City of Columbia
701 E Broadway
PO Box 6015
Columbia Missouri 65205

December 1, 2016

Subject: #17-8, Ridgemont Road Extension

Dear City Planners,

I hope this letter finds you well. I am writing you to voice my strong opposition to a proposed extension of Ridgefield Road to Ridgemont Road, near the College Park and Stadium Blvd. intersection. The negative impact of the upcoming Pate-Jones (#17-8) plan to build 25 R-1 homes at Ridgemont and College Park is undeniable. It will increase traffic along an already-busy road, increasing risk for the many walkers, bicycle riders, and children walking to/from bus stops. The Westwood Hills neighborhood is very angry about this.

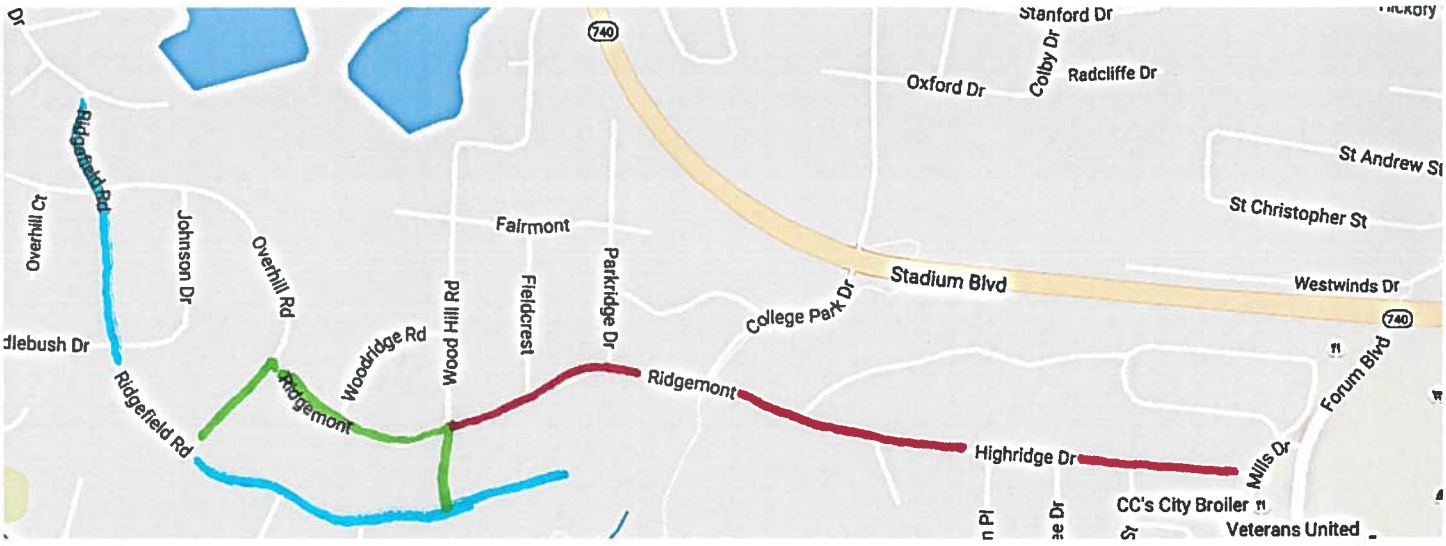
Please consider the following points:

1. Ridgemont and Ridgefield extend in different directions, except for one block (the stretch of Ridgemont between Wood Hill and Overhill roads). Half of Ridgefield will already be affected by any traffic that uses that one block stretch.

2. The proposed extension on to Ridgefield will create many problems for the many families along Ridgefield, but will not solve any of the problems the new development creates for Ridgemont, *which extends in the opposite direction*. Those travelling to Fairview Road will use Ridgefield anyway.

3. If the extension to Ridgefield goes through, this pretend solution will create a need for expensive measures that strive to make Ridgefield just as cumbersome as Ridgemont. This is bad for Ridgefield families, an unnecessary drain on the city budget, and – again – ultimately does nothing to alleviate the problem on Ridgemont created by the Pate-Jones project.

4. The Ridgefield homeowners will support an "Emergency Vehicle Only" entrance to the development.



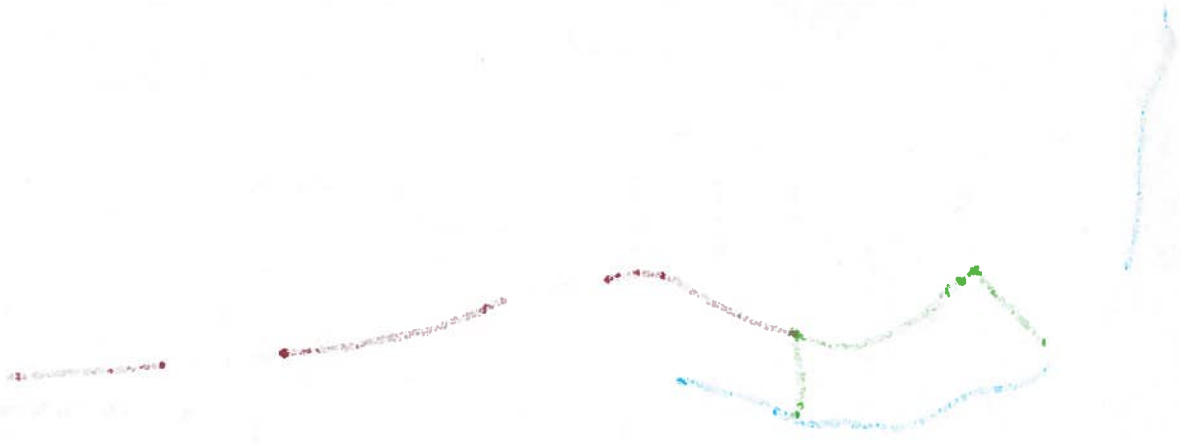
(please see reverse side)

As Ridgefield home owners, we have heard the extension proposal framed as a way to "share the pain" and/or a "fairness issue." Whatever the motivation, this phony argument has served to deflect the anger away from Pate-Jones by pitting Ridgefield and Ridgemont neighbors against each other, which is unfortunate.

As recent homebuyers, we passed on several Ridgemont bargains, digging deeper and sacrificing more to purchase a home on what has been a fairly peaceful road since 1966. This Pate-Jones development will already place our young riders and elderly walkers at greater risk. Approving an extension of the Pate-Jones road onto Ridgefield would exacerbate the problems, while simultaneously decreasing our property values. *It is a pretend solution that would create several very real problems.* Please do not allow this extension to go through, except as a passageway for emergency vehicles.

Respectfully,

Bradd and Deidre Anderson
2306 Ridgefield Road.



Rusty Palmer <rusty.palmer@como.gov>

Ridgemont/Ridgefield PZC Dec.8

1 message

Storvick [redacted] Thu, Dec 1, 2016 at 2:12 PM
To: rusty.palmer@como.gov

Since you suggested input, I would like to add my opposition to the planned development with the extension of Ridgefield Road. I have lived at 2210 for nearly 50 years. Now the idea of our street going thru to College Park is unsettling. Ridgefield had one time been plotted into a "T" on a street (College Park Drive) connecting Ridgemont and Chapel Hill. That was vacated and Ridgefield was named a cul-de-sac. Now they want to undo that. I don't understand! Thank you for considering these thoughts. We live in a great neighborhood.

Arlyn J. Storvick
2210 Ridgefield Road
Columbia, MO65203

Rusty Palmer <rusty.palmer@como.gov>

Ridgefield Road Changes

1 message

Roger dawdy [redacted] Wed, Nov 30, 2016 at 3:50 PM
To: "ian@ianfor4th.com" <ian@ianfor4th.com>
Cc: [redacted] "Tim.Teddy@como.go" <Tim.Teddy@como.go>, "rusty.palmer@como.gov" <rusty.palmer@como.gov>, "mayor@como.gov" <mayor@como.gov>

I have only recently learned of the proposed Ridgefield Road extension and subsequent changes. While I understand the need to continue to improve traffic flow, and the development of the vacant property at the end of Ridgefield Road, I am strongly opposed to the part of the proposal that would have the potential for any increase in traffic on Ridgefield and the adjoining roads in our subdivision.

My opposition is for the following reasons:

1. Pedestrian safety - I would estimate that at least 3/4 of the existing roads that would be effected, Ridgefield, Hulen and Malibu currently have NO sidewalks of either side of the street. While I can speak only for my immediate area, the pedestrian traffic is heavier than many would imagine, especially considering it being the most direct route for students and parents walking to and from Fairview School barely a block away. Increasing vehicular traffic, by designating it as a through street, would be in direct conflict with pedestrian traffic.

2. Malibu Fairview intersection - As indicated at the last meeting, much of the additional traffic using the newly proposed throughfare would enter/exit at this intersection. This intersection is already congested at certain times of the day, and is further complicated by its proximity to the Fairview tennis court traffic and on-street parking. On busy ' tennis' days, players are now parking on Malibu adding to the congestion and making this crossing less safe for students using the street on their way to school.

3. Middlebush Fairview intersection - Due to the grade on the approach to Fairview road, this intersection makes a poor entrance and egress point for traffic. Any additional traffic at this intersection would be less than ideal especially during inclement weather due in part to the steep grade of the road.

While diverting more traffic on Ridgefield road might solve a perceived problem when the vacant property is developed may solve one perceived, it would definitely be at the expense of those of us that live on the other end.

My recommendation would be to: 1. reduce the number of planned home sites in the proposed development or 2. Make the entrance in to the planned development in to a cul-de-sac.

Roger and Marcia Dawdy

1100 Hulen Dr.

Planning and Zoning Commission
701 East Broadway
PO Box 6015
Columbia, Missouri 65205

November 29, 2016

Subject: #17-8, Ridgemont Park

Dear Commissioners,

The Ridgefield Park Association wishes to express opposition to the extension of Ridgefield Road as planned in the above noted development. The Association was founded in 1970 by three of our neighbors to preserve the small 7.5 acre parcel situated between Ridgefield Road and the County House Branch creek. Members of the Association live on or adjacent to the park land and therefore their homes are on or adjacent to Ridgefield Road. Ridgefield Road is identified by the city as a problem street and has been awaiting traffic calming measures for over 10 years. Extending Ridgefield Road to near Stadium Boulevard and College Park Drive will add greatly to the traffic problems we already suffer. We respectfully ask commissioners to vote against the extension of Ridgefield Road.

Sincerely,
Ridgefield Park Association
2304 Ridgefield Road
Columbia, Missouri 65203

Cc: Mayor Treece, City Council, Community Development (Rusty Palmer, Patrick Zenner, Steve MacIntyre, Tim Teddy), Public Works (Lee White, Richard Stone, David Nichols)

Planning & Zoning Commission
City of Columbia
Columbia Missouri 65205

December 1, 2016

Subject: #17-8, Ridgemont Park

Dear Members of the Planning & Zoning Commission,

We are writing to express our opposition to the proposed extension of Ridgefield Road to Ridgemont Road near the intersection of College Park and Stadium Boulevard.

The majority of our neighborhood streets have no sidewalks and no bike lanes. There are many children who live in this area. We are less than one mile from Fairview Elementary School and Russell Boulevard Elementary. Scores of children walk to these elementary schools and many walk and bike to West Middle School. The traffic on Ridgefield Road even now causes great concern about the safety of the children.

We know that Ridgefield Road, Ridgemont Road, and Highridge Drive have current unaddressed traffic issues. These issues have been identified by the city for over 10 years. There are no plans to address any of the issues with this new roadway.

As we understand it, Ridgefield Road was platted ("Final Plat, Madison Park 2, Minor Subdivision" -instrument #2005030432, book 39, page 104) with a cul-de-sac not a temporary turnaround. It appears the decision to keep Ridgefield Road a dead end was finalized, and reliance on the matter by homeowners a forgone conclusion.

Street plans since at least 1966 were not to connect Ridgefield Road but to connect College Park along the western boundary of the parcel under review. As the neighborhoods in this area were platted this has remained a constant. Portions of the College Park right-of-way have previously been vacated. If a road connecting Stadium to Chapel Hill (or Fairview) were a priority vacating these right-of-ways should not have been granted.

Currently Ridgefield Road is already over twice as long as Ridgemont Road which forks just east of College Park and "T's" on the west end at Overhill. Drivers on Ridgemont trying to "cut-through" between Stadium and Fairview must use Ridgefield Road and have two hard turns to get to/on Ridgefield. Drivers on Ridgefield have no such slowing mechanisms. Extending Ridgefield to near Stadium creates an even longer and more straight-shot option for drivers and eliminates any need to use Ridgemont Road except for those who live on it or on one of the small adjacent residential streets.

Extending Ridgefield Road so it is easily accessible to Stadium Boulevard has enormous and long term consequences. *The road connection will not divide the current traffic.* ***It will draw traffic****.* It is a new road connection between high traffic volume streets. There is no question that drivers would choose this new through street to go between Stadium, Forum, Fairview, Chapel Hill, and even Rollins because it would be much **shorter** than going around the area on the high volume streets and it wouldn't have stop signs or stop lights.

With additional traffic would come additional speeders, a dangerous situation in our no-sidewalk area. Our current traffic issues pale in comparison to what the new thoroughfare would bring. There are numerous examples of neighborhood streets becoming heavily traveled thoroughfares but many were unexpected as our city grew and evolved over time. Many of the issues on those streets have still not been addressed. With this plan it would be an active decision to create a new heavily trafficked arterial street out of a quiet neighborhood street. And again there are no plans to resolve current traffic issues or mitigate against future ones.

We greatly appreciate your consideration of our concerns.

Sincerely,

Marilyn & John McLeod
2307 Ridgefield Road
Columbia Missouri 65203

Rusty Palmer <rusty.palmer@como.gov>

#17-8, Ridgemont Park

1 message

Gail Willis McCray [redacted] Thu, Dec 1, 2016 at 1:50 PM
To: rusty.palmer@como.gov
Cc: ward4@como.gov

Planning and Zoning Commissioners,

I write to note my opposition to the extension of Ridgefield Road to Ridgemont Road. I don't want to provide an exhaustive list of concerns, many in my neighborhood are much more knowledgeable on the issues. Having read the letter from Kim Kraus, I think she covers many of these issues and concerns.

My family lives near the corner of Ridgefield and Overhill. We moved to the neighborhood from West Boulevard about 9 years ago and I remain surprised by the amount of traffic on Ridgefield. Many of my coworkers and friends that work downtown and live southwest cut through our neighborhood to avoid the traffic at Stadium and Forum or Forum and Chapel Hill.

When the initial plan was announced for the development of this land I admit I paid little attention. I relied on the advocacy of my neighbors. The submission of this most recent plan with the addition of the extension of Ridgefield caused me to be much more interested in the issue. My children, as well as many in the area, walk to school. Once our "walking school bus" gets to my house they can walk the entire way to school via sidewalk. However, kids past our house must walk on the street for a few blocks. Just this morning I walked the two blocks to get the youngest two (kindergarteners) to make sure they were supervised. With the amount and speed of traffic on Ridgefield, I wouldn't let them walk by themselves or even under the supervision of my 5th grader. The cars drive too fast and I worry they won't see the little ones. While sidewalks in the neighborhood may be outside of your "zone of concern", they are definitely a reality and concern for parents in the area.

Besides the pedestrian traffic, lots of kids ride their bikes in the neighborhood to access the (wonderful) County House Trail and Twin Lakes Park. Again, I'm concerned that the extension will add even more cut through traffic for commuters to drive through the neighborhood.

I don't have an issue with developing the parcel of land. We enjoy the trail and the green space but are pleased to hear some of the green will remain. The use of a cul-de-sac or two would seem to be a viable alternative to allow the development while recognizing the concerns of the neighborhood.

Thank you for your time.

Sincerely,

Gail Willis McCray
2505 Ridgefield Road
Columbia, MO 65203

City of Columbia
701 E Broadway
PO Box 6015
Columbia Missouri 65205

November 28, 2016

Subject: #17-8, Ridgemont Park

Dear City Planners,

I am writing to express my opposition to the proposed extension of Ridgefield Road to Ridgemont Road near the intersection of College Park and Stadium Boulevard. My reasons are as follows;

1. "Final Plat, Madison Park 2, Minor Subdivision" (instrument #2005030432, book 39, page 104) platted Ridgefield Road with a cul-de-sac not a temporary turnaround. As such the decision to keep Ridgefield Road a dead end was finalized and reliance on the matter by homeowners a forgone conclusion.

2. The Code of Ordinances Sec 25-30 states;

(d)

A resubdivision of land shall not be approved by the council if the council determines that:

(1)

The replat would eliminate restrictions on the existing plat upon which neighboring property owners or the city have relied; or

(2)

The replat would be detrimental to other property in the neighborhood and the detriment to the property in the neighborhood outweighs the benefits to the subdivider and the public.

3. Street plans since at least 1966 were not to connect Ridgefield Road but to connect College Park along the western boundary of the parcel under review. As the neighborhoods in this area were platted this has remained a constant.

4. Portions of the College Park right-of-way have previously been vacated. If a road connecting Stadium to Chapel Hill (or Fairview) were a priority vacating these right-of-ways should not have been granted.

5. Two previous plans submitted within the last year regarding development of this parcel did not mandate an extension of Ridgefield Road (#16-86 and #16-12).

6. Fire department regulations permit one entrance until a neighborhood reaches 100 homes. The current plan by the developer is to build 25 single family homes.

7. The dead end at Ridgefield Road has only 8 homes and has been a dead end since at least 1966. The dead end is approximately 350 feet. The CATSO plan recommends a maximum of 750 feet be allowed.

8. Ridgefield Road, Ridgemont Road, and Highridge Drive have current unaddressed traffic issues. These issues have been identified by the city for over 10 years. There are no plans to address any of the issues with this new roadway.

    a. See attached communication with traffic engineer Lee White from May 2015. Mr. White acknowledges traffic concerns and any solutions on Ridgefield and Ridgemont are intertwined.
    b. See attached March 31, 2016 full page story in the Columbia Missourian titled "City plan identifies problem streets" which lists the streets in the city with the highest speed, collisions, and that have been on the waiting list for traffic calming since 2006. On that list of only 17 streets, 5 of them are in our neighborhood; College Park, Rollins, Ridgefield, Ridgemont, and Highridge. Indeed overall Ward 4 has the highest number of streets prioritized as needing corrective action. The story and the data come directly from Public Works.

9. Ridgefield Road is a residential street. Ridgemont Road is a neighborhood collector (a neighborhood collector street connects to a major street). It was never intended that Ridgefield Road be a neighborhood collector. This was confirmed by Patrick Zenner in a meeting with him October 11, 2016.

10. The majority of our neighborhoods have no sidewalks and no bike lanes. We are less than one mile from Fairview Elementary School and Russell Boulevard Elementary. Scores of children walk to these elementary schools and many walk and bike to West Middle School. We are near Fairview Park, Bonne View Nature Sanctuary, and Kiwanis Park.

11. The County House Branch Trail winds through this area from Twin Lakes to the tunnel under Stadium. As previously noted, the lack of sidewalks and bike lanes makes full utilization of the trail for pleasure, school, and commuters dangerous.

12. Currently Ridgefield Road is already over twice as long as Ridgemont Road which forks just east of College Park and "T's" on the west end at Overhill. Drivers on Ridgemont trying to "cut-through" between Stadium and Fairview must use Ridgefield Road and have two hard turns to get to/on Ridgefield. Drivers on Ridgefield have no such slowing mechanisms (I use the word "slow" dubiously as speeding, even around corners, and not stopping at stop signs is an identified problem). Extending Ridgefield to near Stadium creates an even longer and more straight-shot option for drivers and eliminates any need to use Ridgemont Road except for those who live on it or on one of the small adjacent residential streets.

13. Extending Ridgefield Road so it is easily accessible to Stadium Boulevard has enormous and long term consequences. This is not being given due consideration and is being dismissed by city planners and traffic engineers. *The road connection will not divide the current traffic. It will draw traffic.* It is a new road connection between high traffic volume streets. Looking at a street map as a driver, as a commuter, it is abundantly clear. Drivers would choose this new through street to go between Stadium, Forum, Fairview, Chapel Hill, and even Rollins. Logically drivers would choose the new route because it would be much **shorter** (and more scenic) than going around the area on the high volume streets and it wouldn't have stop signs or stop lights. And as previously stated, with additional traffic would come additional speeders, a dangerous situation in our no-sidewalk area. Our current traffic issues pale in comparison to what the new thoroughfare would bring. There are numerous examples of neighborhood streets becoming heavily traveled thoroughfares but many were unexpected as our city grew and evolved over time. Many of the issues on those streets have still not been addressed. With this plan it would be an active decision to create a new heavily trafficked arterial street out of a quiet neighborhood street. And again there are no plans to resolve current traffic issues or mitigate against future ones.

I believe passionately that a decision to extend Ridgefield Road is just plain wrong and is in conflict with our guiding principles identified in "Columbia Imagined" but there is a reasoned and substantive argument to support my claim too. Items 1-5 above seem to weigh against approval of this development as currently planned. The other items listed are important factors to consider as well. Thank you for listening to my concerns.

Sincerely,

Kim Kraus
2304 Ridgefield Road
Columbia Missouri 65203

Gmail Kimberly Kraus [redacted]

Re: Ridgefield Traffic Calming

1 message

Lee White <wlwhite@gocolumbiamo.com> Mon, Oct 5, 2015 at 10:36 AM
To: Kimberly Kraus [redacted]

Kim,

Thank for the petition. I have updated the status of Ridgefield. If you want to be the contact for Ridgemont, I'll will accept this as the petition for that street too. When we study Ridgefield we'll have to consider Ridgemont too and make sure that we don't send the traffic from one street to the other.

Thanks,

Lee White, P.E.
City of Columbia, Public Works
Tel: (573)-874-7267
Fax: (573)-874-7132
E-mail: wlwhite@gocolumbiamo.com

On Sun, Oct 4, 2015 at 3:19 PM, Kimberly Kraus [redacted] wrote:

> Hello Mr. White,
> It was spring when we corresponded about traffic calming on Ridgefield Rd. I hope you are now enjoying this nice fall weather although I wish for some rainy days!! We have more than 10 signatures of folks on Ridgefield Rd. I have attached 2 signature pages. However I had a neighbor help obtain signatures and he misunderstood that one sheet was for Ridge**field** and one was for Ridge**mont.** And there are even a few duplications too. I believe one sheet has the required 10 signatures for Ridgefield but I included the other so folks that signed it didn't feel slighted. So please disregard the folks that signed twice or don't live on Ridgefield.
> Is there any reason for me to obtain signatures for folks on Ridgemont? Or would that be a waste of my time? I wasn't quite sure.
> Thank you for your time!
> Sincerely,
> Kim Kraus
>
> On Thu, May 21, 2015 at 3:31 PM, Lee White <wlwhite@gocolumbiamo.com> wrote:
>
> > Kim,
> >
> > My name is Lee White and I'm a traffic engineer for the City of Columbia Public Works. I took over the Neighborhood Traffic Management Program in the fall of '13. Using the existing records, I could tell that there had been contact between the neighborhood and our department. The records at the time indicated that a petition had not been submitted to the City. I just carried that data through the process revision in 2013.
> >
> > The counters have been placed on Ridgefield and the street has been scored, which, can be seen on the attached 2014 Year End Report. This means that Ridgefield is on the annual report.
> >
> > It would be nice to have the petition completed for your street (It only requires 10 signatures). It would close the loop and ensure Ridgefield's place on the list.
> >
> > If you're interested in our Neighborhood Traffic Management Program information can be found at link below:
> > http://www.gocolumbiamo.com/PublicWorks/Traffic/
> >
> > Some of the documents you will find there will be.
> > Neighborhood Traffic Management Program, which is how our process works as a whole. On page 14 you will find the petition for your street to be enrolled in the program. The petition is the first step for anything to happen. However, in Ridgefield's case the data has already been collected. The reason we ask for the petition is to ensure that the neighborhood is on board with pursuing the program. Once you have the signatures please on the petition please e-mail it back to me at this address or send a hard copy to

City of Columbia Public Works
c/o Lee White
701 E. Broadway
Columbia, MO 65201

In addition you'll be able to find the following:

Traffic Calming Guidebook, which is a toolbox of sorts. It gives common types of traffic calming devices and explains them.

Neighborhood Speed Watch Program, this is the specific program where a radar unit is loaned out to the public and speeds can be recorded. It is a tool to raise awareness of the speed limits within the neighborhood.

I have also attached all of these documents to the e-mail.

If you have any other questions or concerns feel free to contact me. I'd love to discuss this with you.

Lee White, P.E.
City of Columbia, Public Works
Tel: (573)-874-7250
Fax: (573)-874-7132
E-mail: wlwhite@gocolumbiamo.com

advertisement

City plan identifies problem streets

MORGAN PURDY *Mar 31, 2016*

The Columbia Public Works Department uses a scoring system to rank streets across the city.

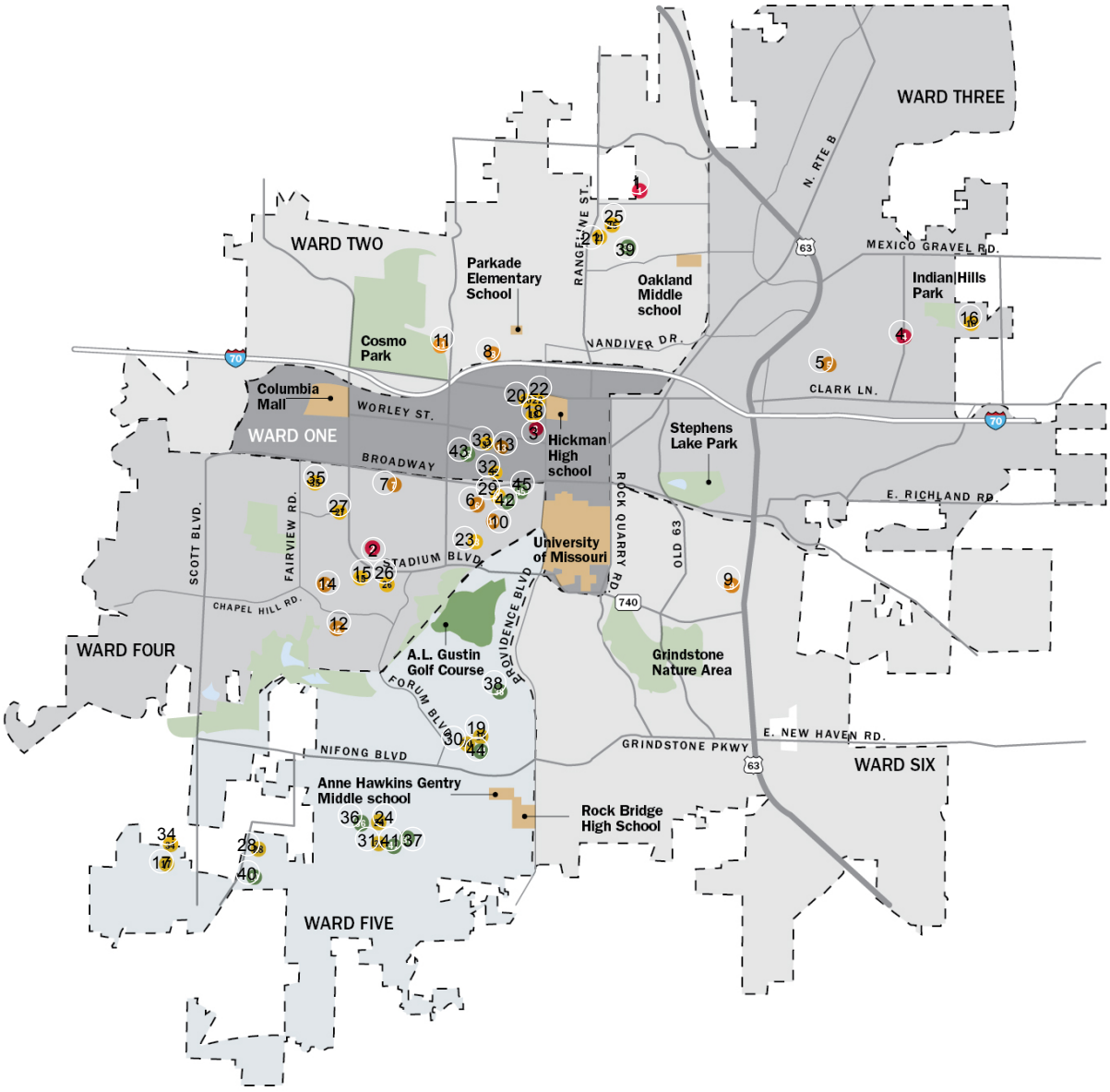
City plan identifies problem streets

Columbia Public Works uses a scoring system to rank streets across the city. According to the city's 2014 year-end report summary, the Neighborhood Traffic Management Program was established in fall 2013 in order to provide a leveled approach to traffic calming, which aims to address safety concerns. The streets either already have a study started on them or are waiting for an official petition letter. Lee White, traffic engineer, said "study started means that we have placed the counters out and that's how we get our data, and so that basically means we have data on the road." This is in comparison to waiting for a petition letter, which means the city already has data on the street but is waiting for an official letter. Data may exist on a street without a petition letter because, before the program existed, the city could do studies for a variety of reasons including a request by the council or public works director. "The first step to really be included in it is to get the petition letter from the neighborhood, and that way we can ensure it is a neighborhood problem, and that the neighborhood is concerned about traffic calming," White said.

By Morgan Purdy | March 31, 2016

Which streets are under review

The city uses a prioritization program that assigns a ranking to each street being studied based on the prioritization categories above. These are the 45 streets in all six Columbia wards on the list and they are numerically ranked according to their priority for this map.



Ward one:

3. Sexton 13. McBaine 18. Fourth Avenue 20. Grand 22. Austin 32. Aldeah 33. Sanford 43. Anderson

Ward two:

1. Derby Ridge 8. Parkade 11. Parkside 21. Kennesaw Ridge 25. Saddlebrook 39. War Admiral

Ward three:

4. Rice 5. Hanover 16. Kelsey

Ward four:

3. Sexton 13. McBaine 18. Fourth Avenue 20. Grand 22. Austin 32. Aldeah 33. Sanford 43. Anderson

Ward five:

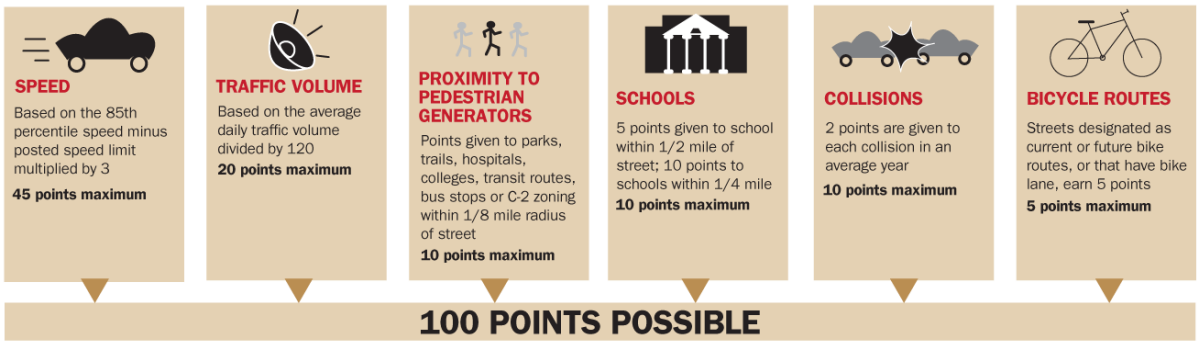
17. Thornbrook Ridge 19. North Brookline 24. Royal Heritage 28. Crabapple 30. Godfrey 31. Brookfield Manor 34. Silver Cliff 36. Muirfield 37. Glencairn 38. Greenbriar 40. Barksdale Mill 41. Prestwick Dr. 44. Falmouth

Ward six:

9. Audubon

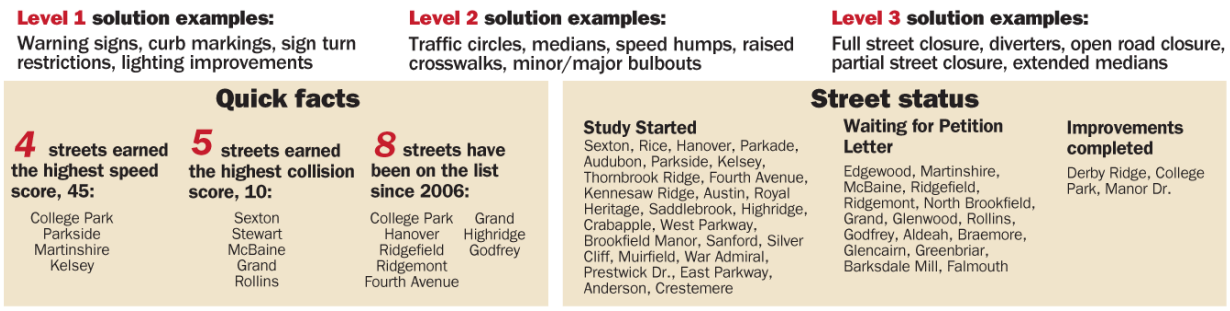
How Columbia prioritizes these streets

The city of Columbia's traffic management program uses these six categories to prioritize projects. They are then ranked according to that score and the city proceeds with projects based on the streets with the highest ranking. The first step to getting a street on the list is for the neighborhood to submit a request to the city.



Traffic calming measures

There are three levels of traffic calming: Level 1, designed to increase safety and be quick and visible, and Levels 2 and 3, which require more neighborhood involvement. The city says this allows for the ability to address problems quickly, then move to a more aggressive solution if needed. “The first step to really be included in it is to get the petition letter from the neighborhood, and that way we can ensure it is a neighborhood problem, and that the neighborhood is concerned about traffic calming,” White said.



Morgan Purdy

Before you go...

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Donate

Rusty Palmer <rusty.palmer@como.gov>

#17-8, Ridgemont Park

Karen Stoll Talbott [redacted] Fri, Dec 2, 2016 at 2:02 PM
To: rusty.palmer@como.gov
Cc: tim.teddy@como.gov, patrick.zenner@como.gov, steve.mcintyre@como.gov, david.nichols@como.gov, richard.stone@como.gov, ward1@como.gov, lee.white@como.gov, mayor@como.gov, ward2@como.gov, ward3@como.gov, ward4@como.gov, ward5@como.gov, ward6@como.gov, [redacted]

>

> Rusty Palmer
> C/o City of Columbia
> 701 E Broadway
> PO Box 6015
> Columbia Missouri 65205
>
> December 2, 2016
>
> Subject: #17-8, Ridgemont Park
>
> Dear Mr. Palmer,
>
> We are writing to express our opposition to the proposed extension of Ridgefield Road to Ridgemont Road near the intersection of College Park and Stadium Boulevard. Our reasons align with our neighbors and are as follows;
>
> "Final Plat, Madison Park 2, Minor Subdivision" (instrument #2005030432, book 39, page 104) platted Ridgefield Road with a cul-de-sac not a temporary turnaround. As such the decision to keep Ridgefield Road a dead end was finalized and reliance on the matter by homeowners a forgone conclusion.
>
> The Code of Ordinances Sec 25-30 states;
> *(d)*
> *A resubdivision of land shall not be approved by the council if the council determines that:*
> *(1)*
> *The replat would eliminate restrictions on the existing plat upon which neighboring property owners or the city have relied; or*
> *(2)*
> *The replat would be detrimental to other property in the neighborhood and the detriment to the property in the neighborhood outweighs the benefits to the subdivider and the public.*
>
> Since 1966 or prior, street plans were not to connect Ridgefield Road, but to connect College Park along the western boundary of the parcel under review. As neighborhoods were platted in this area, this remained unchanged.
>
> Portions of the College Park right-of-way have previously been vacated. If a road connecting Stadium to Chapel Hill (or Fairview) were a priority, vacating these right-of-ways should not have been granted.
> Two previous plans submitted within the last year regarding development of this parcel did not mandate an extension of Ridgefield Road (#16-86 and #16-12).
>
> Fire department regulations permit one entrance until a neighborhood reaches 100 homes. The current plan by the developer is to add 25 single family homes.
>
> The existing dead end at Ridgefield Road has only 8 homes and has been a dead end since at least 1966. The dead end is approximately 350 feet. The CATSO plan recommends a maximum of 750 feet be allowed.
>
> Ridgefield Road, Ridgemont Road, and Highridge Drive have unaddressed traffic issues. These issues were identified

by the city over 10 years ago and remain issues today. There are no plans to address any of the issues with this new roadway.
>
> Ridgefield Road is a residential street. Ridgemont Road is a neighborhood collector (a neighborhood collector street connects to a major street). This has been confirmed by Patrick Zenner in a meeting our neighborhood representative, Kim Kraus, had with him October 11, 2016.
>
> The majority of our neighborhoods have no sidewalks and no bike lanes. We are .8 mile from Fairview Elementary School and even closer to Russell Boulevard Elementary. Numerous children walk to these elementary schools and many walk and bike to West Middle School. We are close to Fairview Park, Bonne View Nature Sanctuary, and Kiwanis Park. In addition, many parents will not allow their children to walk or bike to these schools and parks due to the lack of sidewalks, bike lanes, and heavy traffic with no traffic calming devices in place.
>
> The County House Branch Trail winds through this area from Twin Lakes to the tunnel under Stadium. As previously stated, the lack of sidewalks and bike lanes makes full utilization of the trail for pleasure, school, and commuters dangerous and unrealized.
> Currently Ridgefield Road is already over twice as long as Ridgemont Road which forks just east of College Park and "T's" on the west end at Overhill. Drivers on Ridgemont trying to "cut-through" between Stadium and Fairview now have two hard turns to get to/on Ridgefield. Drivers on Ridgefield have no such slowing mechanisms. "Slowing" is a relative term, drivers speed in our neighborhood, whip around corners, and do not stop at stop signs, all of which are identified problems. Extending Ridgefield to near Stadium creates an even longer and more straight-shot option for drivers and eliminates any need to use Ridgemont Road except for those who live on it or on one of the small adjacent residential streets.
>
> Extending Ridgefield Road so it is easily accessible to Stadium Boulevard has enormous and long term consequences. This is not being given due consideration and we believe is being dismissed by city planners and traffic engineers. *The road connection will not divide the current traffic. It will draw traffic.* It is a new road connection between high traffic volume streets. Looking at a street map as a driver, as a commuter, it is abundantly clear. Drivers would choose this new through street to go between Stadium, Fairview, Forum, Chapel Hill, and even Rollins. Logically drivers would choose the new route because it would be much shorter than going around the area on the high volume streets and it wouldn't have stop signs or stop lights. As previously stated, with additional traffic would come additional speeders, a dangerous situation in our no-sidewalk area. Our current traffic issues pale in comparison to what the new thoroughfare would bring. There are numerous examples of neighborhood streets becoming heavily traveled thoroughfares, but many were unexpected as our city grew and evolved over time. Many of the issues on those streets have still not been addressed. In this instance it would be an active decision to create a new heavily trafficked arterial street out of a quiet neighborhood street. And again there are no plans to resolve current traffic issues or mitigate against future ones.
> We believe wholeheartedly that a decision to extend Ridgefield Road is wrong and in direct conflict with our guiding principles identified in "Columbia Imagined." There are legitimate and substantive arguments to support our claim as well. The items above weigh against approval of this development as currently planned. Thank you for listening to our concerns.
> Sincerely,
>
> Karen and Patrick Talbott
> 2302 Ridgefield Road
> Columbia Missouri 65203
>
> CC: Tim Teddy-Director of Community Development, Patrick Zenner-Development Services Manager,
> Steve McIntyre-City Planner, David Nichols-Director of Public Works, Richard Stone-Engineering Manager, Lee White-Traffic Engineer, Mayor Brian Treece, Ian Thomas-Ward 4 Council Member, Clyde Ruffin-Ward 1 Council Member, Michael Trapp-Ward 2 Council Member, Karl Skala-Ward 3 Council Member, Laura Nauser-Ward 5 Council Member, Betsy Peters-Ward 6 Council Member; via mail Planning & Zoning members: Dan Harder, Joy Rushing, Rusty Strodtman, Michael MacMann, Brian Toohey, Anthony Stanton, Sara Loe, Tootie Burns, Lee Russell.
>
>

From: <noreply@como.gov>
Date: December 5, 2016 at 9:06:45 AM CST
To: Patrick.Zenner@como.gov
Subject: Planning And Zoning Commission : 12-5-2016 09:06:45 am
Reply-To: [redacted]

The following form submission was received on the City of Columbia website. The sender has been notified of the successful receipt of this request. Recipients should respond to this request within a reasonable time frame, normally within 1 to 3 business days. For more information regarding origin of this message or to report spam contact the Webmaster at webmaster@como.gov

Below are the results of a Web form submitted on: December 5th, 2016 at 09:06AM (CST).

Name: Alene Kalaf
Email Address: [redacted]
Comments: Please approve the extension of Ridgefield Rd. I think it will provide better traffic flow for the area. I have lived on Ridgefield since 1975 and traffic has never been a problem. I raised 3 daughters and 9 grandchildren and have not had a problem with speeding on the road. Parents need to be responsible for their children and keep them out of any street. The owner of the land at the end of Ridgefield needs the extension. I have no idea who that is but if the people do not want the extension, they should buy the land. I cannot be at the meeting Dec. 8.

IP:173.248.112.105
Form: Citizen Feedback Form

City APPs

Rusty Palmer <rusty.palmer@como.gov>

Ridgefield Road connection opposition Nov-2016 proposal

1 message

PKA Talbott [redacted] Wed, Dec 7, 2016 at 3:18 PM
To: [redacted]
rusty.palmer@como.gov
Cc: ward4@como.gov

As a homeowner, neighbor, uncle, and father on Ridgefield Road I wish to express my fears of connecting Ridgefield Rd to Ridgemont near College Park. Contrary to the traffic division research, the volume of traffic will increase in the entire area and NOT "relieve" any of the through traffic use or pressure.

I am very aware of the traffic volume on Ridgemont, which unfortunately cannot be stopped or decreased. My feeling is adding the connection will INCREASE traffic on BOTH Ridgemont and Ridgefield. Once local traffic trying to get to Fairview from Forum, or Stadium, learn of the connection they will try it. When they fail to find or notice the new connection they will continue down Ridgemont to finish their trip. Some who had not done this before will continue to use it. Therefore increasing the volume of traffic in the entire area.

As you figure, I definitely do not want to see the increase on Ridgefield the proposed addition will bring. And reasons are similar to the previous paragraph, NEW traffic in the area.

My request is a cul-de-sac with emergency access for the new subdivision and traffic calming on Ridgemont. These two steps will maintain the already high volume in the area and not increase it as the proposed connection will.

To address "adding sidewalks for pedestrian safety" they would have to be added then entire length of Ridgefield and Ridgemont for this to have an impact. With the proposed plan the new sidewalks will lead to no-where and create an unsafe walking/biking environment on Ridgefield.

Patrick Talbott
2302 Ridgefield Rd
[redacted]

City APPs

Rusty Palmer <rusty.palmer@como.gov>

Email to Planning and Zoning Commissioners with Ridgemont Neighbor Concerns

1 message

[redacted] Wed, Dec 7, 2016 at 2:31 PM

To: Rusty Palmer <Rusty.Palmer@como.gov>

>> My name is Alyce Turner, and I am a homeowner in the College Park/Ridgemont neighborhood. I have lived at 1204 Fieldcrest for the last 15 years.
>>
>> I would like to express my support for having two outlets from the Ridgemont Development onto Ridgemont Road. This will be beneficial for the safety and traffic flow for the entire neighborhood. Traffic issues and safety are the major concern for most of us.
>>
>> A small number of residents on Ridgefield Road would like to see their current temporary cul da sac kept as a dead end so that their children can continue to play in the street. But this decision will affect the traffic from the new development for all of us in the surrounding streets. We walk our dogs on the sides of the streets, we walk down to the Pedway on College Park and walk through the neighborhoods for exercise. There are NO sidewalks in the neighborhood. If there is only one exit it would put more stress on our outlier streets and a lot more bottleneck approaching College Park and Stadium.
>>
>> Concerns expressed that a connection on Ridgefield becomes a direct route from College Park to Fairview. This is not true, it is no more direct than what currently exists. Come drive it and see.

>> The current plan has one outlet on Ridgemont near College Park and a second one on Ridgefield and Woodhill. If the College Park one was the only outlet it would create a traffic hazard on Ridgemont which is at the junction of two very steep hills. Visibility is poor and vehicles travel 10 to 15 mph beyond the 25 mph speed limit.
>>
>> The neighborhood has waited 10 years for traffic calming on Ridgemont and we are still 12th on the list.
>>
>> We have also inquired about problems at getting out of our neighborhood onto Stadium. The right hand lane from College Park onto Stadium needs to be a dedicated right turn only but the State does not want to re-examine as Councilperson Thomas was recently told. Currently there is a dedicated left turn and a straight or right turn onto Stadium. Most traffic turns right.
>>
>> Giving people the option of going out of the new development and perhaps going east and west on Ridgemont will help with Stadium traffic problems.
>>
>> Thank you for your service on P and Z, Alyce Turner

Rusty Palmer <rusty.palmer@como.gov>

Proposed Extension of Ridgefield Road

1 message

Jeff Gould [redacted] Thu, Dec 1, 2016 at 3:25 PM
Reply-To: Jeff Gould [redacted]
To: "Tim.Teddy@como.gov" <Tim.Teddy@como.gov>, "Patrick.Zenner@como.gov" <Patrick.Zenner@como.gov>, "Rusty.Palmer@como.gov" <Rusty.Palmer@como.gov>, "Lee.White@como.gov" <Lee.White@como.gov>, "Richard.Stone@como.gov" <Richard.Stone@como.gov>, "David.Nichols@como.gov" <David.Nichols@como.gov>

City of Columbia
701 E Broadway
PO Box 6015
Columbia, Missouri 65205

December 1, 2016

Dear City Planners,

My name is Jeffrey Gould and I am writing to register my opposition to the proposal by the City of Columbia to extend Ridgefield Road in order to connect with Ridgemont Road near the intersection of College Park. I have resided at 2205 Ridgefiel Rd. since 1999. This street has been a cul-de-sac for approximately a half century, seeing many families come and go, safely raising their children in its pleasant environment. We have no sidewalks but in fair weather or foul you can see residents of all ages walking the street, biking, riding scooters or shooting hoops in the cul-de-sac. This happy setting may be seen as privileged by some, but I believe it should be a norm the City tries to protect, not an exception to be eliminated.

When I moved my family to Ridgefield we had just left a home on N.Glenwood where we lived between Broadway and Ash Streets. Though that was a quiet, narrow avenue, we were constantly assailed by non-resident traffic seeking a throughway to either of those main roads. My daughter Audrey was hit by a car, riding her bike on her birthday, in just such a scenario. We sought a safer environment in which to raise our kids and were delighted to buy a home on Ridgefield. Though it was a major improvement, we have seen many instances of motorists coming through our neighborhood to use Ridgefield as a conduit to Stadium Blvd or Forum Blvd, even straying into our cul-de-sac at high speeds.

Five years ago my son Iain was run off the road on Ridgemont by a speeding truck while he was coming home from Rockbridge High School, on his motor scooter. The motorist fled and he was left bleeding in the street. He required multiple plastic surgeries to restore the use of his left hand. That driver was never apprehended.To provide a straight shot down our street would soon see traffic increase beyond the ability of any "traffic calming" measures to manage.The numerous young children would be at constant risk, and live-ability on our street would be severely curtailed. I do not believe making easier process for vehicles is worth the exchange of our safety or quality of life.

In addition,our sub-division is home to a multitude of wild animals, many of which have perished by the already burdensome traffic passing through at high rates of speed. Over the years I have personally noted three deer killed by cars on Ridgemont, not to mention foxes, turkey and mink.

That doesn't happen easily on a residential street if traffic laws are being obeyed. This is how it is now, and opening the cul-de-sac would draw new traffic into the area, increasing the danger.

All over North America and Europe, city planners are documenting the many benefits to a city of creating neighborhoods like Ridgefield. Health and safety, sense of community and prevention of crime all accompany limiting access routes in and out of neighborhoods. In the many instances that we have had emergency vehicles on our street, even the largest ladder trucks have been able to navigate the turn-around without difficulty. As for snow plows, the cul-de-sac provides a perfect area to push snow straight off of the road and stockpile it to melt into the existing drainage system.

Before any such proposal for extending the road through the cul-de-sac is entertained, I call upon the City of Columbia to conduct a formal inquiry to prove that "*sufficiency of resources*" exist to support an extension of a through street. At most, if dictated by the results of such a study, a limited access for emergency vehicles only, could be considered without public throughfare.

I request that this letter be added to the public record.

Sincerely,

Jeffrey G. Gould

Thursday, December 1, 2016

Dear City of Columbia Planning and Zoning Commission:

My name is Iva Gould and my family and I live at 2205 Ridgefield Road. I am **again** submitting a letter to urge the Commission to keep Ridgefield Road as a cul de sac rather than connecting it to Ridgemont. I am asking that this letter be retained in the file as my last one was discarded. I am also including the original letter and copy of our original MLS for our property which listed it as being on a cul de sac. The MLS was emailed along with the original letter in September 2016.

First and foremost, my concern is for **safety**. Both Ridgefield Road and Ridgemont has been recognized by the City of Columbia as needing traffic calming features with the existing roads. I believe that if the end of Ridgefield Road is connected, both Ridgemont and Ridgefield Road will become thoroughfares from Fairview to Stadium, in addition to any added traffic from the proposed housing development. This will exacerbate an already unsafe traffic area

My family has personal experience with just how dangerous speeding vehicles are in our neighborhood. In March of 2012, our son, Iain, was riding his motor scooter home after school. Around 3:40 PM on Ridgemont, he was ran off the road by a speeding truck, causing him to crash in order to avoid being hit by the truck. Our son was left in the road, unable to move himself out of the way of traffic. The truck did not stop and it left the scene. Fortunately, a neighbor on Ridgemont pulled Iain out of the street and called an ambulance. Iain was taken to Boone Hospital where they cleaned his wounds and Dr. Seaberg had to reattach his pinky finger in a 5+ hour-long surgery. He had 4 pins placed into his finger. Afterwards, Iain had six months of occupational therapy. To this day, he has diminished grip strength in that hand and he can only bend his pinky half way. This permanent injury caused Iain to qualify for Vocational Rehabilitation services in college and assistance with job placement.

I urge you to contemplate the ***Sufficiency of Resources.*** Currently, there are not sufficient safety resources to calm traffic on Ridgefield Road and Ridgemont through our neighborhood with the existing amount of traffic. How can the City of Columbia consider approving any plan that will add traffic to an existing dangerous situation? Are you waiting for another near fatal accident to occur in our neighborhood?

Please keep Ridgefield Road closed and make it a permanent and proper cul-de-sac so that this issue will be laid to rest once and for all.

Sincerely,

Iva Gould

Friday, September 9, 2016

Dear Planning and Zoning Commission:

My name is Iva Gould and my family and I live at 2205 Ridgefield Road. Our house is just two houses away from the dead-end of Ridgefield Road. Therefore, I am writing to support leaving Ridgefield Road as a cul-de-sac.

My husband and I bought our house in November of 1999. We had three young children at that time. We purposely selected this home because it was on a dead-end street. At the time we bought the house, we were told that it was a cul-de-sac and the written description of the location of the house was a cul-de-sac. Never in the 16 years, 10 months that we have lived here has anyone suggested opening up Ridgefield Road until Pate-Jones purchased the land near our home.

We are shocked, angry, and disappointed that there are proposed plans to open up Ridgefield Road with whatever proposed development gets approved on the land near our home. If this occurs, we are seriously considering moving away from Columbia since I work outside of Columbia anyway. Columbia has been my home since 1980.

Several neighbors, including myself, have been working with Kim Kraus, who in turn has been working with Mr. Crockett, Mr. Jones, and Councilman Thomas to reach an agreement that is best for both parties. I strongly believe that allowing Ridgefield to remain a dead-end is best for both the residents on Ridgemont Road as well as Ridgefield Road. I believe that if the end of Ridgefield Road is connected, both Ridgemont and Ridgefield Road will become thoroughfares from Fairview to Stadium, in addition to any added traffic from whatever proposed housing is created, whether it be PUD development or single family homes.

On most evenings, families are walking dogs, pushing strollers, riding bikes and scooters, playing kickball, or shooting baskets on our street. Ridgefield Road does not have any sidewalks. We have families with several young children on our street. In addition, we have a group home located four houses from the end of our street. On school days, we have at least three different short buses that pick up students with special needs along our street. We urge the Planning and Zoning Commission to honor the history of our dead-end street. We have been closed since 1967.

Please keep Ridgefield Road closed and make it a permanent and proper cul-de-sac so that this issue will be laid to rest once and for all.

Sincerely,

Iva Gould

Iva Gould

'MULTI-LIST DISCLAIMER IS MADE PART OF THIS INFORMATION BY THIS REFERENCE.'

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==========

MLS#= 5952 (5)ADDR= 2205 RIDGEFIELD (4)PRICE= $134,900
(1)CLASS=RE (2) TYPE =DETACHED (3) AREA= W
(6) CITY =COLUMBIA (6A)ZIP CODE=65203-
(7)STATUS=ACTIVE (8)FOR SALE
(9)BEDROOMS=4 (10)FULL-3/4=3 (11)HALFBATH=0
(12)GAR CAP =TWO (13)GAR TYPE=BUILT-IN (14)STYLE =SPLIT FOYER
(15) AGE =31-40 YEARS (16)SCH DIST=COLUMBIA (17)NO.ACRES=LESS 1A
(22)AGENT=HORAK, SUSAN L. 874-2249 FOR RE/MAX BOONE REALTY 442-6121
(23) CODE =B3S3T3
(24)OWNERS =SWEET,JAMES & CATHERINE
(25)RELATSHP=H/W (26)LIST DATE =CALL OFF
(27)EXP. DATE =CALL OFF (28)ZONING =R1
(29)LEGAL =L8 WESTWOOD HILLS (30)SUBDIV =3345A-WESTWOOD HILLS
(31)LOT SIZE=90X133X90X141 (32)ELEM =FAIR
(33)MID/JR =SMIT/WEST (34)SR =HICK
(36)PARCEL# =16515000208400 (37)TAXES =1159
(38)TTL SQFT=2639 (39)SIZE KIT=13.8X14.9
(40)SIZE LR =20.6X15.5 (41)SIZE DIN=13.8X13.3
(42)SIZE FAM=20X15.6 (43)BEDRMS =MN-15X13,12X10,12X11,
(44)BEDRMS =DN-10X13 (45)OTHER RM=UTR-11X13
(46)BLDR =PERKINS (47)DIRECTNS=STAD TO COLL PK SO TO RID
(48)DIRECTNS=TO WOODHILL L TO RIDGEFIE

***WILL SELL**	CONVENTIONAL	CASH	***FOUN/BAS	FULL
POURED CONCRETE	PARTLY FINISHED	**E.FINSH*	BRICK VENEER	
***ROOF**	COMPOSITION	***HEATING**	FORCED AIR	NATURAL GAS
***COOLING**	CENTRAL ELECTRC	***FPL**	ONE OR MORE	IN LIVING ROOM
IN FAMILY ROOM	***DINING**	FORMAL DINING	EAT-IN KITCHEN	
**OTH RMS*	FR	WORKSHOP	*INCLUSIONS	WINDOW TRTS ALL
FRPL SC/DOORS	GAR.DR.OPNR(S)	HOUSE ATTIC FAN	CEIL/PADDLE FAN	
**FLR COV*	CARPET	VINYL	WOOD	
**KIT FEA*	GARBGE DISPOSAL	VENT FAN	WOOD CABINETS	BLT-IN DISHWASH
ELECTRIC RANGE	***WINDOWS**	WOOD INTERIOR	METAL INTERIOR	DOUBLE HUNG
*PAT/DECK/PORCH	PATIO	CONCRETE	*** STREETS **	CULDESAC
CURBS & GUTTERS	*** WATER **	CITY	*** GAS **	NATURAL
***SEWAGE**	CITY SEWER	***TOPOGRAPHY**	PARTIALLY WOOD	
**RESTRT&EASEMT	RECORDED PLAT	SUBD RESTRICTS.	DEED RESTRICTS	EASEMT/RT-OF-WY
**POSSESS	AT CLOSING	*TITLE COMPANY	GLT	

(72)REMARKS =STUNNING LANDSCAPING FRONT BACK HUGE DETACHED
(73)REMARKS =WORKSHOP FAB REDESIGNED KITCHEN CHARMING THR
(74)REMARKS =MN-(1686) K,LR,DR,3BR,2B
(75)REMARKS =DN-(953) FR,BR,B,UTR BSMT
(76)REMARKS =YR-35

Thank you from COLUMBIA BOARD OF REALTORS MLS

Do you want to do more LISTINGS? [y/n]

Rusty Palmer <rusty.palmer@como.gov>

Pleas Stop the insanity: Please do not allow more Ridgefield Road traffic to move faster by making a Ridgefield short cut between Forum and Fairview -----AND between Stadium and Fairview - ALL via the elimination of an existing cul-de-sac on Ridgefield

1 message

Lubahn, Dennis B. [redacted]
To: "Lubahn, Dennis B." [redacted]
Cc: Kimberly Kraus [redacted]

Thu, Dec 1, 2016 at 11:41 AM

Re:

Stop the insanity: Please do not allow more Ridgefield Road traffic to move faster by making a Ridgefield short cut between Forum and Fairview -----AND between Stadium and Fairview - ALL via the elimination of an existing cul-de-sac on Ridgefield

Hi!

Thanks for reading my plea and the ones from my neighbors. We love our neighborhood.

Please do not eliminate our Ridgefield cul-de-sac and destroy our neighborhood.

I realize it says in the planner's national handbook that traffic should move quickly through old established neighborhoods that have had a 50 year quiet cul-de-sac for children to play and ride bikes on for 3 generations.

And that the handbook says that new neighborhoods should not have a quiet cul-de-sac but rather should have fast moving traffic on their street.

But I ask you: "Would another additional second, quiet, peaceful, neighborhood cul-de-sac be so bad in Columbia?"

A nice new PUD was planned with berms and well-designed pretty condo/townhomes on a quiet cul-de-sac but the city planning department apparently likes fast moving traffic and would not allow the developers to proceed. Our neighborhood association representing a LOT of folks had worked this out over **many many** hours with the developers (and the planners too!) It was a done deal .....and then the planners sabotaged it.....apparently deliberately (*and nastily?*) by using underhanded tricks. The main one being to ignore the wishes of a LOT of people whose pleas and emails and letters were ignored. NO FAIR. They just seemed tone deaf and frankly quite rude; but maybe there is something we do not know about planning. If so, then please explain it to us clearly. We do not seem to understand the logic.

The new thoroughfare plan will allow faster traffic than now when the cars currently go around the Woodhill/Ridgefield corner on two wheels. And what is worse it will encourage even MORE traffic because it is practically a straight line shot with fewer corners and no yield/stop signs than either Ridgemont or Ridgefield have now.. *I guarantee that you would not want to live on the new Ridgefield Street if you had kids*. And remember there are NO sidewalks on Ridgefield! Let's all play a new driving game if this goes through: Dodge the baby strollers and pedestrians walking on Ridgefield. Our paved sidewalks are on the trail in our BACK yards down in the park and we walk on Ridgefield to get to the great new trail.

Please stop the insanity.

Please feel free to contact me if you have questions.

Thanks again.

Regards,

Dennis Lubahn, PhD

Professor,

U Missouri-Biochemistry

And resident with my family with small kids on

2216 Ridgefield Road cul-de-sac for the past 22+ years

Dear Sirs and Madams,

I moved to Ridgefield this June and went to the Planning informational meeting Tuesday. It was an annoying meeting discovering that I'd been blindsided when I'd recently bought my most expensive dream home.
I've tried to describe the following as tersely as possible; but, I can't.
If, and I must assume, the new subdivision/development is inevitable; I have to voice a couple conclusions and acompromise to protect myself and my new neighbors. Ridgefield and Ridgemont are already over traveled residential streets. They are that because they are a cut through and shortcut route between Fairview and Chapel Hill to and from Stadium. On the west Middlebush, Hulen and Rollins facilitate this busy rally raceway. One can feed the parade west through town from Forum and College Park, as well.
The current Plan accesses the new 25 homes basically from College Park west of Stadium to an extention of Ridgefield off Ridgemont. This planned dogleg may slow traffic but it will not limit traffic. The Plan from the west is to extend Ridgefield through the long existing cul-de-sac, through the new homes to Ridgemont. Doing this makes Ridgefield a straight shot, a more convenient and busier pathway between the major roads. Our streets are narrow, are over trafficked with cars, contractors and at least 2 school bus routes and congested with parked cars, children, dog walkers, exercise walkers, occasional wildlife, parents with prams and us old folks. By opening the cul-de-sac and extending Ridgefield, the Plan ruins the safety and serenity of that last block and increases the speed and traffic through the old neighborhood and the new development.
If the new development's new street ended in a cul-de-sac(call it whatever they want), their street becomes a safer, quieter, calmer less trafficked street and our streets only have the added addition of traffic from the 25 new homes. The east end could begin anywhere or at a 4 way stop at Ridgemont and College Park? The two cul-de-sacs could be abutted with the emergency vehicle barricade suggested and acceptible in the previous PUD Plan...whatever a PUD is.
This compromise appears sensible to me and appears to do no great damage to the existing neighborhood and actually improves the safety and viability in the new developement, which I would be just as happy without.
A few questions remain. What is the status of the Ridgefield Park and the County House Trail? Won't one or both be effected or diminished by the new development and legally can they be? Is there a question concerning an adjoining or included waterway? Are there legal problems with adding to the already over taxed local sanitary and rain water drainage systems? Or other utility system?
That's my 2 cents worth.

David Gold
2513 Ridgefield 65203.

City APPs

Rusty Palmer <rusty.palmer@como.gov>

Planning and Zoning: Ridgefield Road

1 message

Barbara Hawley <[redacted]> Sat, Dec 10, 2016 at 11:30 AM
Reply-To: Barbara Hawley <[redacted]>
To: "Ward1@como.gov" <Ward1@como.gov>, Ward2@como.gov, Ward3@como.gov, Ward4@como.gov, Ward6@como.gov, "ward5@como.gov" <ward5@como.gov>, "Rusty.palmer@como.gov" <Rusty.palmer@como.gov>, Steve MacIntyre <steve.macintyre@como.gov>, "ttteddy@gocolumbiamo.com" <ttteddy@gocolumbiamo.com>

To whom it may concern,

I attended the planning and zoning meeting last night, about the Ridgefield road proposal. I was struck by the contrast between the needs and desires of the people in the neighborhood and the lack of information and railroading through of the plans for this connective road. Kim Kraus delivered some well researched and powerful information about this issue that many many people wanted to hear and learn about. She represented a huge number of concerned neighbors. When she was cut off from speaking further by the council, I was dismayed and ashamed. Who decides that people may not present true information that is pertinent to the well being of so many?

When will public leaders and people in positions of authority that affect lives become deeply interested in smaller domains like the concerns of safety, peace, and family. Are the benefits of making money and efficiency and more is better values really going to continue unheeded by something as simple and clear and passionate like the voices of people who are impacted. Why are not elderly people taking walks, and dogs and children on bicycles, and bicyclist,. and just walking in general not more important than thoroughfares for more traffic? How can the interests of development take precedent over neighborhoods (the well-being of people)? People who I might add, chose to build their lives in a particular neighborhood intentionally!

Personally, I use the trail with my granddaughters and we bike and the increase in traffic caused by this road proposal will make it tense and more difficult in safety to access this trail besides the development itself bringing in 50 additional cars. My street on Shannon PL has had 10 times the amount of traffic since the development on Mills Dr was put in. I walk my grand babies in strollers very often and I walk everyday myself on these streets and increased traffic depreciates the joy and safety of walking especially for an elderly person like myself. My neighbors feel the same. I feel that it is appropriate to consider values like neighborhoods and people and especially children when considering how things impact well-being.

I strongly and adamantly oppose this road connection because it will dramatically increase traffic and it will be more dangerous traffic to the people living there. I can see on my street that the folks that live there drive slow and careful because they are aware and care that we have lots of children on the street, and I also see that the development on Mills drive caused higher speeds because those people drive faster and cut through our street. The proposed connection on Ridgefied will undoubtedly bring in cut through traffic and that means not the people that live there and that means high speeds.

I appeal to you to be a voice for our neighborhoods. In addition there is the values on homes being affected by all this. I moved to this area because it was on a quiet street. The development has changed that. My son-in law and daughter are looking to buy a home directly in the neighborhood of this proposed street connection and they are hesitant because of all the increased traffic it will bring. This is an example of how home values will be affected. Please do not support the

Ridgefield Road connection. Please be a voice for smart planning that will keep Columbia a haven for families for years to come.

Thank you for you consideration.

Sincerely,
Barbara Hawley
1410 Shannon Pl
Columbia MO 65203