



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: June 5, 2023

Re: Spring Brook Subdivision – Preliminary Plat & Development Agreement (Case # 95-2023)

Executive Summary

Approval of this request would allow for the creation of a 13-lot mixed-use commercial/office subdivision to be known as “Spring Brook” 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 24.49-acre development is being concurrently considered with a request to rezone (Case # 96-2023) the northern 18.32-acres of the property from M-OF (Mixed-use Office) to M-C (Mixed-use Corridor). The concurrent rezoning action will appear on the Council's June 5 agenda under separate cover.

Discussion

Crockett Engineering (agent), on behalf of Mid-Am Development, LLC (owner), is seeking approval of a 13-lot preliminary plat to be known as “Spring Brook” subdivision. A concurrent request (Case # 96-2023) seeking to rezone 18.32 acres of the site from M-OF (Mixed-use Office) to M-C (Mixed-use Corridor) is presented under separate cover. The subject 24.49-acre site is located at southeast corner of S. Providence Road and Veterans United Drive.

The proposed development is on land taken out of the former State Farm Insurance Company campus now occupied by Veterans United and constitutes a replat of Lot 1A of State Farm Subdivision Block 2 which was approved in December 2020. If rezoned, Lots 1-8 and Lots 10-13 would be made available for M-C uses and Lot 9 would be made available for M-OF uses. Both zoning classifications would permit multi-family residential development.

While the proposed development is consistent with many aspects of a typical commercial subdivision, it does contain several unique features. The most significant unique feature within the development is that the proposed internal street system will consist of private streets constructed within an irrevocable ingress/egress easement. Such an arrangement allows the property owner to lease/sell more land to prospective users while at the same time reduces the City's future infrastructure maintenance costs.

The internal roadways will be constructed will meet all current city specifications with respect to pavement width, pedestrian facilities, and construction standards. The travel lane along Stellar Drive will be 38-feet in width and have 6-foot sidewalks on both sides. Flagler Drive will also be 38-feet in width with 6-foot sidewalks on both sides to just east of Stellar Drive where the roadway will taper back to the existing driveway leading to the Veterans United Campus and internal ‘ring-road’. The existing divided entrance serving the site will not be modified; however, if reconstructed at any point in the future would be required to comply with city



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standards. The improvement standards that the internal street network will be subject to are addressed within the attached development agreement.

Another unique aspect associated with this development is the manner in which setbacks for future development are applied. Within the M-C district there is no rear yard setback when lots adjoin other M-C zoned land. Given this finding, note # 15 on the plat identifies what is considered the front of each of the lots shown. Specifically, Lots 2-3 have their front facing Veterans United Drive, Lots 4-8 have their front facing S. Providence, and Lots 9-13 have their front facing Stellar Drive. Definition of the front sides will ensure that when construction plans are approved there will be accessible entrances on the street facing side of each building.

Finally, given the potential impacts that the future land uses may create, the applicant was required perform a traffic impact analysis (TIA) that result in a series of necessary future off-site improvements. Improvements would be required along Veterans United Drive and S. Providence Road and are referenced within the attached development agreement. The agreement establishes milestones at which certain improvements must be installed and breaks down the development into phases. The first set of improvements is triggered at a trip generation threshold and the second set of improvements is triggered at a platted lot threshold.

Improvements to the transportation system surrounding the development site includes the construction of a new roundabout at the MU Medical Park entrance and the "middle" entrance to the VU Campus as well as a restricted "left-turn" at the intersection of Adler and Veterans United Drives. These improvements would be required when any combination of development would result in more that 145 trips being generated in the peak hour. Additional off-site improvements consist of pedestrian upgrades to ensure that users of the site have safe passage over S. Providence and Veterans United Drive into the site and installation of a pedestrian crossing with refuge island between the east and west sides of S. Providence at the intersection of Corporate Lake as well as turn restrictions onto the east and west segments of Corporate Lake Drive northbound and southbound along the S. Providence corridor.

The content of the development agreement and the time of when the off-site improvement would be required has been reviewed and agreed to by the applicant. 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 Planning and Zoning Commission reviewed this request at their May 4, 2023 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 inquired about the potential for reducing the speed limit along S. Providence Road given the enhanced pedestrian access and sought clarification regarding the improvements that would be made at Corporate Lake Drive and S. Providence. The applicant's agent indicated that speed limits were a MoDOT issue and that the improvements at Corporate Lake would include a refuge island for pedestrians that would provide a "safe-haven" for individuals



crossing into the development at that location. Commissioners also thanked the applicant's agent for the additional "blow-ups" of critical areas on the plat in their presentation as providing them gave a better way of seeing proposed development details. Following brief additional discussion, a motion was made to approve the proposed preliminary plat that was approved by a vote of (8-0).

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:

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

Legislative History

Date	Action
12/21/20	Approved State Farm Subdivision – Block 2 (Ord. # 024466)

Suggested Council Action

Approve the 13-lot preliminary plat to be known as "Spring Brook" as recommended by the Planning and Zoning Commission as well as 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.