

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
August 18, 2022**

SUMMARY

A request by Crockett Engineering Consultants (agent), on behalf of The Brooks at Columbia, LLC (owner), for approval of a preliminary plat with 366 lots on R-1 (One-family Dwelling) zoned property that includes the extension of two major roadways through the site. The approximately 166.16-acre property is located northwest of the intersection of Richland Road and Olivet Road, approximately 1 mile east of the Richland Road and Rolling Hills Road/Grace Lane intersection, and includes the addresses 7095 and 7101 E Richland Rd. (**Case #196-2022**)

DISCUSSION

The 166-acre subject site is located on the north side of Richland Road west of the Sunrise Estates subdivision located in the County. The site, which measures roughly one-half mile by one-half mile, was annexed in 2004 and permanently zoned R-1 at that time. The proposed development of the site will include the extension of two major roadways through the property, including the extension of Olivet Road along the site's eastern boundary. The attached traffic impact analysis was submitted with this proposal and is discussed later in this report.

The site is currently improved with two residential structures along with numerous other accessory structures that have been assigned the site's two addresses. Additionally, two lakes are located on the property, with the larger measuring approximately 8 acres and the other around 5 acres. These lakes are to be retained within the proposed subdivision. The site is also traversed by a tributary of the North Fork Grindstone Creek running east/west across the property.

As mentioned above, Sunrise Estates, a single-family County subdivision, lies along the site's eastern border. To the north is another County subdivision (Highfield Acres) along with generally unsubdivided and larger sized County parcels. The property to the west of the site is a large acreage tract that is undeveloped at this time.

The layout of the site includes 351 single-family lots, with the vast majority of lot widths falling between the minimum width of 60 feet, and up to 80 feet in width. There are 15 common lots, many located at the end of cul-de-sacs, but the largest common lots include a substantial amount of open space that includes the lakes and creek that is located on the site. Lot C15, the largest common lot, is 36.22 acres in area by itself, with common lots C7, C9, and C12 measuring 6.21 acres, 5.49 acres, and 2.74 acres respectively. Several of the lots are arranged in a way that should make them accessible and usable by the neighborhood for recreation purposes, adding elements that will create a unique neighborhood and sense of place.

As previously mentioned, the creek located on the site is a tributary of the North Fork Grindstone Creek, and the Parks Master Trail Plan includes the creek as a location of a trail in the future. A greenspace access easement will be dedicated at the time of final plat to allow the construction of a trail in the future. The trail is shown as connecting to Olivet, where an 8-foot wide side path will be constructed, which will continue south to connect to other trails.

Access to the site is currently from Richland Road, which is identified as a major arterial street on the CATSO Major Roadway Plan (MRP). The subdivision of the site will include a right-of-way dedication of 55 feet for Richland as required for a half-width of a major arterial. Also reflected on the MRP are the extensions of two major roadways through this site. The first being Olivet Road, a major arterial, will extend north from its current terminus at Richland Road, along the far east side of the site. The MRP shows that Olivet may eventually continue north, where it could cross over I-70 and provide a connection to Battle Avenue on the north, creating a vital connection across the interstate. Another major roadway, a major collector, will extend north/south along the western side of the site, referred to as Cherry Creek Drive on the preliminary plat.

The developer will be dedicating the entire major arterial street right-of-way cross section of 110-foot for Olivet Road with the final plat since the property to the east has already been developed and cannot dedicate its typical half-width portion of the ROW. The developer will be responsible for the construction of a local residential street containing 28-feet of pavement within the dedicated right-of-way. The City would likely complete the expansion of Olivet to its major arterial designation in the future when warranted. Additional right-of-way is also shown for dedication at the southeast corner of the property at the intersection of Richland and Olivet. This additional ROW will be able to accommodate a roundabout in the future as recommended by the traffic study, but not currently needed at this time as the existing intersection was identified as being capable of functioning within a reasonable level of service for the time being.

In addition to the extension of major roadways through the site, several existing street stubs that are currently located around the periphery of the property will be connected to the street network. Sunrise Estates to the east has two street stubs that abut this site's east boundary; Southern Drive and Suncrest Court. These two streets would be connected to the extension of Olivet. The preliminary plat also shows a final street stub connection along the north property line, where Easter Lane would be connected. The development will also stub several new streets to adjacent properties to provide for the extension of the street network through those sites if they develop in the future.

It should be noted that the County has expressed concern with the connection to the existing Easter Lane street stub. The street currently terminates approximately 120 feet from the edge of the subject site (although there is currently right-of-way in place), so in order to connect to Easter Lane, the developer will need to construct that portion of the pavement. The County is concerned that the connection, while important, could attract significant traffic from Silver Lakes through the existing neighborhood, as it will provide a direct access to I-70 Drive SE. The traffic study did not include this connection in its analysis, so no data on expected traffic is available.

The County is the permitting authority for the future 120-foot extension of Easter Lane since this segment of the roadway is located outside of the City's municipal boundary. During the review of this development, County staff indicated that some type of impact mitigation upon Easter Lane may be necessary since the street may not be able to adequately handle additional traffic given its currently unimproved status (no curb and gutter) and approximate 20-foot width (standard City residential street pavement width is 28 feet). One option offered for mitigation was to construct a gate across the connection to prevent through traffic. The gate would be temporary until such time as either Olivet or Cherry Creek Drive is extended to I-70 Drive SE, thereby providing alternative routes for access to I-70 Drive SE, and decreasing through traffic on Easter Lane. While gates have not been supported by staff in the past, a gate in this situation could address the concerns with excessive cut-through traffic, and would be temporary.

As a note, the Fire Department has stated support for the connection to Easter Lane, as it could improve their responsiveness to the new Silver Lakes development from Fire Station #5. In other locations where gates have been constructed in the City, access is provided for emergency services to allow them access. However, at this time, no agreement with the developer has been made to install a gate in this location.

Per UDC requirements, a traffic study was submitted to ascertain the impact of the development on the surrounding street infrastructure, and to identify potential improvements that would need to be made by the developer to mitigate those impacts. The study indicates that 255 trips will be added to the surrounding roadways during the AM peak hour, and 335 will be added in the PM peak hour. The conclusions of the study (attached) indicated that an eastbound left-turn lane should be constructed along Richland Road for the west entrance into the subdivision. The applicant has stated that they will be responsible for this improvement.

The study also identified that the intersection of Richland Road and Rolling Hills/Grace Lane will fail to operate at a favorable service level at the time that the subdivision is built out (assuming development of surrounding areas as well). The recommendations are that a traffic signal or roundabout be pursued for the intersection, and the City's preferred improvement is a roundabout. Given the needed off-site improvements, staff will be recommending that a development agreement accompany the preliminary plat when it goes before City Council, and that it include a required contribution towards the completion of the roundabout.

Another improvement that will be addressed in the development agreement will be the redesign of the Olivet Road and Richland Road intersection. The current intersection terminus of Olivet south of Richland does not directly align with the proposed extension of Olivet to the north. As such, there would need to be a considerable off-set between the intersections to permit safe traffic movements. Given the preference to directly align these two street segments, the developer has agreed to acquire property off-site at the southwest corner of the intersection to construct a realigned southern leg of Olivet. This realignment would move the intersection farther west resulting in a direct alignment of the northern and southern street segments. The alignment shown on the preliminary plat reflects this proposed design.

The preliminary plat includes new street names for the streets that are not extensions of existing streets, and those new street names are submitted to Boone County Joint Communications for review. Joint Communications identified six street names on the preliminary plat that use a word that is used frequently in other street names (such as Creek) as part of a two word street name and have recommend that these street names be revised. The applicant will be submitting new street names for consideration prior to forwarding the plat to City Council.

Conclusion

Staff is recommending approval of the preliminary plat subject to minor technical corrections in addition to the revision of the aforementioned street names. These corrections will be required prior to forwarding the plat to the City Council for consideration.

RECOMMENDATION

Approval of the preliminary plat for *Silver Lakes*, pending minor technical corrections.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Preliminary Plat
- Traffic Impact Study

SITE CHARACTERISTICS

Area (acres)	166.16
Topography	Site slopes towards the creek that runs east/west through the site
Vegetation/Landscaping	Mostly clear of trees, with concentration of timber along the creek and in the northwest corner of the site
Watershed/Drainage	Grindstone Creek
Existing structures	Two residential structure, multiple accessory structures

HISTORY

Annexation date	2004
Zoning District	R-1
Land Use Plan designation	Columbia Imagine: Neighborhood
Previous Subdivision/Legal Lot Status	Unplatted

UTILITIES & SERVICES

Sanitary Sewer	City of Columbia
Water	PWSD #9
Fire Protection	City of Columbia
Electric	Boone Electric

ACCESS

Richland Road	
Location	Along the north side of property
Major Roadway Plan	Major Arterial; Boone County maintained (100-106-foot ROW required; 50-53 half-width required); Additional right-of-way shown for dedication.
CIP projects	None
Sidewalk	Sidewalks required on north side

Easter Lane	
Location	Stubs to north side of site
Major Roadway Plan	NA; Local Residential (50-foot ROW required for extension); additional ROW to be dedicated.
CIP projects	None
Sidewalk	Sidewalks required on extension

Suncrest Court	
Location	Stubs to east side of site
Major Roadway Plan	NA; Local Residential (50-foot ROW required for extension); additional ROW to be dedicated.
CIP projects	None
Sidewalk	No sidewalks required

Southern Drive	
Location	Stubs to east side of site
Major Roadway Plan	NA; Local Residential (50-foot ROW required for extension); additional ROW to be dedicated.
CIP projects	None
Sidewalk	No sidewalks required

PARKS & RECREATION

Neighborhood Parks	Within Parks acquisition area
Trails Plan	Future trail along Grindstone Creek tributary; connects to pedway along Olivet
Bicycle/Pedestrian Plan	Pedway proposed along Olivet

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 this pending request on June 17. Sixty-six postcards were distributed.

Report prepared by Clint Smith

Approved by Patrick Zenner