

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
December 8, 2016**

SUMMARY

A request by Crockett Engineering (applicant) on behalf of Ridgemont Development LLC (owner) for approval of a 28-lot preliminary plat to be known as "Ridgemont Park". The subject 12.34-acre property is located on the south side of Ridgemont Drive west of College Park Drive. **(Case #17-8)**

DISCUSSION

The applicant is seeking approval of a 28-lot preliminary plat on approximately 12.34 acres of property. The plat includes 25 single-family residential lots, 2 common lots (Lots C1 & C2) to be used for greenspace and stormwater mitigation, and a large undeveloped lot (Lot 26) which is intended to be donated to the City Parks and Recreation Department. The developer previously sought approval for a planned unit development on this parcel, however, withdrew the case from the Planning and Zoning Commission's September 22, 2016 agenda.

Lots 1 through 25 meet or exceed the City-required minimum of 7000 square feet for residential lots in an R-1 zone. Some lots are larger to allow for uniform buildable areas, due to constrictions from easements which cross the parcel in numerous locations. Lots 1-4 and Lot 25 are proposed to have access from Ridgemont. Notes have been added to the preliminary plat to restrict access to Lots 5 and 24 such that it will be obtained internally from Ridgefield Road.

Lot 26 maintains access to both Ridgefield Road, near its current terminus at the west property boundary, and to Ridgemont, near the northeast corner of the parcel. The lot is largely encumbered by floodplain and floodway for the County House Branch, as well as a number of sewer easements. The County House Trail also crosses the lot and limits development potential. Additionally, "Madison Park Plat 2" designated tree preservation areas on the southern and western edges of the parcel, as well as another area adjacent to the County House Branch, near the center of the parcel. Due to these constraints, along with its proximity to the privately held 'Ridgefield Park', which is adjacent to the west, the developer has offered this lot as a donation to the City of Columbia's Parks and Recreation Department (see attached correspondence).

Also on Lot 26, the developer has provisionally offered a new trail easement to cover the County House Trail. A portion of the trail, near the eastern edge of the subject tract, was not constructed within its original easement. City staff noticed this error and sought the additional easement dedication. Upon transference to the Parks and Recreation Department, the easement will be unnecessary, however, it is important to note given the fluid nature of the transfer.

Roadway access for the subject site is provided via an extension of Ridgefield Road, from its current terminus eastward, then to the north until meeting Ridgemont. This connection is consistent with Section 25-42 (2)(c) of the Subdivision Regulations which suggests that, "interconnection of adjacent subdivisions with compatible land uses shall be encouraged." This interconnection has been identified in public correspondence (attached) as a significant concern due to the potential impact that it would create on the existing residents living on the current dead-end segment of Ridgefield, east of Wood Hill Road.

Additionally, public correspondence regarding this connection has noted that City has identified Ridgefield and Ridgemont as being ranked 11th and 12th in the City Traffic Division's 'Neighborhood Traffic Management Program Scoresheet.' These roadways consistently see drivers traveling at rates of speed 10 to 15 miles per hour over the posted speed limit and both roadways are highly trafficked

with pedestrians and bicyclists. The extension of Ridgefield is seen by adjacent residents as a potentially increasing a public safety hazard.

While staff acknowledges the public's concerns regarding the proposed extension these issues will exist with or without the connection of Ridgefield. Review of platting actions must comply with the regulatory provisions of the Subdivision Regulations. The applicant has not sought a variance from the connection requirement of Section 25-42; therefore, staff is not considering an alternative to the connection being made. Furthermore, the extension of the roadway appears to be consistent with the original platting actions that created the neighborhoods adjacent to the subject site.

When originally platted with the Westwood Hills Subdivision Plat 5 (1966), Ridgefield was shown as a stub street intersecting a future extension of College Park Drive that would have connected Ridgemont to Chapel Hill Road. Upon replatting the subject tract in 2005 for use as a church campus (Madison Park Plat 2, 2005), the eastern half of the future College Park Drive right-of-way was vacated and a cul-de-sac bulb for the permanent termination of Ridgefield was required to be dedicated by separate document. This action was supported due to the single use nature of the subject property and because the proposed use no longer complied with recommended extension standards of Section 25-42. However, since the site was never improved the cul-de-sac was also left unbuilt.

Given the subject tract is now sought to be improved with a compatible land use to its adjacent development, no permanent closure of Ridgefield was ever installed, and that the potential interconnection of Ridgemont to Chapel Hill has been eliminated it is considered appropriate for the originally intended connection of Ridgefield to Ridgemont to be installed. This connection will provide opportunities for better neighborhood circulation and delivery of public services.

Given the expressed concerns of the adjacent property owners regarding this connection and in recognition that the proposed development will result in additional roadway network impacts, the City's Traffic Engineers are recommending that the developer provide off-site traffic calming devices. Such recommendation is permitted per Section 25-10 of the Subdivision Regulations which states:

"...reasonable conditions laid down by the commission and the council for design, dedication, improvement and restrictive use of the land so as to conform to the physical and economical development of the city, and to promote the safety and general welfare of the future lot owners in the subdivision and of the community at large; the subdivision of land being a privilege conferred through these regulations".

The proposed off-site improvements that are seen as reasonable given the proposed development's potential impacts would consist of installation of "speed tables" at the intersections of Ridgemont and Wood Hill and Ridgefield and Wood Hill. Should the Commission find that these recommendations are not reasonable, Traffic Engineers believe that installation of "speed humps" internal to the applicant's development should be installed at the entrance of the development at Lot 13 and at Lot 17.

The proposed preliminary plat has been reviewed by staff and is found to be compliant with all subdivision regulations subject to the installation of the recommended traffic calming devices. Approval of the proposed preliminary plat with the recommended condition is supported not by only Section 25-10, but also Section 25-25 (e) states which "after the commission has reviewed the preliminary plat, it shall approve, approve conditionally or disapprove the preliminary plat."

RECOMMENDATION

Approval of the preliminary plat for “Ridgemont Park”, with the added condition of traffic-calming measures to be constructed by the applicant as prescribed by the City Traffic Division.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- “Ridgemont Park” Preliminary Plat
- Madison Park Plat 2 Tree Preservation Plan
- Parks and Recreation Letter- re: Lot 26 donation
- Westwood Hills Subdivision Plat 5
- Madison Park Plat 2
- Public Correspondence

SITE CHARACTERISTICS

Area (acres)	12.34
Topography	Generally sloping towards County House Branch; steep SE slopes near the NW corner, generally flat near the NE corner
Vegetation/Landscaping	NW quarter of site tree covered, remainder turf
Watershed/Drainage	County House Branch
Existing structures	No structures, existing trail with bridges over creek on east and west sides of parcel

HISTORY

Annexation date	1964
Zoning District	R-1 (Single-Family Residential District)
Land Use Plan designation	Neighborhood, Open Space
Previous Subdivision/Legal Lot Status	Madison Park Plat 2

UTILITIES & SERVICES

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

ACCESS

Ridgemont	
Location	Along north side of site.
Major Roadway Plan	NA
CIP projects	10+ Year Projects:
Sidewalk	5-foot sidewalk required

Ridgefield Road	
Location	Stubs to western property boundary
Major Roadway Plan	NA
CIP projects	NA
Sidewalk	None existing

PARKS & RECREATION

Neighborhood Parks	¼ mile NE of Twin Lakes Recreation Area, ½ mile SW of Kiwanis Park
Trails Plan	Primary Trail (County House Trail) located on property
Bicycle/Pedestrian Plan	County House Trail - 8' multi-use path with access point at NE corner of development parcel

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 15, 2016.

Public information meeting recap	Number of attendees: 50 Comments/concerns: Connection of Ridgefield stub through proposed development, adding traffic volume to heavily-trafficked streets, adding 25 homes to an overtaxed sewer system, lot areas much smaller than contextual lots.
Notified neighborhood association(s)	Chapel Woods NA and Southwest Hills NA
Correspondence received	See Attachment

Report prepared by Rusty Palmer

Approved by Patrick Zenner