

**AGENDA REPORT  
PLANNING AND ZONING COMMISSION MEETING  
May 9, 2024**

**SUMMARY**

A request by Crockett Engineering (agent), on behalf of Richland Olivet Farm, LLC (owner), for approval of a 272-lot preliminary plat of R-1 (One-family Dwelling) zoned property, to be known as Richland Estates. The 126.7-acre subject site is located at 6800 Richland Road. Proposed plat revisions include the addition of 29.68 acres to the southeast, the subject of Case # 141-2024, and reconfiguration of the plat to propose smaller lots. **(Case # 142-2024)**

**DISCUSSION**

The applicants are seeking approval of a revised, 272-lot preliminary plat, to be known as the, "Richland Estates, Revised Preliminary Plat," on a 126.7-acre property located southwest of the intersection of Olivet and Richland Roads. The applicants have recently obtained the Oak Mills Estates property lying immediately to the southeast of the Richland Estates tract, and wish to expand the plat to include this acreage. The applicants also intend to reduce the proposed lot size, resulting in 97 additional lots when compared to the approved preliminary plat. A concurrent request (Case # 141-2024) is seeking assignment of R-1 (One-Family Dwelling) zoning to the 29.68-acre Oak Mills Estates parcel upon annexation by City Council.

The revised Richland Estates preliminary plat generally includes the land north of Grindstone Creek, between Olivet Road and the Old Hawthorne North subdivision. Old Hawthorne North was approved by City Council in September 2022, and it provides roadway stubs along its eastern boundary for connectivity with the Richland Estates tract. The CATSO Major Roadway Plan identifies a major north-south collector roadway between the two developments that will provide future connectivity between New Haven Road and Interstate 70. This roadway alignment was accommodated by the inclusion of Burghley Drive in the approved preliminary plat for Richland Estates and remains unchanged on the revised plat. This major collector will also serve as secondary access to both the Richland Estates and Old Hawthorne North developments.

The CATSO plan also identifies another major collector roadway crossing the site along its southern boundary that would provide east-west connectivity. However, given the existence of the South Fork of the Grindstone Creek corridor in this location and the associated topographical conditions, this roadway is not shown nor planned to be constructed within the boundaries of Richland Estates. In lieu of this identified CATSO east-west collector, an alternative east-west connection has provided through the tract via Adare Manor Drive. This alternative roadway connects to an existing stub street within the Old Hawthorne North development and traverses the subject property along the former northern edge of the Oak Mill Estates parcel where it connects to Olivet Road. Adare Manor Drive replaces Grimshaw Drive, the former east-west connection to Olivet Road. Grimshaw Drive is now shown as a stub street that connects to the rear of the commercial property at the intersection of Richland and Olivet Roads, and will be extended to connect to Olivet Road once intersection improvements are completed and the commercial parcel is developed.

The residential lots on the revised Richland Estates preliminary plat are traditional single-family lots, ranging in size from 7,000 to roughly 12,500 square feet. The average lot size on the approved preliminary plat was approximately 10,000 square feet (1/4-acre); however, the estate lots along Adare Manor Drive in the southwest corner of the parcel were closer to an acre in size in the previous Oak Mill Estates preliminary plat. The reduction in lot size, coupled with the additional acreage of the Oak Mill Estates tract amounts to an overall increase in density across the entire acreage from 1.4 units per acre to 2.15 units per acre.

Common Lot C5 is maintained for stormwater detention, but is now shifted to the south within the Oak Mill parcel. Stormwater Lot C12, near the southwest corner of the subject parcel, is renumbered to C3, but is relatively unchanged. Although, a portion of the original lot has now been encompassed by Lot C4, which is devoted to protection of the Grindstone Creek floodway and stream buffer. Other common lots are generally located within street loops and ‘eyebrows’ providing small pockets of greenspace. Where Burghley Drive is offset from the western property boundary, narrow common lots remain to provide a buffer between the roadway and lots to the west within the Old Hawthorne North development. Lots C11 and C21 are currently planned to be used for tree preservation; however, the final preservation areas will be denoted on the final plat.

Additional right-of-way is again depicted on the revised preliminary plat along both Richland and Olivet Roads to ensure compliance with the current roadway standards for their respective classifications. A development agreement was accepted by City Council in conjunction with the previous preliminary plat which outlined the additional rights-of-way and infrastructure improvements and developer obligations. The agreement requires the platting of all Richland Road right-of-way with the first final plat on the property. The additional right-of-way for Olivet Road and a future roundabout at the intersection, will be required at the time the M-N parcel is final platted.

The developer will also be required to contribute a share of the cost to construct a future the roundabout at the intersection of Richland Road and Rolling Hills Road/Grace Lane in proportion to the anticipated impact of their development. The proposed revisions to the preliminary plat have triggered the need for reconsideration of those impacts and an amended traffic impact analysis (TIA) given the additional traffic anticipated with the increased development density. The applicants obtained a revised TIA, which indicated no additional improvements were needed beyond those identified in the previous study. However, the 97 added residential lots will increase the developer’s share of the planned roadway improvement expenses. A revised development agreement is being developed by City staff to address the added units now planned for the subject parcel and will be submitted for Council consideration concurrent with the revised preliminary plat.

The preliminary plat has been reviewed by all appropriate staff and is found to be compliant with the provisions of the UDC.

**RECOMMENDATION**

Approval of the, “Richland Estates, Revised Preliminary Plat,” pursuant to minor technical corrections.

**ATTACHMENTS**

- Locator Maps
- Revised Preliminary Plat
- Approved Preliminary Plat

**SITE CHARACTERISTICS**

<b>Area (acres)</b>	126.70 acres
<b>Topography</b>	Varies
<b>Vegetation/Landscaping</b>	Pastureland, sparse timber, wooded areas at northwest, southwest, and southeast corners
<b>Watershed/Drainage</b>	Perche Creek
<b>Existing structures</b>	Various structures

**HISTORY**

<b>Annexation date</b>	2023 (original Richland Estates); Old Mill Estates acreage (29.68 ac) pending annexation.
<b>Zoning District</b>	R-1 (One-family Dwelling)
<b>Land Use Plan designation</b>	Neighborhood District
<b>Previous Subdivision/Legal Lot Status</b>	Survey tracts

**UTILITIES & SERVICES**

<b>Sanitary Sewer</b>	City of Columbia
<b>Water</b>	PWSD #9
<b>Fire Protection</b>	Boone County Fire Protection District. Upon annexation shared with City of Columbia as primary provider.
<b>Electric</b>	Boone Electric

**ACCESS**

<b>Richland Road</b>	
<b>Location</b>	North side of parcel
<b>Major Roadway Plan</b>	Major Arterial
<b>CIP projects</b>	None
<b>Sidewalk</b>	None installed. Would require installation as part of site development

<b>Olivet Road</b>	
<b>Location</b>	East side of parcel
<b>Major Roadway Plan</b>	Minor Arterial
<b>CIP projects</b>	None
<b>Sidewalk</b>	None installed. Would require installation as part of site development

**PARKS & RECREATION**

<b>Neighborhood Parks</b>	N/A
<b>Trails Plan</b>	Proposed trail on Olivet Road
<b>Bicycle/Pedestrian Plan</b>	N/A

**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 via public information postcards on April 11<sup>th</sup> of the pending action.

<b>Notified neighborhood association(s)</b>	None
<b>Correspondence received</b>	None

Report prepared by Rusty Palmer

Approved by Patrick Zenner