

**AGENDA REPORT  
PLANNING AND ZONING COMMISSION MEETING  
May 9, 2024**

**SUMMARY**

A request by Crockett Engineering (agent), on behalf of Springbrook Crossing, LLC (owner), for approval of a 10-lot preliminary plat to be known as “*Springbrook Crossing North*” subdivision. The subject 42.02-acre site is zoned M-OF \*(Mixed-use Office) and is located northwest of the intersection of State Farm Parkway and Veterans United Drive. (**Case # 59-2024**)

**DISCUSSION**

The applicant is seeking approval of a new 10-lot preliminary plat to be known as “*Springbrook Crossing North*” that will permit development of lots containing a mixture of office and residential uses. The site’s acreage is currently zoned M-OF. The acreage of the proposed preliminary plat was created by a tract split survey (SUR 5746-130) approved in May 2023 and is known as Tract 2B of that survey. Parcels created by a tract split are not authorized to obtain development permits without first securing preliminary and final plat as well as infrastructure plan approvals. This proposed platting action is a necessary first step to provide “legal lot” status to the property such that future permits can be issued.

Given the future development’s potential impacts, the applicant was required perform a traffic impact study (TIS). The study was performed in January 2024 and reviewed by the city. The analysis indicated that additional capacity to a planned off-site roundabout to the west of the site would be necessary. The planned roundabout to the west is a requirement of the April 2023 development agreement governing site development within the Spring Brook subdivision, a commercial development to the southwest. The roundabout, currently in design review, is required to be constructed when one of following two conditions are met, according to the development agreement:

1. The issuance of a building permit for the fourth lot on the subject property (i.e. Spring Brook); or
2. The issuance of a building permit for any lot on the subject property (i.e. Spring Brook) which results in greater than 145 trips being generated by the total development at peak hour.

An addendum to the January 2024 TIS for the subject property was submitted in April 2024 providing justification that development of only Lot 10 of the preliminary plat as a multi-family residential development (currently under review) would not trigger the expansion of the planned roundabout. The April TIS addendum was reviewed and its findings were supported by city staff. Given the addendum’s findings, staff and the applicant are finalizing a development agreement that would apply to the entire preliminary plat to ensure proper timing and allocation of developer obligations are established with respect to the capacity upgrade to the future off-site roundabout as well as other access-related matters impacting the proposed lots and surrounding roadway network are memorized.

The contents of the development agreement being drafted are consistent with the recommendations of the traffic impact analysis. The proposed timing of the associated off-site improvements will be tied to either the final platting of lots beyond Lot 10 (the multi-family parcel) and/or trip generation triggers. These triggers are believed reasonable based on the possible impacts to be created and the findings of April 2024 TIS. Once the agreement is finalized and executed by the applicant, it will be introduced for

Council consideration concurrently with Commission's recommended action on the proposed preliminary plat.

With respect to the proposed preliminary plat, the internal street network consists of two new public streets - Crackley Drive and Ledger Drive. Crackley Drive accesses Veterans United Drive, runs north-south, and is depicted as terminating with a temporary turnaround north of Ledger Drive where it would enter property owned by the University of Missouri presently being improved with the Thompson Autism Center. Extension of Crackley Drive to the northwest such that it would connect to Buttonwood Drive on the east side of Providence Road was originally accommodated within a street easement required as part of the subject acreage's tract split. However, given the development of the Thompson Autism Center such extension as a public right of way is currently unknown.

Ledger Drive accesses State Farm Parkway at the northeast corner of the site between Lots 6 and 10, then navigates through the site to connect with Crackley Drive near the site's southwest corner. Crackley Drive and Ledger Drive will facilitate connections identified on the CATSO Major Roadway Plan. The CATSO Major Roadway Plan identifies both connections as neighborhood collector streets. As such, both must comply with the neighborhood collector standards described in Appendix A which stipulate a minimum of 66-feet of right of way be dedicated with a minimum of 36-feet of travel lane paving. The plat shows compliant right of way and the construction plans, under review, show compliant pavement width. is also compliant.

Additionally, the plat permits "shared" driveway access to proposed Lots 2 and 3, and Lots 4 and 5 onto Veterans United Drive and State Farm Parkway, respectively. As illustrated on the plat, these points of access would be along the lot line of the aforementioned lots. The appropriateness of these access points has been found consistent with the UDC's standards. Final design of the accesses will be submitted with future site-specific development plans for the lots. Furthermore, the construction of these access will be restricted to left-in/right-in and right-out movements only (i.e. three-quarter access) such that impacts to Veterans United Drive and State Farm Parkway are minimized.

Proposed sanitary sewer extension intends to connect with the existing sanitary line on the northwest corner of the property. Per the note on the preliminary plat, 10' utility easements shall be dedicated along the side of each lot adjacent to public right of way. Lot 3, a 3.29 acre lot in the southeast corner of the site, contains a proposed detention area which will contain part of an existing drainage easement.

The proposed preliminary plat has been reviewed by both internal staff and external agencies, has been found to be compliant with the requirements of the UDC, and is supported for approval subject to technical corrections. The prepared development agreement will be submitted concurrently with this matter for Council's approval.

## **RECOMMENDATION**

Approve the proposed 10-lot preliminary plat to be known as "*Springbrook Crossing North*".

## **SUPPORTING DOCUMENTS (ATTACHED)**

- Locator Maps
- Preliminary Plat

**SITE CHARACTERISTICS**

<b>Area (acres)</b>	42.02 acres
<b>Topography</b>	Sloping downward southeast
<b>Vegetation/Landscaping</b>	Mostly covered by trees
<b>Watershed/Drainage</b>	Clear Creek/Mill Creek
<b>Existing structures</b>	None

**HISTORY**

<b>Annexation date</b>	1969
<b>Zoning District</b>	M-OF
<b>Land Use Plan designation</b>	Employment, Sensitive Area, Neighborhood
<b>Previous Subdivision/Legal Lot Status</b>	PT NE TR 2B SUR 5746-130 EXC PT FOR RD - not legal lot

**UTILITIES & SERVICES**

All utilities and services provided by the City of Columbia.

**ACCESS**

<b>Veterans United Drive</b>	
<b>Location</b>	Along the south side of property
<b>Major Roadway Plan</b>	Major Collector; improved and City maintained
<b>CIP projects</b>	None
<b>Sidewalk</b>	Sidewalks existing

<b>Crackley Drive</b>	
<b>Location</b>	Along the west side of property
<b>Major Roadway Plan</b>	Neighborhood Collector; street easement has been dedicated but street has not been constructed
<b>CIP projects</b>	None
<b>Sidewalk</b>	Required

<b>Ledger Drive</b>	
<b>Location</b>	Internal access to site
<b>Major Roadway Plan</b>	Neighborhood Collector; ROW to be dedicated
<b>CIP projects</b>	None
<b>Sidewalk</b>	Required

<b>State Farm Parkway</b>	
<b>Location</b>	East edge of site
<b>Major Roadway Plan</b>	Major Collector; improved and City maintained
<b>CIP projects</b>	None
<b>Sidewalk</b>	Existing

**PARKS & RECREATION**

<b>Neighborhood Parks</b>	None
<b>Trails Plan</b>	Nearby South Providence Trail
<b>Bicycle/Pedestrian Plan</b>	Nearby South Providence Trail

**PUBLIC NOTIFICATION**

All property owners within 185 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of this request on May 1, 2024. 11 postcards were distributed.

Report prepared by David Kunz

Approved by Patrick Zenner