

**AGENDA REPORT  
PLANNING AND ZONING COMMISSION MEETING  
March 6, 2025**

**SUMMARY**

A request by A Civil Group (agent), on behalf of Adam Kopriva (owner), for approval of a 32-lot preliminary plat of County R-S zoned property, to be known as Wyatt Acres. Concurrent requests seeking approval of permanent zoning (Case # 86-2025) and annexation of the property into the corporate limits under review. City Council approval of the permanent zoning and annexation, as well as, Board of Adjustment approval to use “cottage” optional dimensional standards are required prior to final City Council approval of the preliminary plat. This matter is sought to be approved such that the future development of the site under the proposed R-2 designation has been illustrated. The approximately 5.05-acre subject site is located about 200 feet northeast of the intersection of Mule Deer Drive and North Wyatt Lane, and includes the address 4100 North Wyatt Lane.

**DISCUSSION**

The applicants are requesting approval of a 32-lot preliminary plat on 5.05 acres of property located at 4100 North Wyatt Lane approximately 200-feet northeast of the intersection of Mule Deer Drive and North Wyatt Lane. The applicant is concurrently requesting permanent R-2 zoning upon annexation of the acreage into the city. The applicant is required to be approved for “cottage” optional dimensional standards and annexed into the city with R-2 zoning before this preliminary plat may be introduced before City Council, as the lot dimensions are only compliant if “cottage” standards are authorized. The Planning Commission recommendation for this preliminary plat, if in the affirmative, will be contingent on both annexation/permanent zoning of City Council and Board of Adjustment approval of the “cottage” optional dimensional standards.

Of the 32 lots proposed, all are going to require cottage development standards with the exception of the common lot in the southwest corner of the site. “Cottage” lots are only permissible in the R-2 zone and subject to Board of Adjustment authorization. If R-2 zoning and Board of Adjustment authorization is granted, the subject lots shown on the proposed preliminary plat would be permitted to have lesser lot width and reduced dimensional than traditional R-2 single-family development. Lot width would be reduced from 60 feet to 30 feet. The front yard setbacks are reduced from 25-feet to 10-feet (no garage dwellings) or 20 feet (dwelling with garage), side yard setbacks of 6-feet remain unchanged, and rear yard setbacks are reduced from 25-feet to 10 feet. This results in the existing structure on Lot 25 being considered compliant as it is greater than 10 feet setback from the rear yard.

Access to the lots is to be provided by Billue Lane, Johnathan Lane, and Busch Drive. These streets are requesting “Access Street” standards, which may be sought as an alternative design to a local residential street when a subdivision intends to serve only single-family detached dwellings, is no longer than 750-feet in length, and does not expect more than 250 Average Daily Trips (ADT). Access streets only require 44-feet of right-of-way be dedicated opposed to 50-feet, which is typical for local residential streets, and only 24-feet of paving, which is 4 fewer feet than typical. Parking is typically permitted on one side of access streets; however, given the streets are terminal and must provide adequate a minimum 20-foot width for fire apparatus turnarounds , parking is not permitted on either side of any of the streets in this subdivision as a parallel parking spot requires 8-feet in width which would effectively reduce the street width to 16-feet.

Wyatt Lane is classified as a Major Collector on the CATSO Major Roadway Plan. As such, the potential greater-than-usual levels of traffic resulting from the increased density permitted by the R-2 zoning and/or development of “cottage” lots is not anticipated to exacerbate any level of service issues on the street presently. Private residential driveways are not permitted along off Wyatt Lane given its

classification. Average daily trips generated by a detached single-family home, per the Institute of Traffic Engineers Trip Generation Manual (6<sup>th</sup> edition) is 9.57 trips. Therefore, Busch Drive is anticipated to have around 210 trips (22 units \* 9.57 trips/day), and Johnathan and Billue will have around 85 combined trips on an average weekday (9 units \* 9.57 trips/day). These street segments therefore qualify for the consideration of access street standards. Furthermore, pursuant to the requirements of the UDC and following evaluation by the City's Traffic Engineer, the proposed division of the acreage did not trigger the necessity for a traffic impact study or analysis.

IFC compliant turnarounds are provided at the terminus of the access streets, which residential lots may derive access from. The applicant is proposing a 'Hammerhead' turnaround for Busch Drive, and a 60-foot Y-turnaround for Billue Lane and Johnathan Lane. Again, as 20-feet of width is needed for fire apparatus access to the turnaround, parking is not permitted on either side of any of the streets. Sidewalks will be constructed along all streets with the exception of Johnathan Lane, which does not require sidewalks as it is an access street that is less than 250-feet in length from its intersection with the Billue Lane right-of-way.

Busch Drive stubs to the neighboring northern property line to allow for future connection to increase internal connectivity within the road network. The stub extension is required per Sec. 29-5.1(C)(3)(i)(H) of the UDC which indicates that when a new subdivision is created streets shall be extended to adjacent undeveloped **or** unplatted property. The adjoining property to the north is presently unplatted and has triggered the extension that is shown. The extension would allow for the alignment and intersection of a potential future extension of East Elder Drive, which has 60-feet of dedicated right-of-way on the west side of North Wyatt Lane running East/West.

The restriction of on-street parking should not result in the creation of future parking issues within the development. This conclusion is based on the fact that the proposed lots will have sufficient lot area, outside the public right of way, to accommodate the required 2 parking spaces necessary to support the future "cottage" style development. Parking accommodations would be considered at the time of site plan review. It should be noted that minimum paved area for a side-by-side parking arrangement would require 306 sq. ft. (18-feet x 17- feet) of paving if no garage were constructed with future site improvements.

The proposed lots all contain at least 40 feet of width. Per Sec. 29-4.3(f)(1)(v) of the UDC, paved areas to accommodate on-site parking are permitted within the "**required**" front yard; however, are limited to the **greater of** either 500 sq. ft. or 30% of the "**required**" front yard area. Generally speaking, the "**required**" front yard area of the lots shown on the submitted plat contain approximately 420 square feet (42 feet width x 10 feet depth). Of this area, only 170 sq. ft would be occupied by a paved driveway (10-feet deep x 17-feet wide) necessary to support the required 2 on-site parking spaces. The remaining 8-feet of depth would result in a future constructed dwelling being a minimum of 18-feet from the property line. The amount of paving in the "**required**" front yard would be fully compliant with the provisions of Sec. 29-4.3(f)(1)(v).

It is worth noting that staff did perform an analysis of the potential to add more on-site **surface** parking. It was concluded that such additions would likely trigger additional lot width or increased setbacks to ensure compliance with the limitations of Table 4.1-5 of the UDC [Yard Area Exceptions]. Permissible alternatives for increasing on-site parking would be to incorporate a 1- or 2-car garages into the proposed future lot improvements. Such construction would trigger a 20-foot front yard setback (sufficient to accommodate 2 on-site spaces) plus the garage space, resulting in either a total of 3 or 4 on-site spaces.

The preliminary plat shows all necessary easements will be dedicated to allow extension of sewer to the site upon final platting. Particularly the plans illustrate the sewer line connecting to a manhole on the southern border of the site. It will then be extended along Billue Lane until it meets Johnathan Lane.

Sewer will also be constructed along the western edge of the site within a newly platted 10-foot utility easement abutting on the eastern right-of-way of Wyatt Lane. There is also a new 16-foot utility and drainage easement running through the middle of the site that straddles the rear lot lines of lots 17-26 that will provide access to a future sewer main as well as stormwater pipes and inlet boxes. Lastly, the applicant is proposing a 16-foot wide drainage easement running across the north edge of the site, starting on the western edge of Busch Drive, then running north/south between lots 1 & 2, then releasing into lot C-1, identified as a storm water detention pond.

The plat will dedicate an additional 10.5-feet of right-of-way for Wyatt Lane to ensure it maintains the required 33-foot half-width. Additionally, note # 13 addresses what the “front” of the lots will be at the terminus of the access streets. This note has been provided given driveway access may not be provided from the stub of the access street, but rather lots must have driveways from the edge of the street.

The site lies within the City Urban Service Area. Sewer, water, and fire will be provided by the city and electric will be provided by Boone Electric Cooperative. Adequate easements are being proposed to provide connections for utilities to all lots. There are no known service issues with respect to available infrastructure capacity or quality of infrastructure.

The proposed preliminary plat has been reviewed by staff and external agencies and has been found to be in compliance with the provisions of the UDC.

### **RECOMMENDATION**

Approve the approve the preliminary plat of Wyatt Acres subject to:

1. Approval of permanent zoning to R-2 and annexation of the 5.05 acres into the city; and
2. Board of Adjustment approval of use “cottage” optional dimensional standards

### **ATTACHMENTS**

- Locator Maps
- Preliminary Plat
- Public Correspondence

### **SITE CHARACTERISTICS**

<b>Area (acres)</b>	5.05 acres
<b>Topography</b>	Sloping gradually down to southwest
<b>Vegetation/Landscaping</b>	Mostly cleared, lagoon to be removed, storm water detention pond to remain
<b>Watershed/Drainage</b>	Hinkson Creek/Nelson Creek
<b>Existing structures</b>	2 structures presently exist on the site. Primary dwelling to remain, barn/shed to be removed upon preliminary plat approval.

## **HISTORY**

<b>Annexation date</b>	Pending annexation
<b>Zoning District</b>	Pending R-2 permanent zoning. "Cottage" optional dimensional standard approval required by BOA
<b>Land Use Plan designation</b>	Residential District
<b>Previous Subdivision/Legal Lot Status</b>	Not legal lot – Survey 982-890

## **UTILITIES & SERVICES**

<b>Sanitary Sewer</b>	City of Columbia
<b>Water</b>	City of Columbia
<b>Fire Protection</b>	City of Columbia
<b>Electric</b>	Boone Electric

## **ACCESS**

<b>North Wyatt Lane</b>	
<b>Location</b>	Western edge of site
<b>Major Roadway Plan</b>	Major Collector
<b>CIP projects</b>	N/A
<b>Sidewalk</b>	Not present on site boundary, to be installed

## **PARKS & RECREATION**

<b><u>Neighborhood Parks</u></b>	<b><u>N/A</u></b>
<b><u>Trails Plan</u></b>	<b><u>N/A</u></b>
<b><u>Bicycle/Pedestrian Plan</u></b>	<b><u>N/A</u></b>

## **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 via property owner letter on February 17th of the pending action. An ad was placed in the Tribune on February 18th advertising the public hearing relating to the permanent zoning of the property.

<b>Notified neighborhood association(s)</b>	Deer Ridge
<b>Correspondence received</b>	Emails from residents – attached

Report prepared by David Kunz

Approved by Patrick Zenner