

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
December 20, 2018**

SUMMARY

A request by Engineering Surveys & Services (agent) on behalf of Hamlet Limited Partnership and Joseph Tosini (owner) for approval of a 15-lot preliminary plat on PD (Planned Development) zoned land, to be known as *Westbury Village Subdivision*. The approximate 45-acre subject site is generally located at the northwest and southwest corner of Scott Boulevard and Smith Drive. (**Case #23-2019**)

DISCUSSION

The applicant is seeking approval of a 15-lot preliminary plat on approximately 45 acres. The site is proposed to be rezoned per case #24-2019 to R-MF on lots 12-15, M-N on lots 1 & 2, and M-C on lots 3-11. The site includes one common lot in the northwest corner of the site that includes steep slopes and a tree preservation area. Additional rights of way and utility easements are also depicted on the preliminary plat that will be dedicated at the time of final platting. This request would be considered a partial revision to the existing preliminary plat for that portion of the site previously approved as an O-P/C-P Plan in April 2001.

The site currently has frontage along several existing streets, and also has roadway stubs that abut its north property line from neighboring development to the north. Along the east side of the site, Scott Boulevard, a major arterial, has been improved with four lanes and a center turn lane which will provide access to several lots, but through limited, shared access points. Smith Drive, a neighborhood collector, bisects the site east and west, and will provide further access to the site. To the west, Stone Valley Parkway, a neighborhood collector with a median, abuts the property.

Two additional streets are proposed internal to the site. One street, Dayspring Drive, is currently stubbed to the north property line and will be carried through from the north to the south where it will intersect Smith Drive. It will be designed as a local, non-residential street which fits the profile for internal streets within commercial areas. However, north of its intersection with Faurot Drive, the width of the street tapers to better transition to the residential property to the north. This street will provide a connection to the street network to the north, and provide additional street network connectivity.

The other new proposed street within the site is an east/west street that will provide a connection between Scott and Stone Valley Parkway. Per the UDC requirements, the length of property along Stone Valley exceeds the maximum block length, and an additional street connection was required to meet the street connectivity requirements. Furthermore, a traffic impact analysis (TIA) was required to be completed for this site, and one recommendation of the TIA was that this through connection be installed to provide a connection that would be an alternative to Smith Drive, especially if the connection to Broadway, to the north, is made in the future.

During the review process, staff has received feedback from residents concerned with a street connection onto Stone Valley Parkway and the possibility it will promote cut-through traffic. Reviewing the site, the likely outcome of traffic movement through this connection for the time being would be residents accessing the residential property to the west, with some traffic from the site using the connection to travel south on Stone Valley Parkway and then west on Smith Drive.

Traffic usage through this connection could change in the future if Stone Valley Parkway is extended to the north. This potential extension is shown on the CATSO Major Roadway Plan; however, is currently

not funded. While such an extension could increase traffic on Stone Valley Parkway it is classified as a collector street and its existing design contemplated that it would collect local traffic and connect to other major streets such as collectors and arterials thereby fulfilling its expected connectivity role. If a connection to Stone Valley Parkway is not made as shown there are essentially no other possible locations for a connection on the east side of Stone Valley Parkway between Smith Drive and Broadway to the north thereby diminishing the role of Stone Valley Parkway as a collector street. Elimination of the street connection would likely lead to additional vehicle miles driven by adjacent residents to access future services located on the subject property.

A traffic impact analysis was conducted for this site, as required per the UDC, and the conclusions included several recommendations for improvements that should be made to ensure that traffic flow is not disrupted and there are no undue impacts on the street network. The following recommendations have been reviewed and are recommended by staff to be included in a development agreement that would be approved along with the preliminary plat.

TIA Improvements:

- Provide southbound right turn lanes on Scott Blvd with appropriate storage length and tapers at:
 - Faurot Drive
 - Right in/right out site drive between Faurot and Smith
 - Smith Drive
 - Right in/right out site drive south of Smith Drive
- Provide additional eastbound left turn lane of appropriate length on Smith at Scott. This will require signal adjustments to accommodate this additional lane.
- Lengthen the existing northbound left turn lane at Smith
- Faurot Drive needs to extend to the west through the proposed multi-family portion of the development to connect to Stone Valley Parkway at one of the existing streets on Stone Valley Parkway.
- The first drive on Smith Drive west of Scott needs to be a minimum of 275' from Scott Boulevard.
- Restripe Smith Drive adjacent to the proposed site to provide separate left-turn lanes at the site drives.
- Stripe left turn lanes on Faurot Drive adjacent to the proposed site to provide separate left-turn lanes at the site drives.

Some of the improvements from the TIA are illustrated on the preliminary plat (turn lanes, access point), but it should be noted these are for illustrative purposes. The approval of the preliminary plat does not constitute approval of infrastructure design - that will occur once the site design has been engineered and submitted for permit.

There will also be a recommendation in the development agreement that the applicant contribute approximately \$160,000 to the City. This cost is approximately equal to the amount that the City contributed to intersection improvements at Smith and Scott, and the cost of right of way that was purchased from the site for street improvements. Per the approved C-P/O-P plan ordinance (#16838), the approval of a final plat for the site was conditioned on the requirement that a development agreement be approved that obligated the property owner to pay for the signalization of Smith and Scott and the road widening. However, the site did not develop and no development agreement was ever approved prior to the City taking actions to complete the improvements that now exist. The proposed payment is in keeping with the obligations set forth in the O-P/C-P plan approval which would have otherwise been the responsibility of the property owner.

The agreement also requires the applicant to pay a fee-in-lieu for their portion of street improvements to the unfinished section of Stone Valley Parkway adjacent to the far northwest part of the site, as

required by the municipal code.

The proposed preliminary plat has been reviewed by staff and meets all requirements of the Unified Development Code. Support for approval of the plat is given subject to the applicant and the City entering into a development agreement to address TIA improvements and payments relating to the Scott and Smith intersection and fee-in-lieu for the Stone Valley Parkway extension.

RECOMMENDATION

Approval of the preliminary plat for Westbury Village, with the condition that the property owner and City enter into a development agreement to address the TIA improvements, reimbursement payment for the Scott and Smith intersection, and fee-in-lieu for the Stone Valley Parkway extension.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Preliminary plat
- Existing O-P/C-P Plan

SITE CHARACTERISTICS

Area (acres)	45.2
Topography	Ridge along the northwest corner of property, then slopes to the southeast and sharply to the northwest
Vegetation/Landscaping	Generally tree covered
Watershed/Drainage	Meredith Branch, Perche Creek
Existing structures	Vacant

HISTORY

Annexation date	1994
Zoning District	PD
Land Use Plan designation	Neighborhood District, Commercial District
Previous Subdivision/Legal Lot Status	Surveyed tract, not a legal lot

UTILITIES & SERVICES

Sanitary Sewer	City of Columbia
Water	City of Columbia
Fire Protection	City of Columbia
Electric	City of Columbia

ACCESS

Scott Boulevard	
Location	East side of site
Major Roadway Plan	Major Arterial (Improved & City maintained). 100-106-foot ROW (50-53-foot half-width) required to be dedicated.
CIP projects	None
Sidewalk	Existing, but redevelopment will require Pedway to be reconstructed.

Smith Drive	
Location	South side of site
Major Roadway Plan	Neighborhood Collector (Improved & City maintained). 60-foot ROW (30-foot half-width) required to be dedicated. Existing 66-foot right of way; . but additional ROW required near Scott intersection.
CIP projects	None
Sidewalk	Required

Stone Valley Parkway	
Location	West side of site
Major Roadway Plan	Neighborhood Collector (unimproved & Boone County maintained). 60-foot ROW (30-foot half-width) required to be dedicated. Existing 66-foot right of way.
CIP projects	None
Sidewalk	Required

PARKS & RECREATION

Neighborhood Parks	Located within Rothwell Park and Louisville Park service area
Trails Plan	None adjacent to site.
Bicycle/Pedestrian Plan	Pedway along Scott.

PUBLIC NOTIFICATION

All property owners within 200 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of a public information meeting, which was held on November 13, 2018.

Public information meeting recap	Number of attendees: ~40 (including applicant) Comments/concerns: Traffic, commercial land use impact, density, removal of trees, intersection safety.
Notified neighborhood association(s)	Quail Creek HOA, Stoneridge HOA, West Lawn HOA, King's Meadow NA, Quail Creek NA
Correspondence received	Attached.

Report prepared by Clint Smith

Approved by Patrick Zenner