A CIVIL GROUP

CIVIL ENGINEERING - PLANNING - SURVEYING

December 5 2023

Tim Teddy
Director of Community Development
City of Columbia
701 E. Broadway
Columbia, MO 65201

RE: Preliminary Plat for Russell Subdivision Phase 7 - Design Adjustment Requests

Dear Mr. Teddy,

A Civil Group submitted a Preliminary Plat application for Russell Subdivision Phase 7, on behalf of our clients, Kay and Jack Wax.

Phase 7 will create 8 lots total. This includes 5 buildable lots, 1 lot with an existing home, 1 common lot (C1) set aside for stormwater detention, and 1 common lot (C2) containing an irrevocable ingress/egress easement and utilities. The goal is to create a small infill neighborhood that will blend in as if it has always been there and complement the surrounding neighborhoods. Our clients are currently living in and renovating the existing home, and they hope to build their new home on one of the 5 lots.

Due to the Driveway Access Restrictions in UDC Chapter 29 Sec. A.9, we originally proposed a public alley to access the interior lots. We had a concept review meeting in October and it was made clear that the City would not support a public street. One reviewer noted: “Not sure the City is interested in maintaining what amounts to a private drive serving these 6 lots. From a public standpoint, there is no functional value for this street. Perhaps this should be shown as a private drive rather than a public street.” There was also discussion about the nearby school and how a street that looks public may create unintended issues with pedestrians and vehicles during student drop off and pick up.

If it looks like a public street with sidewalks, it will increase the likelihood of pedestrians cutting through instead of using the existing sidewalks on Rollins and Russel which have safety measures in place such as crosswalks. Another safety concern is that pedestrians can now be seen from multiple directions when they use the existing sidewalks. However, cutting through a neighborhood will hide them from view. In addition, a drive that truly looks private will reduce the likelihood of it being used for student drop off and pick up the school.

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We are requesting the following design adjustments to Chapter 29 Sec. A.1.(c)(1)(ii)(B):

In lieu the 50 foot right-of-way and 24 foot curb and gutter street, a 20 foot irrevocable ingress/egress easement with 20 feet of pavement is requested. The 20 foot irrevocable ingress/egress easement will share a centerline with a 40 foot public utility and private drainage easement, which establishes the standard 10 foot utility easements beyond the edge of pavement on both sides. This is due to utilities and private drainage structures being required within the ingress/egress easement to serve all the proposed lots. We also request no sidewalks and no curb and gutter be required. The plan includes a drainage swale to direct all drainage to lot C1.

- We held a neighborhood meeting in October. Neighbors expressed concern about the access being used as a cut through which may cause traffic issues.
- A shared use path instead of sidewalks was included in our original proposal, but that was not supported by staff.
- The safety of pedestrians in the area, especially with the school nearby, is a concern. The use of the existing sidewalks and streets is much easier to encourage if the private drive does not look like a public street.

We are requesting the above design adjustments to encourage the use of the existing streets and sidewalks by the overall public, to comply with the recommendations made by the City, and to ensure this infill project will keep with the character of the surrounding neighborhoods.

With approval of the design adjustments, the private access will look like the intended use. It is simply access and not a public drive or walk through street.

If you have any questions, or need additional information, please feel free to contact me or Jay Gebhardt.

Thank you for your consideration,

Lara Florea
A Civil Group, LLC
(573) 817-5750

cc: Patrick Zenner
Jay Gebhardt