



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: April 2, 2018

Re: Alberty Annexation Public Hearing (Case #18-42)

Executive Summary

This request will meet the State Statute public hearing requirements on the proposed annexation of approximately 10.0 acres of land located at the southwest corner of Highway KK and Scott Boulevard.

Discussion

The applicant, Crockett Engineering Consultants, on behalf of J. Blaine and Ann A. Alberty (owners), requests annexation of 10.0 acres of Boone County A-1 (Agricultural) zoned land into the City of Columbia. The applicant is seeking M-N (Mixed-Use Neighborhood) as permanent City zoning. Per State Statute a public hearing must be held prior to final action being taken on the annexation of property into the corporate limits. The purpose of the hearing is to receive public comments regarding the annexation of the 10-acre property and to determine if such action is a reasonable and necessary expansion of the city's corporate limits.

The property has been previously subdivided in the County, and is known as Lot 1 of River Hills Estates which was approved in 1976 and is improved with a single-family dwelling and accessory structures. Current County A-1 zoning requires a minimum 10-acre parcel size. The site is bordered on the east, west, and south by property with the same County A-1 zoning. To the north, across Highway KK, is City R-1 (One-Family Dwelling) zoned property improved with Beulah Ralph Elementary School. The site is contiguous to the City's municipal boundary along the entirety of its north property line across Highway KK.

The subject site is not presently contained within the Urban Service Area as mapped in Columbia Imagined. This does not prevent the annexation of the property, as Columbia Imagined lays out possible considerations when analyzing a site that is outside of the Urban Service Area. Generally, the City should concentrate infrastructure investments within the Urban Service Area unless there are substantial contributions from development or there are compelling safety and health benefits to the general public.

Wastewater collection and treatment

The site does not currently have direct access to a City sanitary sewer main with sufficient capacity to serve the future development of the site. An existing gravity main is located along Highway KK, but is at capacity. Service to the site can be achieved; however, it would require a 3,000-4,000 foot force main extension to the northeast along Highway KK. A



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force main, which when compared to a gravity sewer main, will require additional long-term expenses to operate and maintain. Should annexation be approved and development permits sought, the parcel's developer would be required to install such improvements.

Development of (mostly) residential properties to the northwest of the subject site has absorbed available sewer capacity within the watershed. As a result, any additional development in this area must extend sewer mains to a location where they can tie into sufficiently sized facilities that can handle the additional wastewater flow.

The Unified Development Code requires subdivision plans to include plans for utility extensions. The Code also requires the Director of Community Development to find adequate utility capacity exists prior to the issuance of a building permit. Costs will be at the expense of the applicant.

Water and Electric Service

The property is located outside of the City's service territories for water and electric service. Water service is provided by Consolidated Water with an existing water main along Highway KK which is expected to be adequate to serve future development. Boone Electric is the electric service provider for this site.

Transportation

The site fronts along two major roadways – Highway KK, a major collector that is a MoDOT maintained roadway, and Scott Boulevard, a minor arterial maintained by Boone County. The intersection of these two streets was recently improved with a roundabout and sidewalks were constructed for a portion of the roadway frontage of the property. Scott Boulevard, in this location, is unimproved with curb and gutter, and includes two lanes with shoulders over approximately 42 feet of pavement. Highway KK includes approximately 24 feet of pavement width with no shoulders, and no curb and gutter.

The CATSO Major Roadway Plan (MRP) identifies a minor arterial (i.e. Scott Boulevard) as requiring a minimum total right of way of 100 feet, with a street cross section that includes up to 52 feet of pavement, as well as sidewalks and pedways. The MRP identifies a major collector (i.e. Highway KK) as requiring a minimum 66-76 feet of right of way with a street cross-section that includes up to 32-46 feet of pavement as well as sidewalks. Any future resubdivision of the property will require the dedication of the necessary right of way to meet roadway standards.

Public safety, solid waste

Other City services that will be provided in the future upon annexation include Solid Waste, Fire and Police. Currently, the closest fire station to the site is Boone County Station #14 which is located approximately 2 miles to the north at the intersection of Scott Boulevard and Vawter School Road.



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The Planning and Zoning Commission considered this proposal on February 22, 2018 and voted (8-0) to permanently zone the property M-N as requested. The full staff report and minutes associated with the Commission's hearing are being introduced concurrently on the April 2 Council meeting agenda.

Locator maps and adjacent zoning graphic are attached.

Fiscal Impact

Short-Term Impact: None anticipated within the next two years. Public infrastructure extension/expansion would be at the cost of the developer.

Long-Term Impact: Public infrastructure maintenance such as roads and sewers as well as public safety and solid waste service provision. Sewer maintenance costs may be greater due to the need for a sewer force main to serve the subject site. Future roadway improvements may be at the expense of the City; however, may be offset if improvements are required as part of a Traffic Impact Analysis for new development. Future impacts may or may not be offset by increased user fees and property tax collections.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:

Primary Impact: Land Use & Growth Management, Secondary Impact: Infrastructure, Tertiary Impact: Livable & Sustainable Communities

Legislative History

Date	Action
03/19/2018	Set annexation public hearing (R38-18)

Suggested Council Action

Hold the public hearing for the annexation as required by State Statute.