is to be placed at this time; 16 years is certainly long enough to have figured this out. However, maybe its possible to use tract 3 and parts of tract 4 to fulfill the needed 10 acre parkland requirement.

It still comes down to which landowner(s) is the city going to end up notifying that 10 acres of their property is required for the public park. The SOI was nullified with the subdivision of Tract 5 and should have been renegotiated at that time.

Hence, now is the time for the city to perform due diligence in this matter; because, honestly the last owner on the totem pole being told they are losing half or all of their parcel because they just happened to be that last to propose development on their property in all likelihood will be contesting this whole (mess) methodology in court and quite possibly win.

The City cannot abdicate the public need/requirement (in my opinion the required park) in this matter and should stop kicking the can down the road with a development procedure that is severely flawed allowing subdivision of the formally legal Tract 5 into 4 separate legal parcels and by waiting on a 300th unit (when/where?..!).

City needs to procure the 10 acre park now, before any further developments are approved and certainly as part of/or prior to approving Ashford Place. Sixteen (16) years is long enough to have figured this out and have a conceptual location with a conceptual plan/design for the 10 acre park.

Again, Where is the the promised 10 acre park? Show Us!

Ride Safe and Thank You, John Shinn

**Sent:** Monday, January 12, 2026 at 11:06 AM  
**From:** "David Kunz" <[david.kunz@como.gov](mailto:david.kunz@como.gov)>  
**To:** "John Shinn" <[jshinn.2016@mail.com](mailto:jshinn.2016@mail.com)>  
**Subject:** Re: ASHFORD PLACE DEVELOPMENT OPPOSITION - Case # 231-2025 WHERE IS THE CITY'S PARK?



09-47 EAST RICHLAND ROAD 2ND ANNEX

REZON Ord 020801 (Planner PRZ).pdf  
 John,

Below are your questions, bolded, then my response follow, italicized:

**Why has the city's 10 Acre Park procurement/provision not been renegotiated from the 300 unit requirement and required upon the subdivision of Tract 5 by the City Administration/Council/Staff, approving the 4 individual legal tracts into the rezoning agreements after legal Tract 5 was effectively eliminated upon subdivision into 4 separate legal tracts to insure the city actually is given the land for the 10 acre park?**

I do not want to misrepresent the position of P&R here, so I will defer to Gabe. I forwarded your email again to him to ask he provide additional clarification. I do want to note, however, that the 10 acre park is **discretionary** and only must be dedicated if

P&R desires it. Additionally, the 300th dwelling unit is not just for tract 5, it's tracts 3, 4 and 5. So while tract 5 may not end up with 300 dwelling units, tracts 3 & 4, both of which allow multifamily development per the approved SOI, may be developed with enough units to surpass 300 without development of the two remaining parcels in tract 5 (over 40 acres), if Ashford Place were to be developed.

**2. I request that the city provide the original notes and negotiation records in electronic or hardcopy format of the negotiations that developed the original SOI in 2010 related to the trails requirements and the 10 acre park requirements. ( I believe the park was intended to be connected to the City Trails System. )**

I am not able to find a record of the original notes and negotiations of this development agreement specifically, associated with the site's annexation. Gabe may be able to help articulate the City's desires/goals when this development agreement was originally negotiated, although that may predate his tenure as well. The minutes for the meeting where this annexation was approved is [linked here](#) for you to review, if you would like. I also have attached the over 400 pages of documents related to this annexation case to this email for your review, if you'd like.

From the reports, however, it appears that P&R thought it was necessary with the annexation in 2010 because no park amenities were being provided per the SOI. However, conditions around the area have changed (a 42 acre park was dedicated with the Vineyards), so it is possible P&R has a different sentiment now than they did when this site was pursuing annexation.

Thank you.

Sincerely,

**David Kunz**

Senior Planner | Community Development

**City of Columbia**

701 E. Broadway

P.O. Box 6015

Columbia, Missouri 65205-6015

(573)817-5006

[David.Kunz@CoMo.gov](mailto:David.Kunz@CoMo.gov)

On Fri, Jan 9, 2026 at 2:26 PM John Shinn <[jshinn.2016@mail.com](mailto:jshinn.2016@mail.com)> wrote:

Greetings, David

Hope all is well with you and the cycling, our local bike trail system is great...do you know about the bill our representatives Bob Onder and Sam Graves introduced H.R. 4924 to essentially eliminate the Federal Rails to Trails program...seriously they don't have better things to address.....not impressed with them at all.....we definitely need to mobilize opposition to that - of all the things going on in our country and they want to eliminate a program (this could eliminate the MKT / KATY Trail) that helps Americans stay in shape and enjoy the outdoors...and the paths for the trails are already in place....the rights of way and easements for the railroads were already paid for/and subsidized via agricultural subsidies to the owners over a hundred years ago at time of inception and continually with agricultural subsidies since..... ah.. well I digress from the Ashford Place issue at hand.....

Please see the 3 attachments and the previous information below and enter them into the record and forward to all the city council members and appropriate staff including the Parks Department.

I am still very much opposed to the Ashford Place Development in it current format and renegotiation of the whole SOI and Subdivision

\*\*\*The 10 acre park is an issue that must be resolved to insure the city does infact obtain the 10 acre park within walking distance of the area neighborhoods as well as the community at large. If I can read through all the the documentation and

logically come to the conclusion that it is the intent that the owners/developers were never going to provide the 10 acre park by not building a 300th unit, then surely city staff/administration can see that; it was certainly quite evident/obvious when Tract 5 was subdivided. This city is now trying to apply agreements that covered 88 acres plus (approximately) and a single legal parcel to 4 separate legal parcels of 22 to 28 acres (approximately) each. This is not only a procedural error (that is now correctable by the city to insure the community obtains the 10 acre future park land) but it is also a substantive subject matter error - the city has not safeguarded the public's and community's legal interest in this matter. The city administration need to insure that the community obtains the 10 acres of park land in this area as promised/indicated. The city obviously negotiated for the park at conception of the SOI and clearly that is the intent. The SOI/agreements need to be amended to provide that park.\*\*\*

If the city can grant variances (exceptions are in fact variances) to code as has been done in this case and previously then the city can require the demarcation and conveyance of the 10 acres of park land be provided NOW upon any further approvals for any of the remaining legal tracts/parcels of the formally legal Tract 5.

Unfortunately, I obviously believe the city administration/previous councils/staff has dropped the ball on this entire procedure/subject. It can be corrected at this juncture in the development process.

I have a couple of questions:

1. The SOI agreement (contract) and Subdivision recommendations/approvals are essentially contracts between the owner/developers and the community. It is quite obvious to a reasonable person that the (4) owners/developers of the remaining parcels never intend to fulfill the provision of the 10 acres of property for the required park - the 300th unit cited in the documentation will never be built.

\*Why has the city's 10 Acre Park procurement/provision not been renegotiated from the 300 unit requirement and required upon the subdivision of Tract 5 by the City Administration/Council/Staff, approving the 4 individual legal tracts into the rezoning agreements after legal Tract 5 was effectively eliminated upon subdivision into 4 separate legal tracts to insure the city actually is given the land for the 10 acre park?

2. I request that the city provide the original notes and negotiation records in electronic or hardcopy format of the negotiations that developed the original SOI in 2010 related to the trails requirements and the 10 acre park requirements. ( I believe the park was intended to be connected to the City Trails System. )

Ride Safe and Thank You,

John Shinn

**Sent:** Thursday, January 08, 2026 at 5:31 PM

**From:** "John Shinn" <[jshinn.2016@mail.com](mailto:jshinn.2016@mail.com)>

**To:** [mitchell.kaminski@kmiz.com](mailto:mitchell.kaminski@kmiz.com)

**Subject:** Fw: Re: ASHFORD PLACE PARK and DEVELOPMENT OPPOSITION - Case # 231-2025 WHERE IS THE CITY'S PARK?

Greetings, Mitchell

Regarding ASHFORD PLACE OPPOSITION, I am sending you an email history of information herein below and with the attachments included (please pardon my abrasiveness in my writing but this is incredibly frustrating to watch unfold).

Also, Please forward to Erika McGuire as she was referred to me before last Monday's City Council Meeting; although, I don't know if she is still the assigned reporter.

See attachment : SECTION A and B - OPPOSITION ASHFORD DEVELOPMENT " LEGAL OPPOSITION ASHFORD PLACE (12-23-2025) 10 ACRE PARK - WHERE IS IT? "

I have also attached the 2014 traffic impact study which shows all of TRACT 5 from the city council documents. PAGE 1 shows the former TRACT 5 map.

I have also attached a mark up (Yellow) of the now subdivided TRACT 5 in to 4 legal Tracts (Tract 5 effectively/legally no longer exists).

This takes some time to read unfortunately; in order to grasp what is a definite error both in subject matter and procedurally over the last 16 years by the city administration in my opinion.

At this point in time have heard nothing of content; from the Parks Department in over 2 months.

I hope this helps with your investigating.

Thank You, John Shinn

**Sent:** Wednesday, January 07, 2026 at 1:52 PM

**From:** "John Shinn" <[jshinn.2016@mail.com](mailto:jshinn.2016@mail.com)>

**To:** "Gabe Huffington Parks Dir" <[Gabe.Huffington@como.gov](mailto:Gabe.Huffington@como.gov)>

**Subject:** Fw: Re: Ashford Place City Council Dates - Case # 231-2025 WHERE IS THE CITY'S PARK?

Greetings, Sir

Please confirm you received the attachment. Please contact me regarding this issue prior to the next City Council meeting.

Please see information attached :

SECTION A and B - OPPOSITION ASHFORD DEVELOPMENT

## **"LEGAL OPPOSITION ASHFORD PLACE (12-23-2025)**

### **10 ACRE PARK - WHERE IS IT?"**

The city negotiated this agreement based on a contiguous Tract 5, sixteen years ago someone had the foresight this park is needed and it was provided in exchange for rezoning classification. The intent is clear that park is to be provided. Since Tract 5 was subsequently subdivided the park land issue has been conveniently neglected. This is not acceptable.

PLEASE READ - You may read the last 5 pages of my comments on this case in the public comments section of the agenda from 1/5/2025 City Council meeting. I apologize for the abrasiveness in my writing but to be honest this situation is quite an incredible mess due to the public's interest not being safeguarded. This is a calamity of procedural and subject errors.

The first reading at city council occurred Monday. I have not hear back from your department in almost 2 months.

Please provide all previous information on this issue and information from the negotiations sixteen years ago that required the 10 acre park be provided. The agreement is required to be amended upon the subdivision of Tract 5 into four tracts. It for some reason was not done .. but certainly can be required NOW before any further approvals of development are permitted.

Thank You, John Shinn

RELATED INFORMATION BELOW:::

Good morning John -

Thank you for reaching out to Mitch and I regarding this development. I have asked for additional information from our staff with Community Development. Once I get additional information, I will reach back out to you. I will let you know that I am out of the office for the majority of this week so it will probably be next week before I send you a reply.

Thank you again for your interest in the future park development and the trail easement associated with the development.

Gabe

***Gabe Huffington, CPRE***  
**Parks and Recreation Director**

**Columbia Parks and Recreation**  
**573-874-6398**  
**CoMo.Gov**

On Tue, Oct 28, 2025 at 10:54 AM John Shinn <[jshinn.2016@mail.com](mailto:jshinn.2016@mail.com)> wrote:

Greetings,

My name is John Shinn and I live at [4408 Kingston Heath Dr, Columbia, Mo....](#) avid bicyclist and love the trails and park system here in Columbia.

I have attached (attachment Brooks Phase 1) a tract 3, 4, and 5 parcel map above for your information.. and the Planning Commission Website Inet site herein.

As part of a recently forwarded development plan for Ashford Place near the Brooks Subdivision it has come to mine and other citizens attention that the developers of TRACTS 3 4 and 5 combined have not yet provided the Parks Department with a REQUIRED 10 ACRE PARK PARCEL for TRACT 5 that is USABLE space for possible elements such as a soccer field, 2 basketball courts, small playground and associated parking, sidewalks, sidewalk connectors to adjacent subdivisions and trail connectors.

We are fast approaching the 300 unit threshold required and acquisition and planning needs to occur as soon as possible.

I am told by the planning department personnel David Kunz that he is not aware of parks planning for this 10 ACRE PARK which is a guaranteed much needed 10 ACRE PARK with trail connection for our area of town.

1. Is the Parks Department ready for the parcelment of this property and planning acquisition and park development for placing and locating the park on Tract 5?
2. What planning has been coordinated or exercised for the citizens' new park on Tract 5?
3. Has Planning Department previously notified Parks Department of this new park to be deeded to the city?
4. Where is the parks department planning to have the new park located withing the confines of tract 5?
5. How can the citizens help with the development of the new park and get involved in the planning and development?

Please see information below:

[https://gocolumbiamo.legistar1.com/gocolumbiamo/meetings/2025/8/8306\\_A\\_Planning\\_and\\_Zoning\\_Commission\\_25-08-07\\_Meeting\\_Agenda.pdf](https://gocolumbiamo.legistar1.com/gocolumbiamo/meetings/2025/8/8306_A_Planning_and_Zoning_Commission_25-08-07_Meeting_Agenda.pdf)

f. At the time Developer obtains final plat approval of the 300th dwelling unit in Tracts 3, 4, and 5 and if the City so requests at that time or such later date as may be requested by the City, Developer shall convey at no charge to the City up to 10 acres of real estate reasonably located, as mutually agreed by the Parties, within Tract 5 for use as a park. Said 10 acres shall be located within Tract 5 such that its use as a park is beneficial to the Developer Tract as a residential development. The City shall develop said park as soon as reasonably possible subject to the City's public improvement process and the availability of appropriated funds, and same shall be maintained and operated by the City in the same manner as other City parks.

g. Developer shall grant easements at no charge to the City for trails along the North fork of Grindstone Creek through Tracts 4 and 5 in conjunction with final plat approval within Tract 4 or 5. The location of said easements shall be reasonably located in close proximity to Grindstone Creek with the precise location to be determined by the City Parks and

Recreation Department. The location of said trails shall not unreasonably interfere with the development of Tract 4 or 5.

h. Developer shall only harvest timber located on any of the Tracts in accordance with a tree preservation plan approved by a City arborist or an approved landscaping plan which complies with Section 29- 25 and Chapter 12A of the Code.

Your prompt attention to this matter is appreciated as this is proposed to go to City Council for Approval Process for Ashford Place on November 17th, 2025.

Thank You, John Shinn

**Sent:** Tuesday, December 23, 2025 at 7:46 PM  
**From:** "John Shinn" <[jshinn.2016@mail.com](mailto:jshinn.2016@mail.com)>  
**To:** "David Kunz" <[david.kunz@como.gov](mailto:david.kunz@como.gov)>  
**Subject:** Re: Ashford Place City Council Dates - Case # 231-2025

Greetings, David.

Please see attached Content Sheet/Response: SECTION A and B - OPPOSITION ASHFORD DEVELOPMENT

## "LEGAL OPPOSITION ASHFORD PLACE (12-23-2025)

### 10 ACRE PARK - WHERE IS IT?"

Please forward this email and attached letter to the city legal department, city council and city council members. If this approval is to be granted "as is" without needed changes or complete redesign... it will be what I think it is...abdication and dereliction of duty to insure that the city's citizens interests are indeed effected. The required (10 acre) park and trail connections were certainly wanted, granted and rightly so... as this area is in definite need of these facilities.

A 10 acre public park is enough space in that it is usable space for possible elements such as a soccer field, 2 full size basketball courts, a small playground and associated parking, sidewalks, sidewalk connectors to adjacent subdivisions and trail connectors and is important/relevant to the citizens. The location is central to the subdivisions/development around it.

Procedurally and Content wise this whole thing is a mess. The city staff and developer (with city staff support) has cherry picked the conglomeration of incoherent and contradictory code if you can call it that; always in favor of whatever the developer desires; done nothing but benefit the developers; while ignoring the public's interests in this matter (trails connections and 10 acre park and all the other voiced concerns at previous meetings... (incredible) - and the developer has offered no solutions.

I don't blame you as the city staff member assigned to this boondoggle, you have been good to work with. But, the city staff that previously shepherded this mess the last 16 years had their heads in the sand to put it politely.

I mean, seriously; how can the city legitimately manage to even propose an attempt to legitimize losing a previously negotiated/required 10 acre park space connecting the adjoining trail system and neighborhoods, plus the future development around it? 300 units ... ya right....Incredible inept mess.

We will be at the meetings and we are most definitely motivated.

Thank You, John Shinn

**Sent:** Thursday, November 13, 2025 at 2:37 PM  
**From:** "David Kunz" <[david.kunz@como.gov](mailto:david.kunz@como.gov)>  
**To:** undisclosed-recipients;;  
**Subject:** Ashford Place City Council Dates - Case # 231-2025

Hello,

If you are receiving this email, you have previously sent me an email in regards to the proposed Planned Development of Ashford Place, case # 231-2025.

The applicant has requested this case be introduced at City Council on **1/5/2026** with decision on **1/20/2026**. The applicant has stated they requested these dates to avoid potential conflicts with the forthcoming holidays so it is potentially easier for everyone who wishes to attend the meeting to do so.

There will not be an opportunity for public hearing during the introduction on 1/5/2026. If the item is removed from the consent agenda, it will be placed on Old Business for the 1/20/2026 agenda where there will be an opportunity for public comment after the staff report and questions for staff from Council.

If you have any questions, please feel free to reach out to me and I will answer them to the best of my ability. All received public comment for this case will be published with the digital agenda for the 1/5/2026 and 1/20/2026 meetings. The agenda will be available at [this link](#) when it is published. Thank you!

Sincerely,

**David Kunz**

Planner | Community Development

**City of Columbia**

701 E. Broadway

P.O. Box 6015

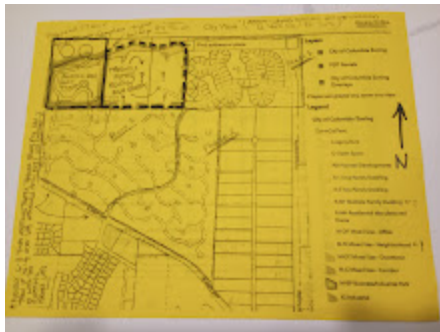
Columbia, Missouri 65205-6015

(573)817-5006


[David.Kunz@CoMo.gov](mailto:David.Kunz@CoMo.gov)

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## 2 attachments



**1000007027 (1).jpg**  
2739K

 **2014 Traffic Impact Study (Brooks Phase 1).pdf**  
1748K



Subject: Ashford Place Development – Rejection of Current Proposal

**Dear Mayor and City Council Members,**

My husband and I are residents of Sagemoor Drive in The Brooks neighborhood. We respectfully request reconsideration of the Ashford Place development in its current proposal due to the following concerns: **increased traffic, neighborhood safety, and unprecedented development incompatibility/placement.**

#### **Traffic**

The most recent traffic impact study was completed in 2017 and did not anticipate the growth of this area. El Chaparral, Old Hawthorne, The Vineyards, and The Brooks (still under development) use East Broadway (Hwy WW) for daily commuting. **The intersection at Sagemoor/Roseta & East Broadway as well as El Chaparral & East Broadway are inadequate to accommodate today's traffic.** The traffic study in 2017 predicted failure at these intersections as building populations grew. The Brooks subdivision is not completed, and adding additional traffic (i.e. Ashford Place Development) without making improvements to these intersections should effectuate additional traffic study.

#### **Safety**

Sagemoor Dr. is a straight road without any stop signs or traffic calming measures which lends to speeding. Ashford Place proposes the use of Sagemoor Dr as its primary ingress/egress. There are 19 residents on Sagemoor Dr. that require vehicles back onto the street into traffic. The newly renovated Roseta Learning Center (previously Cedar Ridge Elementary School) on the corner of Roseta and East Broadway is directly across from Sagemoor Dr. Traffic is already an issue on East Broadway at the intersections mentioned in the prior paragraph. This leads to safety concerns for anyone walking (children/care givers) or for school buses carrying children.

#### **Development Placement**

Ashford Place proposes a higher-density living development at the backside of an R-I homes development using Sagemoor (a residential street) as its only means of access. Ashford Place is not accessible from any main arterial road and has no viable secondary access planned. In Columbia, projects of this nature are not consistent with this scenario.

Without addressing the traffic concerns, the safety concerns, and the residential access concerns, my husband and I respectfully request that Council and the Mayor **reject the current proposal and require further study and development of mitigating measures to provide adequate, responsible infrastructure prior to this development.**

Thank you for your time and service to Columbia, Missouri

Respectfully,

Mike and Holly McCoy  
Sagemoor Drive Residents  
The Brooks Neighborhood





David Kunz &lt;david.kunz@como.gov&gt;

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## Against Ashford Place Triplex Proposal

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Wes Hentges &lt;wfhentges@gmail.com&gt;

Tue, Jan 13, 2026 at 11:35 AM

To: david.kunz@como.gov

Dear David-

My name is Wes Hentges, and I live at [1304 Haxby Ct., Columbia, MO](#). I am writing to request my disapproval of the Ashford Place development proposal in its current form.

Below are factual concerns documented during the review process:

1. Project scale and unit count

The Ashford Place proposal would permit construction of 77 triplex buildings (231 residential units) on approximately 24.13 acres north of Sagemoor Drive, directly adjacent to The Brooks subdivision. This represents a substantial increase in housing density compared to nearby single-family development.

2. Extensive public opposition during review

Planning and Zoning Commission meetings included more than two hours of resident public comment opposing the plan. City staff reported receiving 91 written comments from residents, with the vast majority expressing concerns.

3. Traffic and road safety remain unresolved

Traffic and safety issues were central to resident testimony and reporting. The project's access points would be on neighborhood streets that are not currently designed for high traffic volumes. The city cited a 2017 traffic study, but residents continue to raise concerns about increased traffic on Sagemoor Drive and Hoylake Drive, as well as the lack of a final, funded traffic mitigation plan. As it's understood, there is a possibility of connecting this property to the main road, but going through our subdivision is more economical for the developer, which is not our concern.

4. Neighborhood compatibility and property impacts

The proposed density and building type (multiple-unit attached triplexes) differ significantly from the surrounding single-family properties. Reports also note concerns about potential impacts on property values raised by homeowners adjacent to the site.

For these reasons, I would expect you to oppose this new development.

Thank you for your attention and service.

Sincerely,  
Wes Hentges  
1304 Haxby Ct.