



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: June 17, 2024

Re: Springbrook Crossing North Subdivision – Preliminary Plat & Development Agreement
(Case # 59-2024)

Executive Summary

Approval of this request would allow for the creation of a 10-lot mixed-use office subdivision to be known as “Springbrook Crossing North” and authorize the City Manager to execute a development agreement with the property owner that contains milestones, obligations, and infrastructure installation conditions associated with the development of the subdivision. The subject 42.02-acre site is being considered with a request for a design adjustment to street curve standards (Case # 130-2024) that appears on the Council’s June 17 agenda under separate cover. The site is located northwest of the intersection of State Farm Parkway and Veterans United Drive.

Discussion

Crockett Engineering (agent), on behalf of Springbrook Crossing, LLC (owner), is seeking approval of a 10-lot preliminary plat to be known as “Springbrook Crossing North”. The site’s acreage is currently zoned M-OF Mixed-Use Office. The acreage of the proposed preliminary plat was created by a tract split survey (SUR 5746-130) approved in May 2023 and is known as Tract 2B of that survey. Parcels created by a tract split are not authorized to obtain development permits without first securing preliminary and final plat as well as infrastructure plan approvals. This proposed platting action is a necessary first step to provide “legal lot” status to the property such that future permits can be issued.

The internal street network consists of two new public streets - Crackley Drive and Ledger Drive. Crackley Drive accesses Veterans United Drive, runs north-south, and is depicted as terminating with a temporary turnaround north of Ledger Drive where it would enter property owned by the University of Missouri presently being improved with the Thompson Autism Center. Extension of Crackley Drive to the northwest such that it would be connected to Buttonwood Drive on the east side of Providence Road was originally accommodated within a street easement required as part of the subject acreage’s tract split. However, given the development of the Thompson Autism Center, such extension as a public right of way is currently unknown.

Ledger Drive accesses State Farm Parkway at the northeast corner of the site between Lots 6 and 10, then navigates through the site to connect with Crackley Drive near the site’s southwest corner. Crackley Drive and Ledger Drive will facilitate connections identified on the Columbia Area Transportation Study Organization (CATSO) Major Roadway Plan (MRP). The CATSO MRP identifies both connections as neighborhood collector streets. As such, both must comply with the neighborhood collector standards described in Appendix A of the



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UDC which stipulate dedication of 66-feet of right of way containing a minimum of 36-feet of travel lane paving. The plat shows compliant right of way and the construction plans, under review, show compliant pavement width.

While the roadways shown on the plat are compliant with the right of way and pavement width standards of the UDC, the concurrent design adjustment (Case #130-2024) is being sought to grant relief to the curvature of Ledger Drive which was found to be non-compliant during final plat and construction plan review associated with Lot 10 of the preliminary plat for its subsequent improvement with multi-family housing. Pursuant to the provisions of the UDC, a design adjustment may be sought at the time of preliminary plat approval when there is a desire to seek relief from **a known** subdivision standard or as a separate application matter.

Given the technical nature of the identified non-compliance that was only identifiable with the submission of the final plat and construction plans for Lot 10, it was concluded that handling the design exception as a separate business item was appropriate. The design adjustment appears on the Council's June 17 meeting in advance of this matter to ensure that if the design adjustment is not approved this preliminary plat and development agreement approval action can be tabled such that time is made available for the applicant to submit a revised preliminary plat showing compliance with the UDCs standards.

Additionally, with respect to ingress/egress to the lots shown on the plat, "shared" driveway access is proposed to Lots 2 and 3, and Lots 4 and 5 onto Veterans United Drive and State Farm Parkway, respectively. As illustrated on the plat, these points of access would be along the lot line of the aforementioned lots. The appropriateness of these access points has been found consistent with the UDC's standards and is supported by the City's Traffic Engineer. Final design of the accesses will be submitted with future site-specific development plans for the lots. The construction of these access will be restricted to left-in/right-in and right-out movements only (i.e. three-quarter access) such that impacts to Veterans United Drive and State Farm Parkway are minimized. This restriction is captured fully within the attached development agreement.

A proposed sanitary sewer extension intends to connect with the existing sanitary line on the northwest corner of the property. Per the note on the preliminary plat, 10' utility easements shall be dedicated along the side of each lot adjacent to public right of way. Lot 3, a 3.29 acre lot in the southeast corner of the site, contains a proposed detention area which will contain part of an existing drainage easement.

Given the future development's potential impacts, the applicant was required provide a traffic impact study (TIS). The study was performed in January 2024 and reviewed by the city. The analysis indicated that additional capacity to a planned off-site roundabout to the west of the site would be necessary. The planned roundabout to the west is a requirement of the April 2023 development agreement governing site development within the *Spring Brook* subdivision, a commercial development to the southwest of this site. The roundabout,



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currently in design review, is required to be constructed when one of following two conditions are met at *Spring Brook*, according to the development agreement:

1. The issuance of a building permit for the fourth lot on the subject property (i.e. *Spring Brook*); or
2. The issuance of a building permit for any lot on the subject property (i.e. *Spring Brook*) which results in greater than 145 trips being generated by the total development at peak hour.

An addendum to the January 2024 TIS for the subject property was submitted in April 2024. This included prospective impacts of traffic generated by only Lot 10 of the preliminary plat (as a multi-family residential development) on the planned roundabout. The TIS found the development of this site would **not** trigger the expansion of the planned roundabout. However, this analysis was performed assuming the roundabout (from the *Spring Brook* development agreement) had already been constructed. Given this assumption, a second addendum was submitted indicating that the aforementioned roundabout **need not be constructed** prior to issuance of building permits or final platting of Lot 10. The April and May TIS addendums were reviewed and their findings were supported by the City's Traffic Engineer.

Given the original TIS and its addendums' findings, the attached development agreement has been prepared that applies to the entire preliminary plat. The agreement contains provisions that establish thresholds, milestones, and developer obligations to ensure the proper timing and installation of both on- and off-site transportation infrastructure viewed as essential to address anticipated transportation network impact generated by the proposed development. The contents of the agreement are consistent with the recommendations of the TIS.

The proposed timing of the associated off-site improvements will be tied to the **final platting of any lot beyond Lot 10** (the multi-family parcel). This trigger is believed to be reasonable based on the potential impacts created from development and the findings both the April and May 2024 addendums to the TIS. The attached agreement has been signed by the property owner and is ready to be signed by the City Manager subject to Council authorization. The necessary on- and off-site improvements associated with the future development of the subject property are as follows:

1. Installation of a second westbound travel lane of Veterans United Drive located on the northern perimeter of the roundabout at Veterans United Middle Drive and MU Healthcare Drive. No building permit shall be issued for any lot, except Lot 10 of the subject property, until construction has begun on said initial single-lane roundabout required by the approved May 2023 development agreement between the City and Mid-Am Development, LLC (i.e. Springbrook Subdivision)
2. Installation of an improvement in the right-of-way of Veterans United Drive that restricts eastbound and westbound left turns from the proposed intersection of Crackley Drive



of Springbrook Crossing North and the eastern parking lot entry of the Veterans United Campus.

3. Construction of an improvement within the right-of-way of Veterans United Drive that restricts outbound left turns and permits inbound left turns (i.e. a three-quarter eastbound turn lane pocket) to and from the common driveway entrance permitted to be established along the common lot line of Lots 2 and 3 as shown on the Springbrook Crossing North Preliminary Plat upon final platting of lots 2 and 3. The improvement shall be completed by Developer prior to issuance of a building permit for either Lot 2 or 3 of the Subject Property.
4. Construction of an improvement within the right-of- way of State Farm Parkway that restricts outbound left turns and permits inbound left turns (i.e. a three-quarter northbound turn lane pocket) to and from the common driveway entrance permitted to be established along the common lot line of Lots 4 and 5 as shown on the Springbrook Crossing North Preliminary Plat upon final platting. The improvement shall be completed by Developer prior to the issuance of a building permit for either Lot 4 or 5 of the Subject Property.

The Planning and Zoning Commission reviewed the preliminary plat at their May 9, 2024 meeting. The staff provided its report and the applicant's agent provided an overview of the project specifics and was available for Commission questions. The Commission had no questions. A motion was then made to approve the proposed preliminary plat. The motion was approved by a vote of (6-0).

A copy of the Planning and Zoning Commission staff report, locator maps, preliminary plat, development agreement, and meeting minute excerpts are attached for review.

Fiscal Impact

Short-Term Impact: No impacts anticipated in the next two fiscal years. Any extension of public infrastructure to serve the proposed development will be at the expense of the property owner/developer.

Long-Term Impact: Long-term impacts may include increased external roadway infrastructure and utility infrastructure maintenance costs as well as increased costs for public safety and solid waste collection. These impacts may or may not be off-set by increased property tax collections and/or user fees.

Strategic & Comprehensive Plan Impact

[Strategic Plan Impacts:](#)

Primary Impact: Not Applicable, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

[Comprehensive Plan Impacts:](#)



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Primary Impact: Land Use & Growth Management, Secondary Impact: Infrastructure, Tertiary Impact: Economic Development

Legislative History

Date	Action
05/17/23	Approved Tract Split Survey (SUR 5746-130)

Suggested Council Action

Approve the 10-lot preliminary plat to be known as "*Springbrook Crossing North*" as recommended by the Planning and Zoning Commission. Additionally, authorize the City Manager to execute a development agreement between the property owner and City providing milestones, obligations, and infrastructure installation conditions associated with the development of the subdivision.