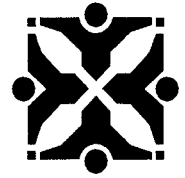


City of Columbia

701 East Broadway, Columbia, Missouri 65201



Agenda Item Number: R 42-15

Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: 3/2/2015

Re: Somerset Village - preliminary plat (Case #15-30)

Documents Included With This Agenda Item

Council memo, Resolution/Ordinance

Supporting documentation includes: Summary of Board/Commission Reports, Maps, Plats and Plans, Excerpts from Minutes

Executive Summary

Approval of the proposed preliminary plat will authorize the final platting of a 276-lot mixed-use (residential, commercial, and office) development and grant variances to the following sections of the Subdivision Regulations - 25-42 (Block Length), 25-43 & 25-48.1 (Sidewalks), 25-45 (Curves), and 25-46 (Intersections). Final platting of the single-family lots may occur following Council approval. Final platting of those tracts zoned C-P and O-P requires Planning Commission and City Council approvals. The approximate 127.81 acre subject site is located on the north side of St. Charles Road on both the east and west sides of Battle Avenue.

Discussion

The applicant is seeking approval of a 276-lot preliminary plat on approximately 127.81 acres of land that is pending annexation and permanent zoning (Case #14-180) into the City as well as variances to sections 25-42 (Block Length), 25-43 & 25-48.1 (Sidewalks), 25-45 (Curves), and 25-46 (Intersections) of the subdivision requirements. The plat contains 162 single-family and 10 common lots on 95.45 acres, two C-P zoned lots containing 16.19 acres, and two O-P zoned lots containing 16.17 acres.

The proposed development layout incorporates a mixture of road classifications that will enhance development connectivity, both internally and externally, as well as addresses several off-site transportation improvements that are subject to a development agreement presented as part of Case #14-180. The developer generated the latest subdivision in response to a number of staff comments on street connectivity. The attached letter from the applicant's engineer (part of the Planning Commission staff report) provides an explanation of where and why each variance is requested and/or justified.

The City's Engineer has reviewed the requested variances to determine if granting any or all would impact public safety or welfare. After review and analysis of anticipated traffic volumes and turning movements, it was concluded that granting the variances would not be detrimental to public safety or welfare and would not abrogate the provisions of the comprehensive plan. Many of the variances

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further the goals and objectives of the Comprehensive Plan by creating more connectivity within the development and creating a more liveable environment by enhancing the streetscape and providing more cost-effective installation of public infrastructure.

The development agreement proposed as part of Case #14-180 will apply to the subject site and includes provisions for the installation of off-site public infrastructure to ensure that Battle Avenue and St. Charles Road are capable of handling the increased traffic demands that will be generated by future site development. The installation of the off-site infrastructure is tied to specific development “triggers” within the agreement. Generally, no off-site improvements would be required until more than 100 single-family lots are platted or development on Tracts 2, 3, 4, or 5 occurs.. All other public infrastructure internal to the proposed development will be installed by the developer in accordance with typical subdivision or site improvement procedures.

At its February 5, 2015, meeting the Planning and Zoning Commission unanimous (8-0) recommended approval of the requested preliminary plat and associated variances subject to staff’s recommendation. In rendering its decision, the Commission commented on proposed content of the development agreement, expressed concern with the usage of roundabouts along Battle Avenue, and the lack of additional pedestrian crosswalks between the proposed roundabouts at Spartan Drive and St. Charles Road. The applicant and agents were present to address Commissioner questions and make a brief presentation. No one from the public spoke in favor or opposition to the proposal.

A copy of the staff report (including maps, reduced copy of the plat, and applicant’s variance request) and meeting excerpts are attached.

Fiscal Impact

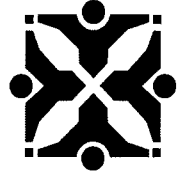
Short-Term Impact: Provision of public safety (police and fire), refuse collection and sewer services within the next two fiscal years are anticipated to be limited and are subject to physical development of site. Costs associated with infrastructure extension within the next two years will be borne by the developer. Electric and water services are provided by Boone Electric and PWSD #9, respectively.

Long-Term Impact: Fiscal impacts are unknown but but traffic impacts to Battle Avenue, St. Charles Road, and Spartan Drive have been estimated and impacts will occur as the site is built-out. The applicant is making a \$2,179,825 investment in off-site improvements in accordance with terms of the proposed Development Agreement associated with Case #14-180. In addition to this figure, the City will collect all the usual development fees and charges as required by the City Code.

Additional transportation system investments will be necessary to maintain functionality of the surrounding roadway network. Contributions to support such improvements are proposed through a City-managed TDD that will collect sales tax and property assessments from the O-P and C-P zoned areas. Property assessments would be amortized over a period of 30 years or until the transportation impact fees, as proposed in Exhibit B of the Development Agreement, has been recaptured

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Vision, Strategic & Comprehensive Plan Impact

Vision Impact: Development, Parks, Recreation and Greenways, Transportation

Strategic Plan Impact: Growth Management, Infrastructure

Comprehensive Plan Impact: Land Use & Growth Management, Infrastructure, Mobility, Connectivity, and Accessibility, Livable & Sustainable Communities

Suggested Council Action

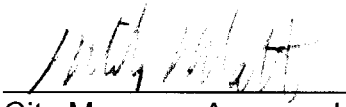
Approval of preliminary plat and requested variances as recommended by the Planning Commission.

Legislative History

Ordinance 20538 - Ordinance Authorizing a Cooperative Agreement with the Boone County Regional Sewer District (Grindstone Creek Watershed 1-20-10) (Amended by Resolution R-22-13 1-23-13)

Ordinance 21236 - Annexation Agreement (2-20-12)


Department Approved


City Manager Approved

A RESOLUTION

approving the Preliminary Plat of Somerset Village; and
granting variances from the Subdivision Regulations.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS
FOLLOWS:

SECTION 1. The City Council hereby approves the Preliminary Plat of Somerset Village, as certified and signed by the surveyor on February 4, 2015, a subdivision located on the north side of St. Charles Road and on the west and east sides of Battle Avenue, containing approximately 127.81 acres, and hereby confers upon the subdivider the following rights for a period of seven years from and after the date of this approval:

- A. The terms and conditions under which the Preliminary Plat was given will not be changed.
- B. The subdivider may submit on or before the expiration date the whole or any part of the subdivision for approval.
- C. The time for filing the final plat may be extended by the Council for a specified period on such terms and conditions as the Council may approve.

SECTION 2. Prior to approval of the Final Plat of this Subdivision, the subdivider shall have completed the improvements required by the Subdivision Regulations, or in lieu of completion of the work and installations referred to, present security to the City Council with surety and conditions satisfactory and acceptable to the City Council, providing for and securing the actual construction and installation of the improvements and utilities within a period of seven years; or put the City Council in an assured position to do the work, obligating the developer to install the improvements indicated on the plat, provided that no occupancy permit will be issued to any person for occupancy of any structure on any street that is not completed in front of the property involved, or the utilities have not been installed to the satisfaction of the City.

SECTION 3. Subdivider is granted a variance from the requirements of Section 25-42(2)a. of the Subdivision Regulations so that Baroda Drive, Lawton Drive and Merrick Loop may be constructed with a straight tangent section that exceeds 800 feet in length.

SECTION 4. Subdivider is granted a variance from the requirements of Section 25-43, Appendix A - Design Standards for Streets, Sidewalks and Bikeways of the Subdivision Regulations so that sidewalks may be relocated from one-foot off the back of the curb right-of-way to one-foot outside the aforementioned right-of-way and within the six-foot sidewalk easement adjacent to the right-of-way.

SECTION 5. Subdivider is granted a variance from the requirements of Section 25-43, Appendix A - Design Standards for Streets, Sidewalks and Bikeways of the Subdivision Regulations so that the following sidewalk segments shall not be required to be constructed:

1. East side of Merrick Loop adjacent to Battle Avenue
2. South side of Mackinaw Drive between Baroda Drive and Lawton Drive
3. North side of Spartan Drive between Baroda Drive and Lawton Drive

SECTION 6. Subdivider is granted a variance from the requirements of Section 25-43, Appendix A - Design Standards for Streets, Sidewalks and Bikeways of the Subdivision Regulations so that a median may be constructed as a traffic calming device within a portion of the Spartan Drive right-of-way.

SECTION 7. Subdivider is granted a variance from the requirements of Section 25-45(1) of the Subdivision Regulations to allow a minimum centerline curve radius of 52 feet at the intersection of Mackinaw Drive and Merrick Loop.

SECTION 8. Subdivider is granted a variance from the requirements of Section 25-46(e) so that the following streets may be constructed with an offset of less than 125 feet:

1. Mackinaw Drive from Spartan Drive
2. Merrick Loop from Battle Avenue

ADOPTED this _____ day of _____, 2015.

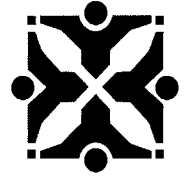
ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

Summary of Board/Commission Reports, Maps, Plats and Plans, Excerpts from
Minutes

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
February 5, 2015**

SUMMARY

A request by St. Charles Road Development (owner) for approval of a 276-lot preliminary plat to be known as "Somerset Village" and variances to Sections 25-42 (Block Length), 25-43 & 25-48.1 (Sidewalks), 25-45 (Curves), and 25-46 (Intersections) of the Subdivision Regulations. The approximate 127.81 acre subject site is located on the north side of St. Charles Road on both the east and west sides of Battle Avenue. (Case #15-30)

DISCUSSION

Proposal Overview –

The applicant is seeking approval of a 276-lot preliminary plat on approximately 127.81 acres of land that is pending annexation and permanent zoning (Case #14-180) into the City. The subject acreage, upon annexation, would be zoned R-1 (single-family dwelling), C-P (planned commercial), and O-P (planned office). There are 162 single-family lots, 10 common lots, two C-P zoned lots, and two O-P zoned lots.

In efforts to address staff comments relating to connectivity, both internally and externally, as well as future off-site transportation improvements, the proposed lot layout has incorporated several different types of street designs and is subject to a development agreement that has been presented as part of Case #14-180. As a result of using more "innovative" development techniques several variances/exceptions to the subdivision requirements have been requested – a discussion of those requests is presented below.

Approval of the preliminary plat will enable to the applicant to proceed forward with final platting of the single-family portion of the development without further Planning Commission review provided such plats are in substantial compliance with the preliminary layout. Site plan submission and final plat approval of those tracts that will be zoned C-P and O-P requires additional review and approval from the Planning Commission and City Council.

The proposed plat has been reviewed by both internal and external agencies and is generally supported for approval. As of preparing this report, several technical issues relating to tree preservation along the southern property boundary have not been fully addressed to the satisfaction of the City's Parks and Recreation Department. Additional information regarding this matter will be provided during the February 5 hearing. Additionally, Public Safety and Joint Communications (PSJC) have noted several street names within the development are not code compliant. While being the case, PSJC has given its approval of the preliminary plat subject to the non-compliant names being address prior to final plat approval.

Transportation Considerations/Improvement Triggers –

As noted, the proposed development will be subject to a development agreement. The agreement includes provisions for the installation of off-site public infrastructure to ensure that Battle Avenue and St. Charles Road are capable of handling the increased traffic demands that will be generated by future site development. The installation of the off-site infrastructure is tied to specific development “triggers”.

Generally, no off-site improvements would be required until more than 100 single-family lots are platted or development is proposed on Tracts 2, 3, 4, or 5. All other public infrastructure internal to the proposed development will be installed by the developer in accordance with typical subdivision or site improvement procedures.

Variance Considerations -

The proposed development layout, generated after significant coordination with staff, has result in the applicant seeking variances from Sections 25-42 (Block Length), 25-43 and 25-48.1 (Sidewalks), 25-45 (Curves), and 25-46 (Intersections) of the Subdivision Regulations. The attached letter from the applicant's engineer provides an explanation of where and why each variance is requested and/or justified. A discussion of each variance follows:

Section 25-42 (Block Length) – The code requires that roadway segments be longer than 800 feet without a change in direction. The variance sought deals with St. Julian Drive and Lawton Drive north of Spartan Drive. The portion of the development in which these segments are located is designed on a grid street pattern and is limited to fewer than 100 lots.

The City's traffic engineer has reviewed the design and does not find that their installation would be detrimental to the public health, safety, or welfare. Permitting the streets to exceed 800 feet in length will not abrogate the provisions of the comprehensive plan – in fact it promotes a more efficient design. The requested variance is the result of the City's desire for better connectivity; therefore, is not sought by the applicant just due to a mere inconvenience.

Section 25-43, 25.48.1 (Sidewalks) – The code requires sidewalks be installed on both sides of new public streets 1-foot off the back of the right of way. The requested variance deals with the placement of the required sidewalk and the need have duplicate sidewalks on both sides of Ellison Drive, Spartan Drive, Ellison Loop, and Battle Avenue.

The applicant desires to relocate the required sides outside of the public right of way and place them in a 6-foot sidewalk easement adjacent to their standard location. This change would allow the applicant to improve the right of way (behind the back of the curb) with trees and a more substantial green space. This type of design has been previously approved in the Bellwood Subdivision. The City's traffic engineer is supportive of this location change and does not find that it will be detrimental

to the public health, safety, or welfare. Granting the variance promotes the goals and objectives of greater connectivity as articulated by the comprehensive plan. The proposed relocation is a permissible alternative afforded to the applicant by the regulations subject to Commission and Council approval. The relocation of the sidewalks is proposed to enhance the visual appeal of the neighborhood and is not sought out of mere inconvenience. In fact, the relocation of the sidewalks will likely increase developer costs due to possible utility relocation issues.

The second component of this requested variance deals with the necessity to have duplicated sidewalks along Ellison Drive, Spartan Drive, Ellison Loop, and Battle Avenue. The design of the roadway network, required by staff, has created the need for this variance. The subject roadways, in essence, share the same right of way due to their proximity.

The City's traffic engineer is supportive of the requested variances as articulated by the applicant in their variance letter. The variance will not be detrimental to the public health, safety, or welfare – it actually will create a safer environment for the pedestrian. The conditions necessitating the variance are unique to this property – the roadway design was produced due to City's requirements for reduced individual lot access and better traffic flow. Granting the variance will not abrogate the provisions of the comprehensive plan – a safer mode of access is being provided verses an outright request for elimination.

25-45 (Curves) – The code require a minimum curve radius to ensure safe and efficient circulation of vehicles on public streets. The applicant is seeking a curve radius less than that permitted by the code. The variance applies to Ellison Drive and Ellison Loop.

The City's traffic engineer supports the requested variance. Given the limited anticipated traffic volume on the subject streets granting the variance will not be detrimental to the public health, safety, or welfare. The variance is a result of the design that the City has requested to improve overall connectivity and circulation in the development – it not just due to a mere inconvenience. Granting the variance will not abrogate the provisions of the comprehensive plan – it promotes greater safety and better internal circulation.

25-46 (Intersections) – The regulations require minor streets have intersection off-sets from major streets no less than 125-feet. The variance applies to the intersections that access Ellison Loop/Drive from Battle Avenue and Spartan Drive.

The City's traffic engineer has reviewed the variance request and analyzed future turning movements at those locations. Based on the analysis the variance is supported. The turning movements will be limited; therefore, there will be no impact to public health, safety, or welfare. The conditions creating the need for the variance were not self-created – it was a result of the City's desire for better subdivision design and increased connectivity. Granting the variance will not abrogate the provisions of the comprehensive plan – the circulation system is more efficient for delivery of public services and reduces potential individual driveway conflict points on the higher-order streets.

RECOMMENDATION

Approval of the proposed preliminary plat and the requested variances as articulated in the applicant's variance letter.

ATTACHMENTS

- Locator and utility maps
- Reduced copy of plat
- Variance request letter

SITE HISTORY

Annexation date	Pending (tentatively scheduled March 2, 2015)
Zoning District	R-1 (pending annexation)
Land Use Plan designation	Residential District
Previous Subdivision/Legal Lot Status	Combination survey tract and parts of Somerset Village Plat 1 and Plat 2

SITE CHARACTERISTICS

Area (acres)	+/- 127.81acres
Topography	Generally flat with a gradual slope from the center of the site to the southwest and northeast
Vegetation/Landscaping	Primarily cleared with tree cover in along central southern property line and along the creek banks.
Watershed/Drainage	Grindstone Creek
Existing structures	Vacant

UTILITIES & SERVICES

Sanitary Sewer	City of Columbia
Water	PWSD #9
Fire Protection	Boone County – upon annexation City of Columbia
Electric	Boone Electric Cooperative

ACCESS

Battle Avenue	
Location	Approximate center of site
Major Roadway Plan	Arterial (improved & County-maintained). 100 feet ROW existing. Sidewalk installation required with development on western right of way.
CIP projects	None

St. Charles Road	
Location	South side of site
Major Roadway Plan	Major Collector (unimproved & County-maintained). 100-foot ROW required. 50-foot half-width existing. Sidewalk installation on north side required with development.
CIP projects	None

PARKS & RECREATION

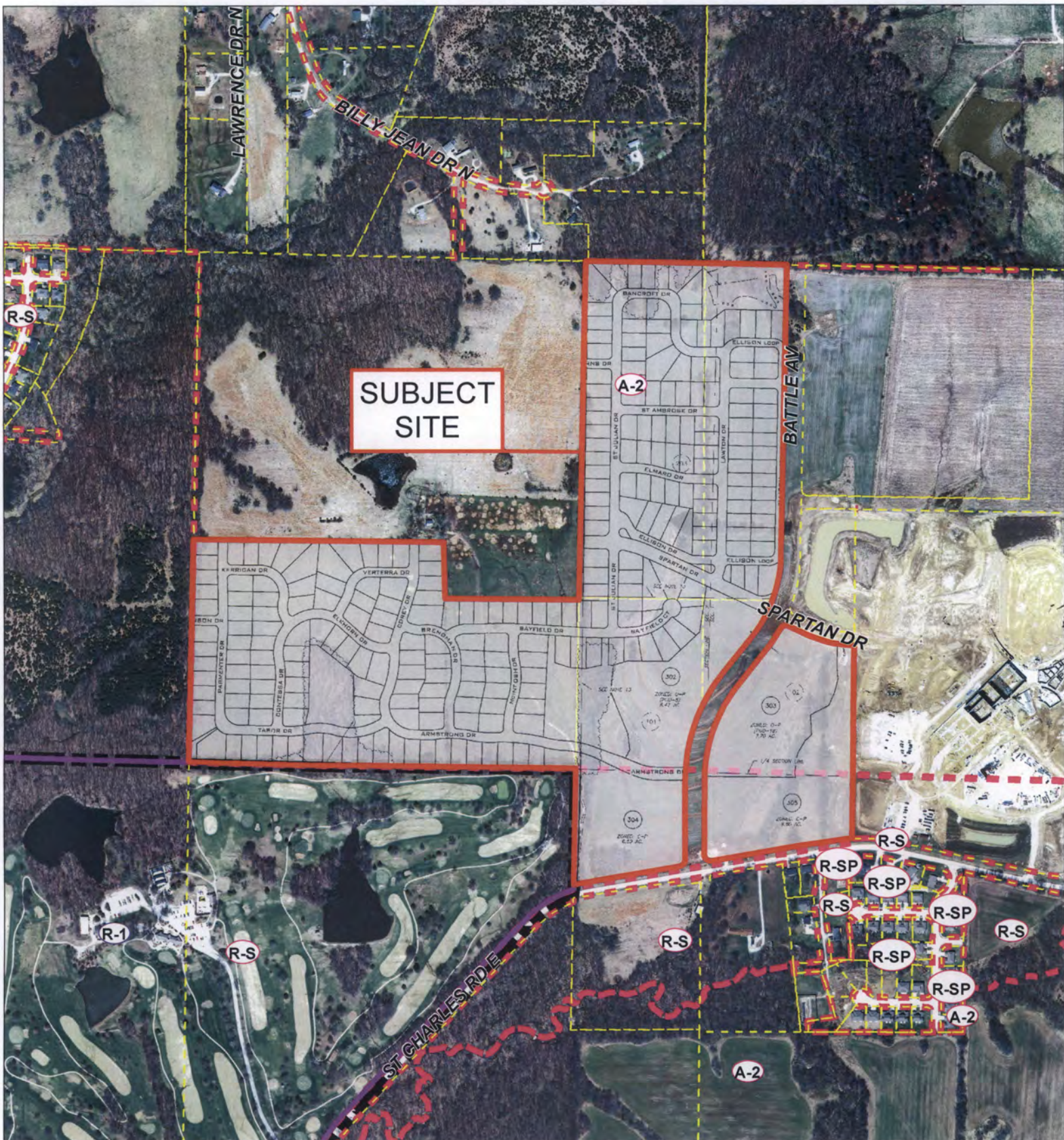
Neighborhood Parks	Lake of the Woods Park/Golf Course – immediately adjacent
Trails Plan	Future shared facility along Battle Avenue
Bicycle/Pedestrian Plan	Pedway will need to be installed on north side of St. Charles when reconstructed.

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 December 16, 2014.

Public Information Meeting Recap	Number of attendees: 1 (project engineer) Comments/concerns: None
Neighborhood Association(s)	None
Correspondence Received	None

Report prepared & approved by Patrick Zenner



15-30: Somerset Village Preliminary Plat



City of Columbia Zoning



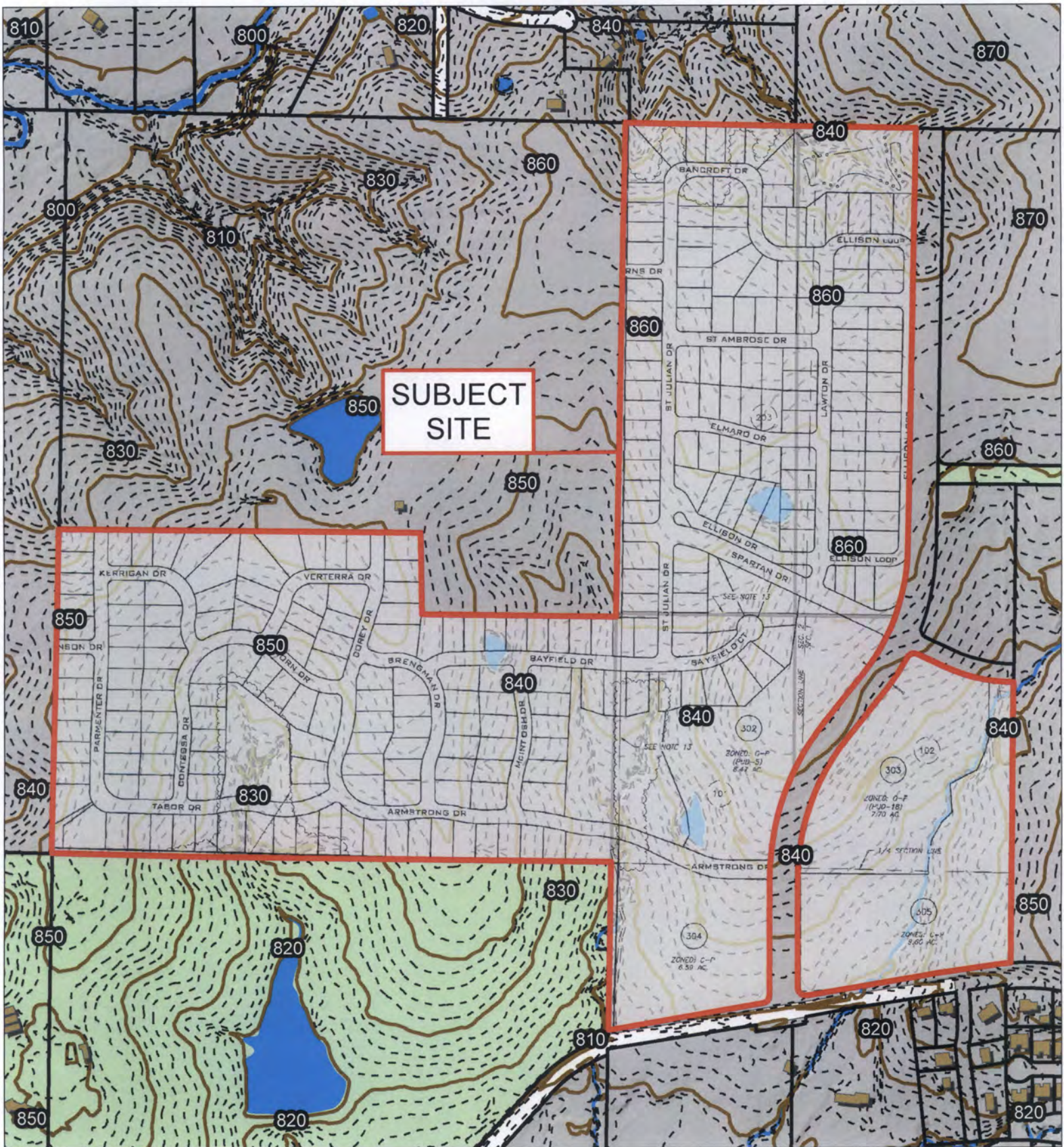
Boone County Zoning



Parcels

Columbia City Limit





15-30: Somerset Village Preliminary Plat



— 10 Foot Contour Lines

- - - 2 Foot Contour Lines

— Stream

▭ Parcels

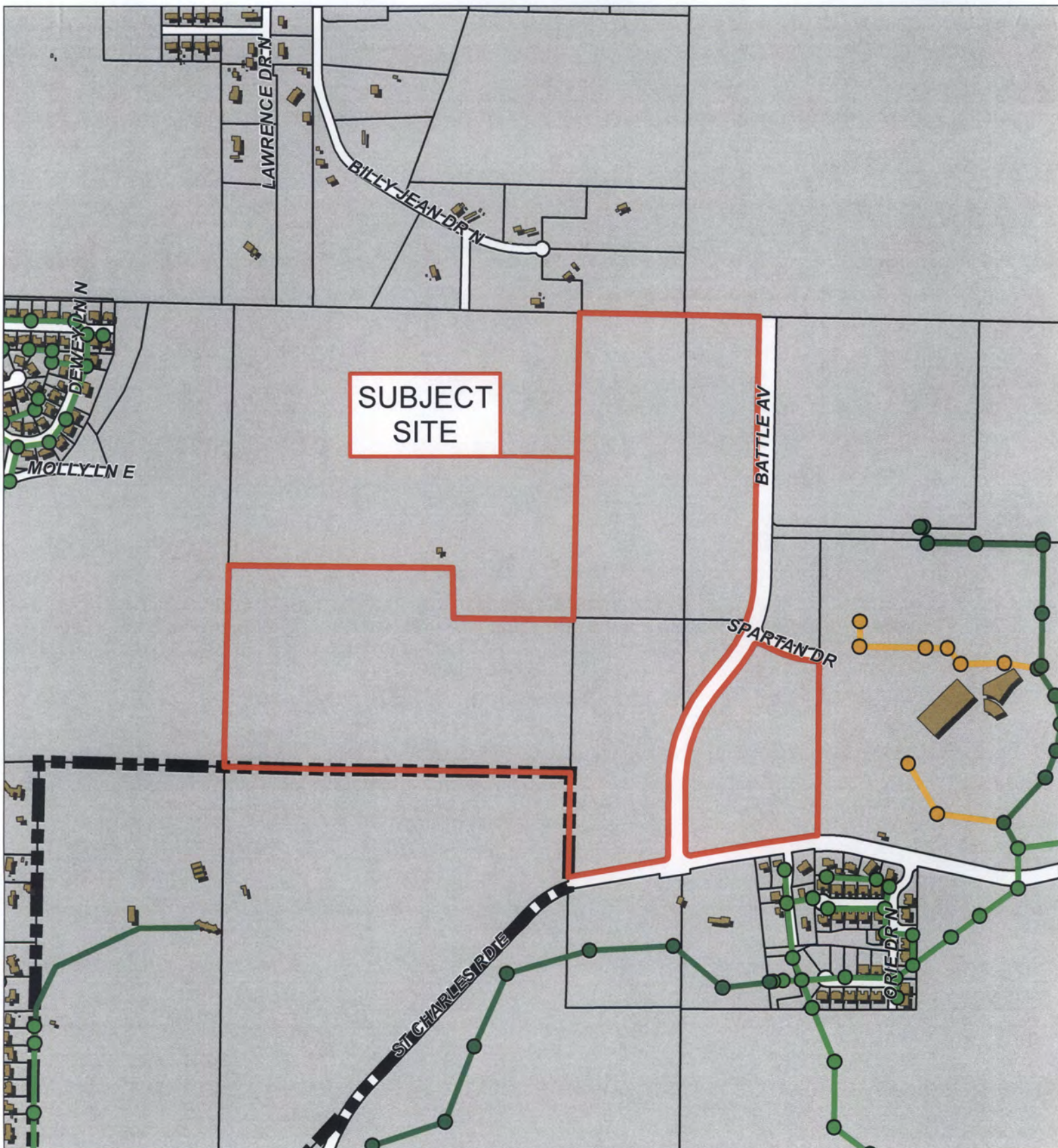
▭ Building Footprint



▭ Bodies of Water

▭ Columbia City Limit





15-30: Somerset Village Preliminary Plat



- | | | | |
|--|----------------------------|--|-----------------------|
| | BCRSD | | BCRSD |
| | City Sanitary Structure | | City Sanitary Line |
| | Private Sanitary Structure | | Private Sanitary Line |



- | | |
|--|---------------------|
| | Building Footprint |
| | Columbia City Limit |
| | Parcels |



GENERAL NOTES

1. ALL LAND CONTAINED WITHIN THE PRELIMINARY PLAT IS SUBJECT TO A SUBSEQUENT SURVEY CORRECTING THE INADEQUACY AND RECORDING OF THE LAND, UNDER THE OWNER AND AS NECESSARY FOR THE TRACT CURRENTLY OWNED BY THE CITY OF COLUMBIA, MISSOURI.
2. THERE ARE NO BUILDINGS CURRENTLY ON THE SITE.
3. LOT NUMBERS ARE FOR INFORMATION PURPOSES ONLY.
4. PUBLIC WATER SUPPLY DISTRICT NO. 3 (PWS) HAS A 12" WATER MAIN ON THE NORTH SIDE OF ST. CHARLES ROAD AND A 12" WATER MAIN ON THE SOUTH SIDE OF ST. CHARLES ROAD. THE 12" WATER MAIN ON THE NORTH SIDE OF ST. CHARLES ROAD IS LOCATED ALONG THE WEST SIDE OF BATTLE IS AN 8" WATER MAIN THAT TRAVELS ALONG THE NORTH SIDE OF BATTLE.
5. THE PROPOSED WATER EXTENSION TO BE BUILT WITH DEVELOPMENT OF THE PRELIMINARY PLAT WILL REQUIRE A WATER STUDY TO BE PERFORMED AT THE TIME OF FINAL PLATING AND MATERIALS SHOWN ON THIS PLAT ARE TO BE USED TO CONFORM TO THE CITY OF COLUMBIA REQUIREMENTS. THE CITY OF COLUMBIA WATER DEPARTMENT MAY BE REQUIRED TO PROVIDE CORRESPONDING TO THE FINAL PLATING OF THE PROPERTY. THE CITY OF COLUMBIA WATER DEPARTMENT MAY BE REQUIRED TO PROVIDE CORRESPONDING TO THE FINAL PLATING OF THE PROPERTY. THE CITY OF COLUMBIA WATER DEPARTMENT MAY BE REQUIRED TO PROVIDE CORRESPONDING TO THE FINAL PLATING OF THE PROPERTY.

LEGEND

- EXISTING SANITARY MAINLINE
- PROPOSED SANITARY MAINLINE
- EXISTING SANITARY CLOUDBOUT
- PROPOSED SANITARY CLOUDBOUT
- EXISTING FIRE MAINLINE
- PROPOSED FIRE MAINLINE
- EXISTING ELECTRIC TRANSMISSION
- EXISTING ELECTRIC CLOUDBOUT
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- PROPOSED HIGH POINT (CONCRETE, 10'x10')
- EXISTING FENCE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING GAS
- EXISTING SANITARY
- PROPOSED SANITARY
- EXISTING WATER
- PROPOSED WATER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING CABLE TELEVISION
- EXISTING FLOODLINE (10')
- EXISTING FLOODLINE (15')
- APPROXIMATE PRELIMINARY FLOODLINE
- EXISTING CLOUDBOUT
- CITY OF COLUMBIA CORPORATE LIMITS

6. FINAL CONSTRUCTION PLANS SHALL COORDINATE WATER, SEWER, ELECTRIC, GAS, AND ACCESS RELOCATION, AS WELL AS NECESSARY FOR THE TRACT CURRENTLY OWNED BY THE CITY OF COLUMBIA, MISSOURI.
7. BOUNDARY ELECTRIC SERVICE TO THIS PROPERTY CURRENTLY CONSISTS OF AN OVERHEAD THREE PHASE LINE RUNNING ON THE NORTH SIDE OF ST. CHARLES ROAD AND OVERHEAD THREE PHASE ELECTRIC SERVICE ON THE EAST SIDE OF BATTLE AVENUE. BOUNDARY ELECTRIC SHALL PROVIDE ELECTRIC SERVICE ADJACENT TO ALL PROPOSED STREETS. ELECTRIC DISTRIBUTION SHALL BE BOUNDARY ELECTRIC. STREET LIGHTING BY BOUNDARY ELECTRIC.
8. THE BOUNDARIES SHOWN ON THIS PRELIMINARY PLAT ARE INTENDED TO COORDINATE WITH THE CITY OF COLUMBIA REQUIREMENTS. THE CITY OF COLUMBIA REQUIREMENTS SHALL BE USED TO CONFORM TO THE CITY OF COLUMBIA REQUIREMENTS. THE CITY OF COLUMBIA REQUIREMENTS SHALL BE USED TO CONFORM TO THE CITY OF COLUMBIA REQUIREMENTS.
9. SANITARY SEWER SERVICE TO THIS PLAT WILL BE PROVIDED BY OFF-SITE CONNECTION TO THE CITY OF COLUMBIA SANITARY SEWER MAIN. AS SHOWN ON THE PLAT, LOT 101, EAST OF THE CHURCH, MAY CONNECT TO THE BOUNDARY ELECTRIC SERVICE AND A FUTURE COLUMBIA SANITARY SEWER MAIN. THE BOUNDARY ELECTRIC SERVICE SHALL BE PROVIDED BY THE CITY OF COLUMBIA SANITARY SEWER MAIN.
10. ALL PUBLIC SANITARY SEWER EXTENSIONS SHALL BE A MINIMUM OF 12" DIAMETER. SEWERS NOT CONSTRUCTED ALONG THE FRONT OF LOTS TO BE LOCATED WITHIN MINIMUM 14-FOOT WIDE EASEMENTS OF EASEMENTS ADJACENT TO THE SOUTH OF THE SEWER. SEWER 24" DIAMETER SHALL BE USED TO CONFORM TO THE CITY OF COLUMBIA REQUIREMENTS AND SPECIFICATIONS. SANITARY SEWERS SHALL BE BUILT IN CONFORMANCE WITH THE CITY OF COLUMBIA REQUIREMENTS AND SPECIFICATIONS.
11. ALL 8-12" LOTS SHALL HAVE A MINIMUM 25' FRONT BUILDING SETBACK UNLESS OTHERWISE NOTED. PLANNED DISTRICT LOTS SHALL HAVE BUILDING SETBACKS IN CONFORMANCE WITH ITS ZONING.
12. A MINIMUM 12' UTILITY EASEMENT SHALL BE PROVIDED ADJACENT TO ALL PROPOSED STREETS SHOWN UNLESS OTHERWISE NOTED. UTILITY EASEMENT WIDTHS WILL BE SUBJECT TO REVIEW AND APPROVAL OF ALL APPLICABLE UTILITY SERVICE PROVIDERS. AN EASEMENT OF UTILITY EASEMENT IS LOCATED ADJACENT TO BOTH SIDES OF BATTLE AVENUE. AN ADDITIONAL 12' ELECTRIC UTILITY EASEMENT IS LOCATED ADJACENT TO THE EAST SIDE OF BATTLE AVENUE. AN ADDITIONAL 25' UTILITY EASEMENT IS LOCATED ADJACENT TO THE NORTH SIDE OF ST. CHARLES ROAD.
13. THE LINE REPRESENTING THE BOUNDARY OF LOT 101 AS SHOWN ON SOMERSET VILLAGE PLAT 1 FINAL PLAT IS LOCATED IN PLAT BOOK 46, PAGE 44.
14. COMMON AREA LOTS 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 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CCDY ALAN DARR
PC-BD 12016055
FEBRUARY 4 2015



A CIVIL GROUP
CIVIL ENGINEERING • PLANNING • SURVEYING
2401 BROADWAY BUSINESS PARK COURT
SUITE 105
COLUMBIA, MD 21050
PH: (301) 817-5750, FAX: (301) 817-1877
IS-COURT CERTIFICATE OF AUTHORITY: 2001006115



- ### PLANNED DISTRICT NOTES:
- ALL DEVELOPMENT SHALL BE SUBJECT TO ALL CONDITIONS WHEN THE DEVELOPMENT AGREEMENT IS APPROVED BY THE CITY OF COLUMBIA COUNTY, OHIO AND THE STATE OF OHIO, AND THE ESTABLISHMENT OF A DEVELOPMENT AGREEMENT WITH THE CITY OF COLUMBIA COUNTY, OHIO.
1. DEVELOPMENT SHALL BE SUBJECT TO THE DEVELOPMENT AGREEMENT AND STATEMENT OF INTENTS FOR REFERENCE ONLY. FURTHER DESIGN SHALL ACCORD SPECIFICATIONS TO BE REVIEWED AND APPROVED BY THE CITY OF COLUMBIA COUNTY, OHIO.
2. ST. CHARLES ROAD AND BATTLE AVENUE ROADWAY SHALL BE TO BE CONSTRUCTED AND THE DEVELOPER SHALL BE RESPONSIBLE FOR THE CONSTRUCTION OF A DEVELOPMENT PLAN FOR ALL OF TRACTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804,



900017-03 SHEET 4 OF 4



A CIVIL GROUP

CIVIL ENGINEERING - PLANNING - SURVEYING

February 4, 2015

Pat Zenner
City of Columbia
701 E. Broadway
Columbia, MO 65201

RE: Requested Variances for Somerset Village Preliminary Plat (Case #: 15-30)

Dear Mr. Zenner:

In order to create a more appealing and aesthetic neighborhood community and to facilitate the use of a typical (although uncommon) Access Street adjacent to the major collector and arterial streets that border the north portion of this preliminary plat, the developer wishes to formally request the following variances from strict adherence from City Subdivision Regulations.

1. Allow relocation of sidewalk from typical position 1' within the right-of-way to 1' outside the right-of-way and within a 6' Sidewalk Easement adjacent to the right-of-way. Also as part of this variance we would request allowing of planting trees within the right-of-way as allowed within the Bellwood Subdivision and Madison Park Subdivision. Trees would be regulated by neighborhood covenants and restrictions similar to the two subdivision's mentioned. Typical Figure has been shown on the Preliminary Plat.
Section: Standard Detail 110.01 (Residential Street) and Standard Detail 110.02 (Collector Street), and Sec 25-43; Section 2 of the City Council Ordinance # 018097, being Appendix A (Design Standards for Streets, Sidewalks and Bikeways)
2. Eliminate required sidewalk along the east side of Merrick Loop adjacent to Battle Avenue. Since the developer is already required to build a sidewalk along the west side of Battle Avenue it would be redundant and unnecessary to build another sidewalk 2 feet to the west. In place of the eliminated sidewalk developer would plant trees at regular spacing. Typical figure has been shown on the Preliminary Plat.
Section: Standard Detail 110.01 (Residential Street) and Sec 25-43; Section 2 of the City Council Ordinance # 018097, being Appendix A (Design Standards for Streets, Sidewalks and Bikeways)
3. Eliminate sidewalk along the south side of Mackinaw Dr. from Baroda Dr. to Lawton Dr. Since Mackinaw Dr. and Spartan Dr. are adjacent in this area sidewalk needs can be met on the north side of Mackinaw Dr. and the south side of Spartan Dr. In place of eliminated sidewalk developer would plant trees at regular spacing. Typical figure has been shown on the Preliminary Plat.

Section: Standard Detail 110.01 (Residential Street) and Sec 25-43; Section 2 of the City Council Ordinance # 018097, being Appendix A (Design Standards for Streets, Sidewalks and Bikeways)

4. Eliminate sidewalk along the north side of Spartan Dr. from Baroda Dr. to Lawton Dr. Since Mackinaw Dr. and Spartan Dr. are adjacent in this area sidewalk needs can be met on the north side of Mackinaw Dr. and the south side of Spartan Dr. Typical figure has been shown on the preliminary plat.

Section: Standard Detail 110.02 (Collector Street) and Sec 25-43; Section 2 of the City Council Ordinance # 018097, being Appendix A (Design Standards for Streets, Sidewalks and Bikeways)

5. Allow a Median within a portion of Spartan Dr. as a traffic calming feature. Proposed street cross-section shown on the preliminary plat.

Section: Standard Detail 110.02 (Collector Street) and Sec 25-43; Section 2 of the City Council Ordinance # 018097, being Appendix A (Design Standards for Streets, Sidewalks and Bikeways)

6. Allow a minimum 52-foot centerline radius on Mackinaw Drive/Merrick Loop. This will facilitate block layouts and preferable lot configurations as well as provide increased traffic calming for lots on this street. Street has homes on only one side and is not intended to be a cut through so will not have traffic beyond those people that live on the street. 52-foot radius maintains sufficient room for turning movements for Fire and Public Works concerns, being a larger radius than a typical 90 degree intersection radius.

Section: 25-45(1)

7. Allow reduced intersection spacing to allow for the proposed access street (Mackinaw Drive/Merrick Loop) running adjacent to the major roadways (Battle Ave and Spartan Dr.). Since the access roads will have minimal traffic the road system functionality will not be degraded. This variance would also remove any wasted or unused space created to meet the requirements. Also Section 25-42(3) advocates the exception of strict block length requirements adjacent to major roads.

Section: 25-46(e)

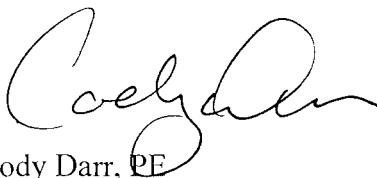
8. Allow straight street sections greater than 800' in length. Due to the grid layout on the north portion of the development and equal distribution of homes and traffic we believe this layout does provide and promote convenient and safe access to all properties and will not cause undue speeding through the neighborhood. The straight sections are not oriented in a manner that promotes cut-through traffic. All sections of street do have at least 1 or more street intersections within the straight section. Street sections from which a variance is requested:

- i. Baroda Dr North of Spartan: approximately 1185'
- ii. Lawton Dr: approximately 1025'
- iii. Merrick Loop: approximately 1025'

Section: 25-42(2)a.

Let me know if you have any questions or concerns.

Thank You,



Cody Darr, PE

EXCERPTS

PLANNING AND ZONING COMMISSION MEETING

FEBRUARY 5, 2015

VI) PUBLIC HEARING & SUBDIVISION

Case No. 14-180 and Case No. 15-30

A request by St. Charles Road Development (owner) to annex 127.81 acres of land into the City of Columbia, and to apply R-1 (One-Family Dwelling District), O-P (Planned Office District), and C-P (Planned Business District) as permanent City zoning and approval of a 276-lot preliminary plat to be known as "Somerset Village" and variances to Sections 25-42 (Block Length), 25-43 and 25-48.1 (Sidewalks), 25-45 (Curves), and 25-46 (Intersections) of the Subdivision Regulations. The approximate 127.81-acre subject site is located on the north side of St. Charles Road on both the east and west sides of Battle Avenue. The subject site is located on the north side of St. Charles Road, on both sides of Battle Avenue. (The annexation and permanent zoning request was tabled at the October 23 and November 20, 2014 and January 8, 2015 Planning Commission meetings.)

DR. PURI: May we have a staff report, please?

Staff report was given by Mr. Pat Zenner of the Planning and Development Department.

Staff recommends approval of the requested permanent zoning subject to the revision of the uses to the Statement of Intent (SOI) for Tracts 4 and 5 as recommended by staff.

Staff recommends approval of the proposed preliminary plat and the requested variances as articulated in the applicant's variance letter.

DR. PURI: Commissioners, any question of Mr. Zenner? Mr. Reichlin?

MR. REICHLIN: I had a small one. I just want to be sure I understood clearly about the TDD. Is that -- I heard mention of a property tax component?

MR. ZENNER: There would be an assessment to those properties within the established TDD per the development agreement, and that assessment is to cover, in essence, the traffic impact -- 75 percent of the traffic impact charge over the 30 years.

MR. REICHLIN: Going forward, will there be a sales tax component?

MR. ZENNER: The TDD does have a sales tax component, and that would basically be in addition, so the per-square-foot cost is what's being amortized, in essence. The actual TDD charge, which would be managed by the City, would be the permanent tax on the property.

DR. PURI: Ms. Burns?

MS. BURNS: Dr. Puri. Mr. Zenner, thank you for that. That was quite a report. Thank you for the -- being so thorough. I'm concerned about Battle Avenue and as far as how it's used during school hours, if that will coincide, and if the traffic engineer took into consideration business hours versus school hours, which, for high school, is right around 9:00 entrance time and 4:00 exit time. And then my other

question was as far as for the residential area, exits to the east or will everybody be using Battle Avenue as far as how they're going to access St. Charles Road?

MR. ZENNER: Well, all of the development -- and let me -- let me deal with the second question first. All of the development will be coming back down Battle, so yes. It will be coming either out Spartan, which is the principal -- will be the secondary roundabout to distribute traffic, and that is why the extension of Battle north to Mexico Gravel is so important. But in the interim, without that connection, everything will flow back down to Battle and the -- or down Battle to St. Charles. The installation of the traffic circle is to alleviate the congestion-related issues so traffic can better flow out of the northern portion and then be distributed back out on St. Charles Road either east or west. It functions far better, according to our traffic engineers, a roundabout will than the signal. Now, the road design and taking into consideration the individual -- the hours of operation of the commercial development as compared against the school, as each individual site plan comes in, the access points and how we manage that, if they're right-in/right-outs, if they're three-quarter, or they're full accesses, that will have to be determined based on the traffic generation out of each of the individual commercial or office tracts. The road today is not built to its ultimate capacity. It is a two-lane road that was -- that's in a 100-foot-wide road right-of-way that was acquired. The traffic circles, as they are proposed right now, show a single lane of traffic going around them. The traffic engineer has indicated, and it is within the development agreement, that the traffic circles will need to be analyzed to accommodate dual-lane circular motion around them in order to deal with the increased flow in traffic, which is likely to occur over time. So, I mean, we are looking beyond the immediate and the road was designed to look beyond the immediate as many of our new roads are. They'll have to be improved at the time that that demand is created, and that's part of why the construction of the TDD and then the taxes that would be taken in on that is being considered because we have to figure out to fund it, but it has been and it will be reviewed on each individual submission. The subdivision itself, the 272 lots, if we did nothing more than the subdivision today and did none of the improvements that are proposed to Battle or St. Charles, it would function. And that -- it was -- we evaluated that very early on because really the delay that this project has experienced has been trying to work out the details with the plan zones. So we wouldn't have to do anything if we were just developing a residential subdivision. However, the improvements that are being -- that have been agreed to will definitely improve the current operational characteristics of this area, and then we have the ability to accommodate future growth through the expansion of the roadway and potentially the design of those traffic circles to accommodate additional dual-turning -- or dual-movements around them.

MS. BURNS: Thank you. I'm just thinking about, again, inexperienced high-school drivers trying to navigate a dual traffic circle, and that's a challenge.

MR. ZENNER: Well, we'll have -- we'll have Paris driving school, probably, at some point.

MS. BURNS: Okay.

DR. PURI: Ms. Loe?

MS. LOE: Maybe building on Ms. Burns' comments, I'm -- I very much appreciate all the thought that's gone into the streets and pedestrian circulation within the residential development, but I have to

admit I'm a little bit concerned that the plans appear to only show one pedestrian crossing on Battle, and I'm wondering where traffic circles fall on the scale of safe crossings for safe routes to schools, especially if they to go dual lane.

MR. ZENNER: That is a very good question and I can't answer that for you. What I can tell you is is that the crossing that is to the north of the bus lane for the new elementary school that has been -- it's been designed in such a manner -- and let me use a different project. We have got a signalized crossing at the new southwest elementary school on Scott Boulevard, which will be a four-lane road, as well, ultimately. This particular -- at this particular junction -- juncture, it was not believed necessary to have a signalized crossing and, therefore, it was not recommended by our traffic engineers. It has, however, been contemplated that we may, based on the growth of traffic within this particular area, need to do a pedestrian crossover. And included within the design options associated with where the pedestrian crossing is just north of the bus lane, there is sufficient space, according to our traffic engineers, to be able to get a crossing -- a bridge that crosses over, similar to what we have at MU, to where you could come over, get back down on either side of the future right-of-way. It's been placed far enough back and the spacing would allow for it to ramp back down. Traffic circles themselves, because of the nature of slowing traffic down versus signalized or just signed intersections, typically would be -- would be the deterrent as it relates to speeding. And I think if I were to ask our traffic engineers to give me a calculation of the safety associated with traffic circles, it probably -- they probably would come across very high -- higher than regular signalized intersections with just crossings. Now, I don't know where we would be putting them, and that's something that from the design of the infrastructure improvements as they are made, I'm sure we will to get to that as well. And the subdivision plats, again, have to come back to the Commission, as well as the design plans. So I would imagine we will have another opportunity to get a little bit deeper into that when we have actual physical design improvements for each land use.

MS. LOE: So the PUD requirements require that the plan show the location and size of pedestrian ways.

MR. ZENNER: It will --

MS. LOE: Are we seeing that now or will we see that again?

MR. ZENNER: We will likely -- based on what we're doing here, we -- you have to provide circulation, pedestrian and -- pedestrian circulation within a planned district today. So often we're -- you know, often we don't end up with projects that are adjacent to schools and, therefore, you're not seeing peripheral off-site pedestrian improvements. Given where this property is located and what is around it, I am -- I would be fairly confident to say you will get something more. We are maybe hypersensitive to that at this point. Sidewalks will be required on both sides of Battle. Where we choose to cross them to be able to get from one side to the other -- and I see your point being the only crossing is well north of the commercial and then would be down at where St. Charles Road is, we may need mid-block crossings. And those are something that are far more, I guess, design driven as it relates to the adjacent land uses that occur when they occur. So it's difficult to say will we see one further down towards the secondary or the principal -- I wouldn't say the principal access, but the secondary access into the residential, which is

right between the corner commercial and the O-P. Will there be something at this particular location where we come mid-block between the Battle and St. Charles traffic circle and the Spartan-Battle traffic circle with another crossing. I can't tell you because we don't know what the actual development is.

MS. LOE: Okay. I'm just -- I'm thinking --

MR. ZENNER: Ahead.

MS. LOE: -- teen-aged students. We're assuming family in the R-1. If I'm living in that southern west wing, I'm not going to hike a block, block and a half north to use some crossing to get home. I'm not going to do that as a --

MR. ZENNER: Adult.

MS. LOE: -- middle-aged adult-- no -- let alone a teen-aged kid.

MR. ZENNER: Or you drive your student to school. But, you know -- and --

MS. LOE: Which is against our Columbia Imagination, which I can quote to you if you need me to. Interconnectivity -- it also says interconnectivity between residential and commercial, so I just -- I feel we're not really reinforcing a multimodal connection at that commercial location either. I'm assuming this is going to be a bit of a transportation hub in that it's on the boundary of the city, and that hopefully if people are living downtown and working outside, you know, I expect to see where the bus stops are and that there's crossing in conjunctions with those so we have people really using these.

MR. ZENNER: Failed -- failed to acknowledge the development agreement also includes bus-stop provision within the project at the request of our transit -- the transit department. Our trails folks for - Ted Curtis, who deals with our pedestrian -- bicycle-pedestrian related matters out of our Public Works staff, did indicate that the -- a pedway does need to be provided along the southern boundary of the property as it comes up. So pedway will be a requirement through the construction or reconstruction of St. Charles Road along the tract -- what would be tract number 4, and that likely, because the pedway is on the north side of St. Charles, south side of this development, as St. Charles Road is redeveloped along the frontage of this property, that pedway would be extended. Sidewalks and shared trail alignments also would be being looked at on Battle Avenue, as well. So there -- again, there are a number of things that are in flux just based on the fact that we don't have site-specific development plans. And as they approach the connectivity issues that you're desiring, get to be a little bit more elaborated because we're flushing out -- or fleshing out all of the different aspects of the development at that point. How do you connect your subdivision sidewalk system back into the commercial development to allow for walkability. And that's -- I know that's what you're driving at and that's -- we have to let the development mature to be able to determine where we're going to be able to get those connections. Sidewalks are required throughout the project with the exception of where the variances have been asked for to do dual sidewalks, but we will always have a sidewalk network that is -- that makes sense and is not putting the pedestrian in any greater danger. That's one reason why we have tried -- there is no practical reason to put a -- two sidewalks two feet apart from each other along Battle and Merrick (ph.), and that's why that variance was requested because that's how the design requirements would result in it occurring. But we'll -- we're definitely ensuring and the developer has shown through what they've wanted to do to it thus

far that that's their intention and our regs will require it, other than what we modify here this evening.

DR. PURI: Anyone else? Mr. Strodtman?

MR. STRODTMAN: I just had a couple questions. You made reference, and I was kind of -- just maybe clarification. I was under the understanding that the St. Charles Road improvements would be along Lots 4 and 5. You made reference to just 4 to Ms. Loe, but it's 4 and 5. Correct?

MR. ZENNER: Four and five. All of St. Charles Road will need to be improved.

MR. STRODTMAN: Along this applicant's property line. Okay. I assume -- and I don't know the distance, and maybe it's just for my own personal knowledge. Assuming 4 or 5, the use allows -- the Statement of Intent allows alcohol, is the distance from Lots 4 and 5 appropriate from a high school and an elementary school for an alcoholic, you know, use? I don't know what that distance is.

MR. ZENNER: And I would say -- I was about to say I know -- I know the distance -- I believe I know the distance, roughly, for a church to a --

MR. STRODTMAN: Right.

MR. ZENNER: -- bar or something of that nature, and I believe it measured door-to-door. It is not measured as the crow flies.

MR. STRODTMAN: Or property lines?

MR. ZENNER: Yeah. Or to property lines. So given the fact that you're likely going to get a C-store at this particular location that will sell beer, as well as other beverages and food, I would be surprised if it's not considered appropriate. Legal representation here from the developer's side may be able to answer that, if Ryan Moehlman can't for us from the City.

MR. STRODTMAN: I understand.

MR. ZENNER: I just -- I can't remember the distance. I apologize.

MR. STRODTMAN: No. And it just -- you know, I assumed it was asked or it was reviewed. Just it makes -- you know, being that close to a school maybe not an appropriate use, but anyway. My third question is, and it maybe to build off Mr. Reichlin's question, a City-managed TDD is just that, that the City will pick the board, the directors, the board members. They'll pick the rates that the TDD -- not random rates, but, you know, we have flexibility within our TDDs for rates. They would pick the projects that the TDD is going to fund for future. The City is in -- and, for example, would a board member be a City employee or would a developer have a seat on that board that is managed by the City?

MR. ZENNER: I'm going to let Mr. Moehlman review that with you all since he reviewed this portion of the development agreement

MR. MOEHLMAN: Yeah. The concept of a City-controlled TDD, so basically the basic setup and -- and I have to admit that this -- part of these -- the components that are still being worked through, you know, on the detail level, but the concept is that the property owners appoint a person to act as a representative of the property. But as part of that appointment, they have agreed to -- to appoint a person designated by the City. So it is a -- the possibility of a City employee to be that particular designee is probably highly likely. You often see high-level management staff serving on these types of board of other communities. That's probably what would be contemplated here, so -- so that way, the board member is

accountable to -- ultimately, to the City. So that way, City policies are -- are being advanced on the TDD board. So that's generally the setup where --

MR. STRODTMAN: Is there a set number of members -- board members or seats?

MR. MOEHLMAN: I believe it's five.

MR. STRODTMAN: That's minimum and maximum or --

MR. COLBERT: You have to have at least five --

MR. MOEHLMAN: Yeah. Yeah.

MR. STRODTMAN: The minimum is five?

MR. MOEHLMAN: The minimum is five. I think that's probably where we would --

MR. STRODTMAN: So in that example five, you might have three seats being held by people from the ownership, if you want to call it, of the property, and the other --

MR. MOEHLMAN: Flip it.

MR. STRODTMAN: Flip it.

MR. MOELHMAN: Yeah.

MR. STRODTMAN: And those would be City employees or appointees of the City?

MR. MOEHLMAN: Yeah. That's -- that is a generally seen way to do a City-managed TDD where the --

MR. STRODTMAN: Majority --

MR. MOEHLMAN: --- majority are appointed by the City, generally the mayor.

MR. STRODTMAN: But there are at least some representatives from the ownership on the seats, too?

MR. MOEHLMAN: Yeah. It's generally the --

MR. STRODTMAN: Not majority vote, but could?

MR. MOEHLMAN: Yeah. Generally, it's a good idea to have a developer representation and property-owner representation on those boards.

MR. STRODTMAN: I think it's critical because, obviously, they have a lot of involvement and stake in it, and they should have a -- at least, maybe not a majority, but at least a stake on the -- at the table, so --

MR. MOEHLMAN: Yes.

MR. STRODTMAN: That seems -- is this first one that's City managed for us and within the City that we have?

MR. MOEHLMAN: I believe it is.

MR. STRODTMAN: My experience is all not --

MR. MOEHLMAN: I -- I have not been --

MR. STRODTMAN: -- privately --

MR. MOEHLMAN: -- familiar with something where -- where the City is holding a majority of the positions on a board. I think it's more developer driven.

MR. STRODTMAN: Right. That's my experience, too.

MR. MOEHLMAN: Yeah. And I think the primary purpose of that is that the goals of the TDD are -- are much larger than this particular project. This kind of addresses the entire northeast area and -- and a funding mechanism to do some broader projects, primarily including the extension of Battle north to Mexico Gravel Road.

MR. STRODTMAN: Right. And, primarily, this would probably be the heart of the ability with the retail or the components that are in those lots 4 and 5 and 2 and 3?

MR. MOEHLMAN: Yes.

MR. STRODTMAN: So -- thank you. I have one last question, and this is more of a technical question. Are you looking for us to split this up into two motions?

MR. ZENNER: We would like to have two, one obviously --

MR. STRODTMAN: With the annex first and --

MR. ZENNER: The annex and the permanent zoning with the staff recommendation of the use modification, if necessary, and then, obviously, the plat.

DR. PURI: Commissioners, are there any other questions of the staff?

PUBLIC HEARING OPENED

DR. PURI: Anybody wishing to speak on this, please approach the podium. Three minutes.

MR. WOLVERTON: Mr. Chairman, members of the Commission, my name is Rob Wolverton. I live at 2504 St. Regis Court, Columbia, Missouri 65203. I'm a member of St. Charles Road Development, and I'm here tonight to represent our development and our plans. The background of this project is that St. Charles Road Development is the developer of the project we're calling Somerset Village. The original project that we had was 284 acres. We've since sold 84 acres to the Columbia Public Schools for -- which is now Battle High School. We've sold an additional 32 acres for Battle Elementary School. We've sold another 30 acres for a City park, and then there's about 11 acres that will be road -- that's road right-of-way for Battle Avenue. So that leaves the remaining 127 acres of which is Somerset Village. We have several areas when we're planning a property like this that we take into consideration. The first thing that we look at as the developer is the market needs, and we have -- we have short-term market needs and we have long-term market needs. We see this project as probably a 20- to 25-year project. If you -- if you look historically at when Rock Bridge High School was developed, the commercial area around Rock Bridge High School didn't really develop until -- until the 1990s and Rock Bridge High School opened in the early 1970s. So we -- we don't think that this is going to develop quickly. This is going to be a long-term project and one of the advantages of having the planned commercial districts and the planned O-P districts is that it gives us a little bit of flexibility to move with the market and to do what's needed at the time that the market is asking for it. The second thing that we look at is -- is whatever we do, we want to do it -- we want to be respectful to our existing neighbors. We don't want to have any more negative impact than we have to on the existing neighborhoods. We don't want to do anything that's going to devalue anybody else's property, and we just want to be, in general, respectful to the needs of the neighborhoods. And we have met with the Copper Creek Neighborhood Association, and so they're aware of what's going on with this property. The next thing we look at are the natural features of the

property. This property really is not -- there is nothing really incredibly unique about this property. It's -- it's mainly farmland and has been farmed for many years. The biggest feature of this property is the -- is the adjacent Lake of the Woods Golf Course, and we are -- we are working with the Parks Department to enhance one of the lakes on the golf course to use that for our storm-water drainage, but also use that for irrigation of the golf course. And we're working with them on tree preservation and making sure that we are respectful of the golf course and make sure that we don't have any negative impact on the golf course. The next thing we looked at is the Northeast Columbia Area Plan. The -- I believe that that commission was done in 2006, Pat; is that correct? 2010. Okay. So when Battle High School -- when this area was picked for Battle High School, the -- the Columbia Planning and Zoning Commission joined with the -- the County Planning and Zoning Commission and did about a year-long study, I believe, and that study -- what they produced is the Northeast Columbia Area Plan. And in this area plan, it was -- it was an advisory document that kind of just gave a general overall look as to how they saw this area developing in the future. And so we -- we did our best to -- to comply with that and we believe that the -- that our request does comply with the Northeast Columbia Area Plan. The fifth thing that we looked at is in 2012 -- October 2012, the Boone County Commission published a traffic study that was done by a profession firm called Crawford, Bunte, and Brammeier. And in this traffic study, they identified roadway improvements that would be needed throughout the entire area to work through the Northeast Columbia Area Plan. And as Mr. Zenner said, it applied fees to different types of zoning and different types of properties. And so we -- when we were designing this project, we were taking that into consideration, as well, and how we could be a part of participating in the cost and the overall development of the infrastructure in the entire area. When we break down the project, the property in the yellow is our single-family residential property. That's approximately 95 acres, and there's roughly 260 homes that are expected to be in that area. The -- we have eight acres that's in the green, and that's the O-P property that we anticipate will be some sort of a low-density multifamily property or some sort of a low-density office use. Across the street from that in the blue, we have approximately seven acres, which, if that is developed as multifamily property, there would be a maximum of 138 living units on that, which we felt that would be appropriate for a more dense apartment-style project that would be next to the high school and next to a commercial area. And then the area in the red is 15 acres of commercial -- of planned commercial property.

DR. PURI: You've got a minute left. Do you want to wrap up and hit the highlights?

MR. WOLVERTON: Sure.

DR. PURI: I think the staff did a pretty good explaining all of those things.

MR. WOLVERTON: Okay. I'll make this quick then. So in our planning considerations, we tried to take into consideration all of the different studies and all the plans that were done, the traffic study in the Northeast Columbia Area Plan. And our main emphasis of needing to move forward at this point is that the County and City leadership has -- they've determined that it's best that the high school and the elementary school actually be in the City. And so we are contiguous with the City at this point, and so in order for them to annex into the City, we have to annex. And so that's why we have urgency at this point to annex is because we want to bring the schools in, as well, and then we want to go ahead and zone our

property at the same time. We believe our plan fits in with the Northeast Columbia Area Plan. We believe our plan is respectful and identifies what's needed in the Boone County traffic study, and we are working through our traffic study and our funding. And what -- there are several projects out there. When you see the column on the right, the identified projects, which is the Battle Avenue extension, the rebuilding of St. Charles Road frontage along -- including a roundabout, the installation of a roundabout at Battle Avenue and Spartan Drive, and all the interior roads and access within the neighborhood, we will build that 100 percent. There will be no City investment in that. There will be no County investment in that. And so what we're asking for is for credit for our costs that we incur in those things is for credit towards the fees that we would otherwise pay towards the overall development of the area. The road detail, Mr. Zenner already went through all of those things, and again we're paying 100 percent of the costs that are needed, and whatever -- whatever improvements are needed over time that are not directly adjacent to our property, that's where the TDD comes in and that's where we will be providing funding that will go into the TDD which then will be controlled by the City to be used for future traffic improvements. I have a project team here with me tonight. Jay Gebhardt is a civil engineer with A Civil Group. I also have Caleb Colbert, who is with Brown, Willbrand, and we are here to answer your questions. So if you have any questions of me, I'll be happy to answer them; otherwise, I'll turn it over to the rest of my team.

DR. PURI: Commissioners, any questions of this speaker? Ms. Burns?

MS. BURNS: How many neighbors occupy Copper Creek?

MR. WOLVERTON: Yeah. Those are -- those are one-acre lots, and they're on the east side of Battle High School, I would guess somewhere in the neighborhood of 40 to 50 homes in there.

MS. BURNS: Thank you.

DR. PURI: Any other questions? Thank you.

MR. GEBHARDT: Good evening. My name is Jay Gebhardt. I'm a civil engineer, and I own a company called A Civil Group and it's at 3401 Broadway Business Park Court. I want to thank Tim and Pat and their staff. They made our job real easy tonight. It's one hell of a staff report. I'm sure it took a lot of time to do that, so I really appreciate that. I'm going to flip through and I'm just going to just stick on my overview because they did such a good job, most of the points were covered. But I did want to point out that I'm very fortunate to be working for the St. Charles Road people because I've been working on this piece of land since 2002, and it's taken a lot of time to get to this point, and there's been a lot of thought and effort gone into this plan. And one of the things that I'm really happy about is how we've been able to work with the City to accomplish some mutual goals. One of those things is with the Parks and Rec Department and their Lake of the Woods Golf Course. They have a lake that they use for irrigation and as part of our storm water, we would have had to do detention and possibly dry up their pond that would have been downstream of it. So we've gone into cooperation with them to do some modifications to their lake to do the detention at that point and not impact their ability to irrigate the golf course. We've also -- you notice we don't have a clubhouse and a swimming pool and those types of things here because we have that right there at Lake of the Woods. And we have built a pedestrian connection in the southwest corner of ours so that people in the neighborhood can go down and connect down to the facilities that are

provided by the City. And pedestrian access through this is very important, and I'm glad you guys brought that up tonight. And one of the things that Pat maybe didn't talk about as clearly is these roundabouts, the way they're designed is, you really cross one lane at a time and then there's pedestrian refuge because of all the diverting islands that are in these things, so the roundabouts are really pretty friendly for crossing because you only have to look at one lane of traffic to cross, whereas that's not the case at a signalized intersection necessarily because people are turning left and all the different movements that occur there. So having the roundabouts put in, especially at Spartan, I think will make that a good place to cross. And then it's -- it's really a balancing act between the needs of the arterial street and mid-block crossings. We've decided that we do need a mid-block crossing for the elementary school and we've agreed to that. Whether we need another mid-block between the two roundabouts is yet to be determined and I think that's what Pat was saying. The other thing that's really -- as Pat said, this is a unique plan is we're using what I -- they call them access roads in the City Code, but it -- I call them frontage roads. And along Spartan on the north side and then along the west side of Battle, instead of having that typical house back up to those major roads with a row of fence that don't match and all that, we've turned the house and we've faced them to the street. You know, they have their own little street in front of that that they can back out into and drive and get access to, so they're not using Battle, but they'll front Battle and put their front toward the main roads, which I think will be a lot better appearance and you won't have those -- well, pick a road, a major road in south Columbia, and we won't have that look. We'll have more of a neighborhood -- what I consider a neighborhood look where it's people's homes when you drive by. And I think will do -- go a long way in having a lot more respect for the pedestrian ways on both sides of the street. So having said that, I'm going to buzz through this --

DR. PURI: Your three minutes are over. We've got you four minutes.

MR. GEBHARDT: Okay. All right.

DR. PURI: Any questions for this speaker, Commissioners?

MR. GEBHARDT: I'll let Caleb go.

MR. COLBERT: Good evening. Caleb Colbert, 601 East Broadway. I am one of the attorneys for St. Charles Road Development. My comments essentially will be limited to the development agreement and the infrastructure costs, and Mr. Zenner did cover a lot of this already, so I'm going to skip ahead. He had mentioned the fee schedule that came out of the 2012 traffic study. If you work those numbers out based on what we anticipate will actually be constructed at this project, the development share of the traffic infrastructure cost will be about \$7.6 million. Of that amount, St. Charles Road Development will contribute \$5.7 million. The City or the public will contribute the other \$1.9 million. So the two options that essentially we're working with here are either constructing the road improvements at our own costs or financing through the TDD. We're going to construct actually \$3 million worth of roads, but we're going to get credit for \$2.2 million worth of the roads, and then the remaining three and a half million will be financed through the TDD. As it was previously mentioned, the TDD will include the nonresidential parts of our development. It will generate revenue through special assessments, property taxes, sales taxes, and it will irrevocably and unconditionally pledge all of those revenues to the City. The City then, in turn,

will use those revenues for road projects in the study area, the 1,800-acre area. So it won't be limited to infrastructure projects in our development, it will actually be the entire area. Head through -- and the term of that agreement is 30 years, so this will -- this is, obviously, a long-term agreement. Here's a list of the road projects that we are going to complete, and I won't read through all these, but, obviously, the big one is we're going to rebuild a portion of St. Charles Road. And Pat already covered a lot of what I was going to talk about on the development agreement, so if you have any questions about the TDD, I'm more than happy to answer those. I'm not the expert from Kansas City, but I'm more than happy to do my best.

DR PURI: Commissioners? Yes, Mr. Strodtman?

MR. STRODTMAN: Was your TDD a half a cent or a half a percent?

MR. COLBERT: Half a cent.

MR. STRODTMAN: Half a cent.

MR. COLBERT: Yeah.

MR. STRODTMAN: Thank you.

DR. PURI: If you could go back to that slide that shows total cost, you know, that -- so you use that \$7.6 million development share of traffic study improvements, so \$5.7 is the St. Charles Road development portion. So out of that \$5.7, you're looking for the TDD for \$3.5 million?

MR. COLBERT: That is correct.

DR. PURI: And then \$2.2 million in credits, you're doing, so taxpayers are picking up \$1.9?

MR. COLBERT: That is correct.

DR. PURI: All right. Thank you.

MR. COLBERT: Thank you.

DR. PURI: Anybody else wishing to speak on this matter? No one.

PUBLIC HEARING CLOSED

DR. PURI: Commissioners, discussion? Mr. Strodtman.

MR. STRODTMAN: I'll go ahead and start off. You know, I'm planning on supporting this project. You know, I think it's a -- a strong project, well worked between the applicant and the City. You know, I think the developer just showed us the improvements, the off-site improvements and the cost to those, and how much of that is being contributed. And I just compliment the group being able to work that out without being forced to do some type of trip generation tax or something of that nature, so I appreciate doing -- be able to do that. And I definitely love the homes -- I'm glad that that was explained, that the homes are facing Battle as opposed to the traditional picket fences that we see throughout Columbia, so that will be nice. And I think they will be more a part of the community as part of -- as opposed to just, you know, I back up to Battle High School, so I think that -- and the landscaping with the trees between the curb and the sidewalk is positive, so I'm very complimentary to this project and I plan on supporting it.

DR. PURI: Mr. Reichlin?

MR. REICHLIN: Thank you. Well, I plan on supporting this project. It's been a long time coming. There's nothing that makes more sense than having residential near school facilities. It's -- the coexistence of the two seems to be successful in any of the areas I've seen this occur. It's hard to say

what kind of commercial or office we'll have going out there over the years, but, obviously, it's going to save somebody a drive to the St. Charles area and the Lake of the Woods Road area, so it appears to be win-win, to paraphrase Mr. Stanton, and I'm very happy to see it coming to fruition.

DR. PURI: Ms. Burns, go ahead.

MS. BURNS: I have concerns about this project. I would hope that the developers, as they go forth with this, consider what exists out there. I don't think you can use Rock Bridge High School as a benchmark for 25 years of development. Columbia continues to grow and I think this area will grow at a much faster rate than what Rock Bridge and the south area grew. The roundabouts scare me. I want complete consideration of the inexperienced drivers at Battle High School, as well as the hot moments of drop-off and pickup at the elementary school, so I would appreciate some consideration -- the utmost consideration for those issues.

DR. PURI: Ms. Loe?

MS. LOE: I think this project has a lot of potential. I think it's very exciting. It's bringing a lot of elements together. I think a lot of consideration has gone into it. I just -- I've heard some promises tonight, and I hope that consideration continues to pull it together. I think it could be extremely successful if things are done right, and it sounds like thought -- there's some real thought being given to it, so I have high hopes.

DR. PURI: Mr. Lee?

MR. LEE: No.

DR. PURI: Mr. Tillotson?

MR. TILLOTSON: I kind of echo all the things that's been said. I tend to support it. I think it's a good project. I think it will be fun to see over the next several years that we see these faces in front of us again many times, I'm sure, as this project works itself out, so I do intend to support it.

DR. PURI: Mr. Stanton?

MR. STANTON: I'm ready -- (inaudible).

DR. PURI: Can you speak in the mike so she can transcribe?

MR. STANTON: I said I'm ready to put my vote where my mouth is -- or mouth where my vote is, whatever. I'm ready to make a motion on it.

DR. PURI: All right. Then go ahead and make a motion.

MR. STANTON: I move on Case 15-30 that we approve the preliminary plat known as Somerset Village.

MR. STRODTMAN: I think we have to do the --

MS. LOE: We have to do the annexation --

DR. PURI: Annexation needs to be first, the plat is second anyway, so --

MR. STANTON: Oh, yeah. Okay. The annexation of Somerset Village --

DR. PURI: Based on those exceptions that Mr. Zenner said?

MR. STANTON: Right.

DR. PURI: That's a mouthful, Mr. Zenner, with all of the exceptions and the --

MR. ZENNER: Apply it by just saying subject to staff's recommendation.

DR. PURI: Yeah. So let's vote on the annexation first. That's what -- that's the first motion.

MR. REICHLIN: Did we get a second?

MR. STRODTMAN: Do we need a second.

DR. PURI: Yeah. Yeah.

MR. STANTON: I can reword that if this needs to be clear.

DR. PURI: We have a professional secretary here. Who is going to second?

MR. REICHLIN: I'll second the motion.

DR. PURI: Mr. Reichlin second.

MR STRODTMAN: With that compliment, I'll do roll call for Case 14-180.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Burns, Mr. Lee, Ms. Loe, Dr. Puri, Mr. Reichlin, Mr. Stanton, Mr. Strodtman, Mr. Tillotson. Motion carries 8-0.

MR. STRODTMAN: The motion for Case 14-180 is approved and will be forwarded to City Council.

DR. PURI: Okay. Next item is going to be the subdivision portion, so Commissioners, anybody with a motion? Mr. Tillotson?

MR. TILLOTSON: I'll motion to approve Case 15-30 with the recommendation of staff and requested variances as articulated in the applicant's variance letter.

DR. PURI: Very well worded, Mr. Tillotson.

MR. STRODTMAN: Second.

DR. PURI: And Mr. Strodtman, second?

MR. STRODTMAN: Yes, sir.

DR. PURI: Roll call, please?

MR. STRODTMAN: For Case 15-30.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Burns, Mr. Lee, Ms. Loe, Dr. Puri, Mr. Reichlin, Mr. Stanton, Mr. Strodtman, Mr. Tillotson. Motion carries 8-0.

MR. STRODTMAN: Case 15-30, a recommendation for approval will be forwarded to City Council.