

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
November 9, 2017**

SUMMARY

A request by Crockett Engineering Consultants (agent) on behalf of Brooks Development, LLC for approval of a 398-lot preliminary plat on R-1 (One-Family Dwelling District) zoned land, to be known as *The Brooks Preliminary Plat #2*, pending annexation and permanent zoning. The 161.84-acre subject site is generally located on the north side of State Route WW, approximately 900 feet west of S. Rolling Hills Road. (**Case #17-77**)

DISCUSSION

The applicant is seeking approval of a 398-lot preliminary plat on approximately 162 acres pending annexation and permanent zoning per Case #17-76. The entire site is proposed to be zoned R-1 which would allow the site to be improved with single-family detached dwellings. The development includes 390 single-family lots and 8 common lots. The common lots are depicted as being used for stormwater management, recreational, and preservation purposes. Please note that the subject site was submitted prior to the adoption of the UDC and therefore has been reviewed under the previous subdivision regulations.

Access to the site will be primarily from State Route WW, located to the south of the property, which is currently an unimproved roadway maintained by MoDOT. The roadway is generally improved with approximately 24 feet of pavement except where turn lanes have been installed near the intersection of State Route WW and Elk Park Drive. The site provides a connection to the adjacent subdivision to the northeast that will extend existing Hoylake Drive through the site and connect State Route WW to Rolling Hills Road. Such connection will serve as a major collector for the development and facilitate the movement of the subdivision's traffic to nearby arterial roadways (State Route WW and Rolling Hills Road). A second access to State Route WW is provided on the west side of the site at Sagemoor Drive.

The adjacent subdivision, *The Brooks, Plat No. 1* in which existing Hoylake Drive is built, did not stub directly into this property, but did include a common lot that was identified as potential future right of way if this subject site developed. To facilitate the extension of Hoylake Drive through the subject site a replat of the common lot within *The Brooks, Plat No. 1* will be necessary to dedicate the appropriate right of way through the common lot. The applicant is aware of this requirement.

State Route WW is identified as a minor arterial on CATSO's Major Roadway Plan (MRP). Additional right of way will be dedicated at the time of final platting of this site to provide the required 53-foot half-width. Hoylake Drive will be dedicated as a 66-foot right of way as required for a major collector and as such will not permit direct access for residential properties.

The preliminary plat also reflects connections to adjacent, undeveloped properties to the north and west that will accommodate future interconnections. The connection to the west will provide a tie-in to a potential north/south major collector that would extend north from the State Route WW/EI Chaparral intersection and eventually connect to Richland Road to the north.

The proposed preliminary plat incorporates revisions (approved June 29, 2017) to the CATSO MRP.

As seen on the attached MRP excerpt, two major collectors crossed the site, one providing a north/south connection between State Route WW (at Elk Park Drive) and Richland Road, and the other an east/west connection between State Route WW (at El Chaparral) and Rolling Hills. These two streets intersected on the site. The applicant proposed the MRP revision to eliminate the intersection. In securing CATSO approval, the applicant provided Hoylake Drive as the new east/west connection and Sagemoor Drive as the new north/south connection. A copy of the CATSO minutes are attached for review.

A traffic impact study (TIS) was requested by staff to evaluate the possible impacts that the additional residential lots within the development would have on the City's street network. One of the recommendations of the TIS was that eastbound, left-turn lanes should be installed at both of the development entrances from State Route WW. It also indicated a potential future need for a traffic signal at Hoylake Drive for the north leg of the intersection that would be installed with this development, although the expected traffic generation from this development did not warrant its installation. Currently, this intersection includes three legs (two on State Route WW and one on Elk Park Drive) of an inactive traffic signal. The initial activation of the signal could occur in the near future due to the ongoing development of the Vineyards subdivision, which is located on the south side of State Route WW.

Conclusion

The preliminary plat has been reviewed by all relevant staff and found to be compliant with all zoning and subdivision regulations. Per the findings of the TIS, staff will be recommending that the applicant and the City enter a development agreement to address the timing of required infrastructure as well as off-site improvements that are necessary to mitigate the development's impacts on the surrounding street network, such as the installation of a traffic signal at Hoylake and State Route WW that would serve traffic exiting the development, oversizing of Hoylake to a major collector, construction of a pedway along State Route WW, and the grading of northern shoulder of State Route WW to allow for the future widening of the street. The use of a development agreement to address such issues is a common Council practice; however, entering into one is at the sole discretion of the Council.

Should Council not agree to enter into a development agreement, the minimum TIS identified improvements would need to be installed by the applicant. Adoption of a development agreement would assist in establishing a timing sequence for those improvements that best meets the applicant's and City's needs. Given the common usage of development agreements in projects of this scale, staff is comfortable in recommending approval of the project at this time.

RECOMMENDATION

Approval of the preliminary plat for *The Brooks Preliminary Plat #2*.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Preliminary plat
- MRP Plan
- CATSO Coordinating Committee Minutes 6/29/17

SITE CHARACTERISTICS

Area (acres)	161.84
Topography	Generally sloping from south to north, steeper grades in northeast corner and near lake
Vegetation/Landscaping	Tree coverage on east, northeast portion of parcel
Watershed/Drainage	Grindstone Creek
Existing structures	None

HISTORY

Annexation date	NA
Zoning District	Boone County A-R (Agricultural-Residential District)
Land Use Plan designation	Neighborhood District, Open Space/ Greenbelt
Previous Subdivision/Legal Lot Status	Not a legal lot

UTILITIES & SERVICES

Sanitary Sewer	City of Columbia (upon annexation and extension)
Water	PWSD #9
Fire Protection	City of Columbia (upon annexation)
Electric	Boone Electric

ACCESS

Highway WW	
Location	South side of site
Major Roadway Plan	Minor Arterial (unimproved & MoDOT maintained). 110-foot ROW (55-foot half-width) required to be dedicated.
CIP projects	None
Sidewalk	Pedway required along one side of minor arterial.

PARKS & RECREATION

Neighborhood Parks	No park within ½ mile; located within secondary acquisition area
Trails Plan	Planned Grindstone Creek trail to the north
Bicycle/Pedestrian Plan	Pedway adjacent to site along Highway WW

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 February 28, 2017.

Public information meeting recap	Number of attendees: 1 (excluding applicant) Comments/concerns: Density
Notified neighborhood association(s)	None
Correspondence received	None at time of report.

Report prepared by Clint Smith

Approved by Patrick Zenner