



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: April 18, 2016

Re: Christiansen Deline Subdivision – Preliminary Plat (Case #16-35)

Executive Summary

Approval of the request will result in the creation of a 7-lot preliminary plat to be known as "Christiansen Deline Subdivision", pending annexation of the property.

Discussion

Engineering Surveys and Services (agent) is requesting on behalf of Christiansen Investments, LLC (owner) approval of a 7-lot preliminary plat on approximately 71 acres of property pending its annexation. The plat includes multiple proposed zoning districts, with Lot 1 zoned PUD, Lot 2 zoned O-1, Lot 3 zoned C-P, Lots 4, 5 and 7 zoned C-3, and Lot 6 zoned R-3. Additionally, the proposed plat will be subject to a development agreement that contains provisions relating to right-of-way dedication, roadway construction, and utility relocation obligations as well as proposed "triggers" for when specific improvements would be required. The annexation (Case # 16-34) and development agreement (Council Bill 80-16) will be concurrently reviewed by Council at its April 18 meeting.

The site includes the future location of two roadways that are included on CATSO's major roadway plan as local non-residential streets. Exterior lots front onto Highway 763 and Brown School Road. Highway 763 is a fully improved arterial road maintained by MoDOT, while Brown School is a City-maintained major arterial that is partially constructed with curb and gutter; however, only sidewalk on the north side of the right of way.

Brown School will be able to be constructed to a full arterial cross section in the future with additional pavement within the south side of the right of way. Future expansion of Brown School (including sidewalks) will occur within the right of way granted by this development - approximately 70 feet along the north side of the property. No additional right of way is required for Highway 763.

As seen on the preliminary plat, the applicant is not proposing to provide the required 66-feet of right of way on their property for the extension of Boone Industrial Drive from its current terminus at the "stub" intersection west of the Highway 763 right of way. Provision of the minimum required right of way for the extension of Boone Industrial is addressed in the proposed development agreement (B80-16) for the site and is explained in the associated staff report that accompanied the development agreement.

The agreement outlines the parameters of the construction of Boone Industrial by the applicant, which will be required at the time that Lot 7 is developed. In addition to addressing Boone Industrial, the development agreement will tie driveway access for the lots



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fronting on Brown School to either staff's approval, or a transportation impact study (TIS) to determine the location and number of driveways that will be allowed to maintain traffic safety and efficiency.

Easements are shown on the preliminary plat along property lines and right of ways to accommodate future utility placement. The plat also reflects the granting of a trail easement along the Cow Branch, which is consistent with the Park and Recreation Master Trail Plan. A minimum of 50 feet of easement (up to 100 feet in some locations where flood plain exists) will be granted by the applicant to allow the future construction of a trail. A sanitary sewer easement is also located along the Cow Branch, which includes an existing sanitary line that will provide sewer service to all 7 lots.

The Planning and Zoning Commission considered this request at its meeting on March 10, 2016. Staff presented its report to the Commission, and the applicant gave an overview of the request. No other member of the public spoke during the public hearing.

After limited discussion on the preliminary plat, the Planning and Zoning Commission voted (8-0) to recommend approval of the preliminary plat along with staff's recommended condition that the development agreement be approved prior to plat approval.

A copy of the Planning and Zoning Commission staff report, locator maps, preliminary plat, and meeting excerpts 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. Future impacts may or may not be offset by increased user fees and property tax collections.

Vision & Strategic Plan Impact

Vision Impacts:

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

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: Not applicable, Tertiary Impact: Not Applicable



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Legislative History

Date	Action
None	None

Suggested Council Action

Approve the preliminary plat for "Christiansen Deline Subdivision", subject to City Council approval of the development agreement (B80-16) associated with the site's proposed annexation as recommended by the Planning and Zoning Commission.