

City of Columbia

701 East Broadway, Columbia, Missouri 65201



Agenda Item Number: B 331-15

Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: 11/16/2015

Re: Barcus Ridge O-P - Rezoning, O-P Plan (Case #15-229)

Documents Included With This Agenda Item

Council memo, Resolution/Ordinance, Exhibits to Resolution/Ordinance

Supporting documentation includes: Summary of Board/Commission Reports (includes locator maps, statement of intent, O-P plan, design parameters), Excerpts from Minutes

Executive Summary

Approval of the request will result in the rezoning of the property from R-1 (One-family Dwelling District) to O-P (Planned Office Development) and the adoption of a development plan for an approximately 6,000 square-foot office building to be known as "Barcus Ridge OP".

Discussion

Crockett Engineering Consultants (agent) on behalf of Tompkins Homes & Development, Inc. (owner) seeks to rezone 1.67 acres of property from R-1 (One-family Dwelling District) to O-P (Planned Office Development) and obtain approval of an O-P Development Plan to be known as "Barcus Ridge OP." The subject property is located at the southwest corner of Old Plank Road and State Route K and is located on Lot 1, and a small portion of Lot 2, of Barcus Ridge Plat No. 2, which was recently approved.

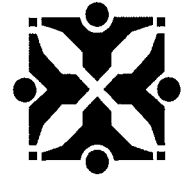
Per the attached Statement of Intent (SOI), the uses permitted would be restricted generally to office type uses with a maximum gross floor area of 7,000 ft² and a maximum height of 35 feet. The SOI further states that 50% of the site's 71,000 ft² will be retained as open space, with 20 percent of the existing vegetation preserved.

In conjunction with the rezoning request, the applicant is seeking approval of an O-P development plan (attached) for a proposed 6,000 ft² office building and associated off-street parking. Per the attached plan, a portion of the public sidewalks would be located on the subject property and not in the public right of way, necessitating sidewalk easements to ensure public access. The site plan also provides a sidewalk connection from the office building east to the public sidewalk. Furthermore, per O-P requirements, the lot must be screened along the west property line where it is adjacent to an R-1 zoned property. This screening, shown on the attached landscape plan, must provide an opacity level of 80 percent within 4 years of planting.

A unique feature of the O-P plan is that it will also provide a shared driveway access point with the adjacent residential lot to the west (Lot 2 of Barcus Ridge Plat 2). This shared access was approved

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as part of Barcus Ridge Plat 2. While the access will be shared between the O-P development and the residential lot, the full driveway will be located on the O-P lot with maintenance provided by its owner.

The Planning and Zoning Commission considered this request at its meeting on November 5, 2015. Staff presented its report to the Commission, and the applicant gave an overview of the request. The Commission inquired about expected traffic being drawn to the site (applicant stated office uses do not create a high number of vehicle trips), and had concerns with the shared drive and preserving access to the adjacent R-1 lot.

During the public hearing, three members of the public spoke, with one opposing the development due to traffic concerns on Route K, and because the office use does not add value to a mostly residential area. One speaker did not oppose the project but requested sidewalks extend to the intersection, and a third speaker supported the proposal due to the location at a major intersection and the likely further development of the area.

Following public comments and staff responses, the Planning and Zoning Commission voted (6-1) to recommend approval of the rezoning and PUD plan. The dissenting Commissioner stated that rezoning the property to O-P was premature given the currently developing nature of the area.

Fiscal Impact

Short-Term Impact: None. Connection/extension of all infrastructure will be at the cost of the developer.

Long-Term Impact: Public infrastructure maintenance (e.g roads and sewer). The City will receive tax and fee revenues which may or may not cover future maintenance expenses.

Vision, Strategic & Comprehensive Plan Impact

Vision Impact: Development

Strategic Plan Impact: Infrastructure...Connecting the Community

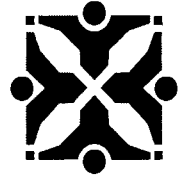
Comprehensive Plan Impact: Land Use & Growth Management

Suggested Council Action

Approval of the 1) rezoning from R-1 to O-P and the associated Statement of Intent and 2) the O-P development plan for "Barcus Ridge O-P" and the associated design parameters.

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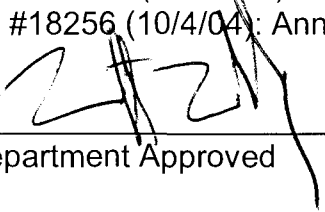


Legislative History

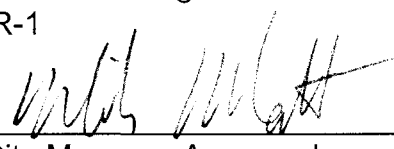
Ord #22465 (6/16/15): Approved final plat of Barcus Ridge Plat 2

Res #215-14 (11/18/14): Approved preliminary plat of Barcus Ridge

Ord #18256 (10/4/04): Annexed and zoned property R-1



Department Approved



City Manager Approved

Introduced by _____

First Reading _____

Second Reading _____

Ordinance No. _____

Council Bill No. B 331-15

AN ORDINANCE

rezoning property located on the southwest corner of Old Plank Road and State Route K from District R-1 to District O-P; approving the statement of intent; approving the Barcus Ridge O-P Plan; repealing all conflicting ordinances or parts of ordinances; and fixing the time when this ordinance shall become effective.

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

SECTION 1. The Zoning District Map established and adopted by Section 29-4 of the Code of Ordinances of the City of Columbia, Missouri, is amended so that the following property:

A TRACT OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 47 NORTH, RANGE 13 WEST, COLUMBIA, BOONE COUNTY, MISSOURI AND BEING PART OF THE SURVEY RECORDED IN BOOK 2446, PAGE 41 AND BEING PART OF THE LAND DESCRIBED BY THE WARRANTY DEED RECORDED IN BOOK 4389, PAGE 116 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING ON THE SOUTH RIGHT-OF-WAY LINE OF STATE ROUTE K AT PC STATION 368+00.00, 45 FEET LEFT, AS SHOWN IN SAID SURVEY RECORDED IN BOOK 2446, PAGE 41; THENCE WEST WITH SAID SOUTH RIGHT-OF-WAY LINE 50.00 FEET TO THE POINT OF BEGINNING:

THENCE FROM THE POINT OF BEGINNING, S 1°58'15"W, 140.42 FEET; THENCE 51.31 FEET ALONG A 50.00-FOOT RADIUS CURVE TO THE LEFT HAVING A CHORD S 31°22'15"W, 49.09 FEET; THENCE S 60°46'10"W, 227.55 FEET; THENCE S 54°48'00"W, 21.71 FEET; THENCE N 24°34'35"W, 136.29 FEET; THENCE N 3°40'55"E, 201.04 FEET TO THE SAID SOUTH RIGHT-OF-WAY LINE OF ROUTE K; THENCE WITH SAID SOUTH RIGHT-OF-WAY LINE, S 86°19'05"E, 291.10 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.67 ACRES.

will be rezoned and become a part of District O-P (Planned Office District) and taken away from District R-1 (One-family Dwelling District). Hereafter the property may be used for the permitted uses set forth in the statement of intent.

SECTION 2. The City Council hereby approves the terms and conditions contained in the statement of intent dated October 30, 2015, attached hereto in substantially the same form as "Exhibit A" and made a part of this ordinance. The statement of intent shall be binding on the owners until such time as the Council shall release such limitations and conditions on the use of the property.

SECTION 3. The City Council hereby approves the Barcus Ridge O-P Plan, as certified and signed by the surveyor on October 30, 2015, for the property referenced in Section 1 above. The design parameters set forth in "Exhibit B," which is attached to and made a part of this ordinance, shall be binding on the owners until such time as Council shall release such conditions on design and construction of the property and shall further be used as guidance by the Director of Community Development when considering any future revisions to the O-P Plan.

SECTION 4. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 5. This ordinance shall be in full force and effect from and after its passage.

PASSED this _____ day of _____, 2015.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor



**City of Columbia
Planning Department**

701 E. Broadway, Columbia, MO
(573) 574-7239 planning@gocolumbiamo.com

Statement of Intent Worksheet

For office use:

Case #: 15-229	Submission Date: 10/30/15	Planner Assigned: SMITH
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Please provide the following information, which shall serve as the statement of intent for the proposed planned district zoning:

1. The uses proposed.
 - Banks, or other financial institutions, and travel agencies
 - Counseling centers
 - Office buildings used for the administrative functions of businesses, professions, companies, corporations; and social, philanthropic, eleemosynary, or governmental organizations or societies.
 - Offices of professional and business use involving the sale or provision of services, but not the sale or rental of goods, including, but not limited to:
 - Artist, sculptor, photographers
 - Authors, writers, composers
 - Lawyers, engineers, planners, architects, real estate agents, accountants, insurance agents, brokers, and consultants in similar professions.
 - Ministers, rabbis, priests, or other clergy members
 - Physicians, dentist, chiropractors, or other licensed medical practitioners
 - Seamstresses, tailors
 - Teachers of private lessons in art, music, or dance.
2. The maximum gross square feet of building floor area proposed. If **PUD** zoning is requested, indicate type(s) of dwelling units & accessory buildings, and maximum number of dwelling units & development density.
 - 7,000 Sq. Ft.
3. The maximum building height proposed.
 - 35 feet
4. The minimum percentage of the site to be maintained in open space, shown by the percent in landscaping and the percent left in existing vegetation.
 - Landscaping: 50% of total
 - Existing Vegetation: 20% of total

The following items only apply to PUD zoning request:

5. The total number of parking spaces proposed and the parking ratio per dwelling unit.
6. Any amenities proposed, such as swimming pools, golf courses, tennis courts, hiking trails or club houses.
7. A general description of the plan including minimum lot sizes, if applicable, minimum building setbacks from perimeter and interior streets, other property lines and minimum setbacks between buildings



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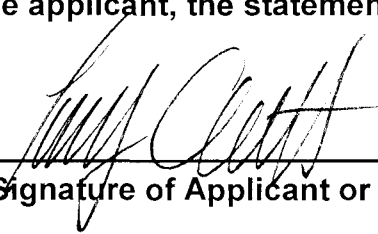
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Note: At the discretion of the applicant, the statement of intent may include other aspects of the proposed development.



Signature of Applicant or Agent

10-30-15

Date



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Design Parameters Worksheet

For office use:

Case #: <i>15-229</i>	Submission Date: <i>10/20/15</i>	Planner Assigned: <i>SMITH</i>
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Please provide the following information:

1. The minimum distance between any building and any adjacent property line or street right-of-way. *25'*
2. The minimum distance between the edge of any driveway, parking area, loading area, trash storage area and any adjacent property line or street right-of-way. *10'*
3. The maximum number of freestanding signs on the site, the maximum square footage of sign surface area and maximum height of each.
1 free standing monument sign, 48 sf/side, 10' max height
4. The minimum percentage of the site to be maintained in open space shown by the percent in landscaping and the percent left in existing vegetation. (not applicable to **M-R** districts)
Landscaping = 50% of total, Exist. vegetation = 20% of total
5. The maximum height and number of light poles and type of fixtures.
maximum of 4 light poles, 20' maximum height



SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

Summary of Board/Commission Reports (includes locator maps, statement of intent,
O-P plan, design parameters), Excerpts from Minutes

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

SUMMARY

A request by Crockett Engineering Consultants (agent) on behalf of Tompkins Homes & Development, Inc. (owner) to rezone 1.63 acres of property from R-1 (One-family Dwelling District) to O-P (Planned Office Development) and approve an O-P Development Plan to be known as "Barcus Ridge Subdivision Plat 2". The subject property is located at the southwest corner of Old Plank Road and State Route K. (Case #15-229)

DISCUSSION

The applicant is seeking to develop a planned office development, and is requesting rezoning to O-P and approval of an O-P development plan. The proposed development will include Lot 1, and a small portion of Lot 2, of Barcus Ridge Plat No. 2, which was recently approved.

ZONING

The applicant is proposing to rezone the property to O-P from R-1, and per the Statement of Intent (SOI), the uses permitted would be restricted to offices. Up to 7,000 ft² of gross floor area would be permitted on the approximately 71,000 ft² lot, with a maximum height of 35 feet, which is less than the permitted 45 feet in the O-1 district. Open space would represent at least 50 percent of the site, with 20 percent of the existing vegetation preserved.

Overall, staff supports the requested rezoning. The site includes several development constraints, including the presence of multiple existing underground utilities and their associated easements. The location of the site at the intersection of two major roadways makes the requested up-zoning a reasonable consideration. With proximity to developing residential subdivisions to the west and across the Old Plank Road to the north and east, coupled with the proposed "planned" designation and further limitation of the site's uses to office only, staff believes, any potential negative impacts on surrounding properties will be mitigated. In addition, Columbia Imagined supports neighborhood commercial services located along major roadways at one-half mile spacing, generally coinciding with major roadway intersection. While this site is not a particularly high-density residential area, providing a location for limited commercial services is consistent with that goal.

O-P PLAN

In conjunction with the rezoning request, the applicant is seeking approval of an O-P development plan for a proposed office building. The structure would be approximately 6,000 ft² with associated off-street parking, as seen in the attached O-P plan.

Per the attached O-P plan, a portion of the public sidewalks would be located on the subject property and not in the public right of way, necessitating sidewalk easements in the future to ensure public access. The proposed on-site location is the result of an existence waterway along the east property line. The sidewalk location has been reviewed by relevant City departments and been found to be acceptable. The site plan also provides a sidewalk connection from the office building east to the public sidewalk, which provides a more pedestrian-friendly route for accessing the property. The applicant has indicated that local residents have inquired about the proposed office space, and the proposed sidewalk connections will

provide a pedestrian route, when coupled with adjacent sidewalk development.

Per O-P requirements, the lot must be screened along the west property line where it is adjacent to an R-1 zoned property. The screening, which is shown on the attached landscape plan, must provide an opacity level of 80 percent within 4 years of planting.

During the review and approval of Barcus Ridge Plat No. 2, the applicant and the City's Traffic Engineer had agreed that Lot 1 (the subject site) and Lot 2 (adjacent to the west) would share one driveway, which was a part of a variance to allow residential access for Barcus Ridge onto Old Plank Road, which is access restricted. To facilitate the shared driveway access, the full driveway will be located on the O-P lot, with maintenance provided by the owner of Lot 1. The R-1 lot to the west (Lot 2) will be allowed to connect to the driveway upon future development of the site, and an access easement over the driveway will ensure that the residential property owner will be able to utilize the portion of the driveway on the O-P lot.

Staff has reviewed the proposed rezoning to O-P and the O-P development plan and finds that they meet all technical requirements of the O-P District.

RECOMMENDATION

1. Approval of the rezoning to O-P with associated Statement of Intent.
2. Approval of the "Barcus Ridge" O-P Development Plan with associated design parameters.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Statement of Intent
- "Barcus Ridge" O-P Development Plan
- Design Parameters

SITE CHARACTERISTICS

Area (acres)	1.63
Topography	Sloping from west to east
Vegetation/Landscaping	Tree covered
Watershed/Drainage	Little Bonne Femme Creek
Existing structures	Vacant

HISTORY

Annexation date	2004
Zoning District	R-1
Land Use Plan designation	Residential District
Previous Subdivision/Legal Lot Status	Lot 1 and portions of Lot 2, Barcus Ridge Plat 2

UTILITIES & SERVICES

Sanitary Sewer	City of Columbia
Water	PWSD #1
Fire Protection	City of Columbia
Electric	Boone Electric

ACCESS

State Route K	
Location	North side of site
Major Roadway Plan	Minor Arterial (unimproved & City-maintained). Minimum 45-foot ½ width dedicated with Barcus Ridge Plat 2.
CIP projects	None
Sidewalk	Sidewalks required.

Old Plank Road	
Location	South side of site
Major Roadway Plan	Major Collector (unimproved & County-maintained). 100-foot ROW (50-foot half-width) dedicated d with Barcus Ridge Plat 2.
CIP projects	None
Sidewalk	Sidewalks required.

PARKS & RECREATION

Neighborhood Parks	Within the Cascades Park service area
Trails Plan	None adjacent to site
Bicycle/Pedestrian Plan	No facilities in the area

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 October 13, 2015.

Public information meeting recap	Number of attendees: 7 (includes applicant) Comments/concerns: Comments addressed improvements at intersection of Sinclair, Route K, and Old Plank; future upgrades to Old Plank; loss of existing trees; density; and uses allowed.
Notified neighborhood association(s)	Boones Pointe Homeowners Association
Correspondence received	None at time of report.

Report prepared by Clint Smith

Approved by Patrick Zenner



15-229: Barcus Ridge Subdivision Plat 2 Rezoning & O-P Plan



City of Columbia Zoning



Boone County Zoning



100-Year Flood Plain



Parcels



Columbia City Limit



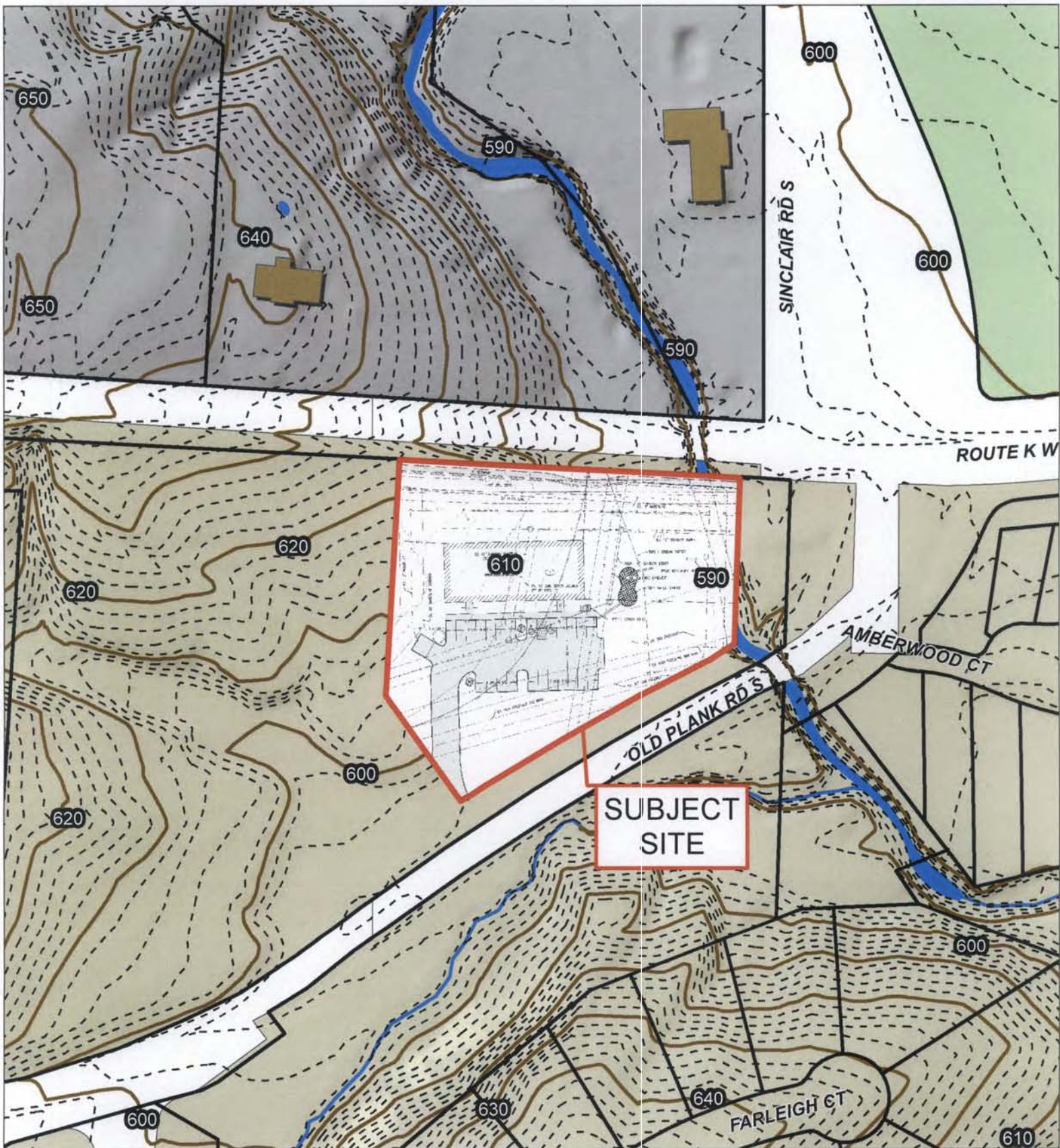


15-229: Barcus Ridge Subdivision Plat 2 Rezoning & O-P Plan



- BCRSD
- City Sanitary Structure
- BCRSD
- City Sanitary Line
- Private Sanitary Line
- Building Footprint
- Parcels





15-229: Barcus Ridge Subdivision Plat 2 Rezoning & O-P Plan



— 10 Foot Contour Lines
 - - - 2 Foot Contour Lines
 [Outline] Parcels
 [Brown Fill] Building Footprint

[Blue Fill] Bodies of Water





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1. The uses proposed.
Banks, or other financial institutions, and travel agencies
Counseling centers
Office buildings used for the administrative functions of businesses, professions, companies, corporations; and social, philanthropic, eleemosynary, or governmental organizations or societies.
Offices of professional and business use involving the sale or provision of services, but not the sale or rental of goods, including, but not limited to:
Artist, sculptor, photographers
Authors, writers, composers
Lawyers, engineers, planners, architects, real estate agents, accountants, insurance agents, brokers, and consultants in similar professions.
Ministers, rabbis, priests, or other clergy members
Physicians, dentist, chiropractors, or other licensed medical practitioners
Seamstresses, tailors
Teachers of private lessons in art, music, or dance.
2. The maximum gross square feet of building floor area proposed. If **PUD** zoning is requested, indicate type(s) of dwelling units & accessory buildings, and maximum number of dwelling units & development density.
7,000 Sq. Ft.
3. The maximum building height proposed.
35 feet
4. The minimum percentage of the site to be maintained in open space, shown by the percent in landscaping and the percent left in existing vegetation.
Landscaping: 50% of total
Existing Vegetation: 20% of total

The following items only apply to PUD zoning request:

5. The total number of parking spaces proposed and the parking ratio per dwelling unit.
6. Any amenities proposed, such as swimming pools, golf courses, tennis courts, hiking trails or club houses.
7. A general description of the plan including minimum lot sizes, if applicable, minimum building setbacks from perimeter and interior streets, other property lines and minimum setbacks between buildings



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Note: At the discretion of the applicant, the statement of intent may include other aspects of the proposed development.

Signature of Applicant or Agent

10-30-15

Date

BARCUS RIDGE O-P PLAN

LOCATED IN SECTION 9, TOWNSHIP 47 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
CITY PROJECT #15-229



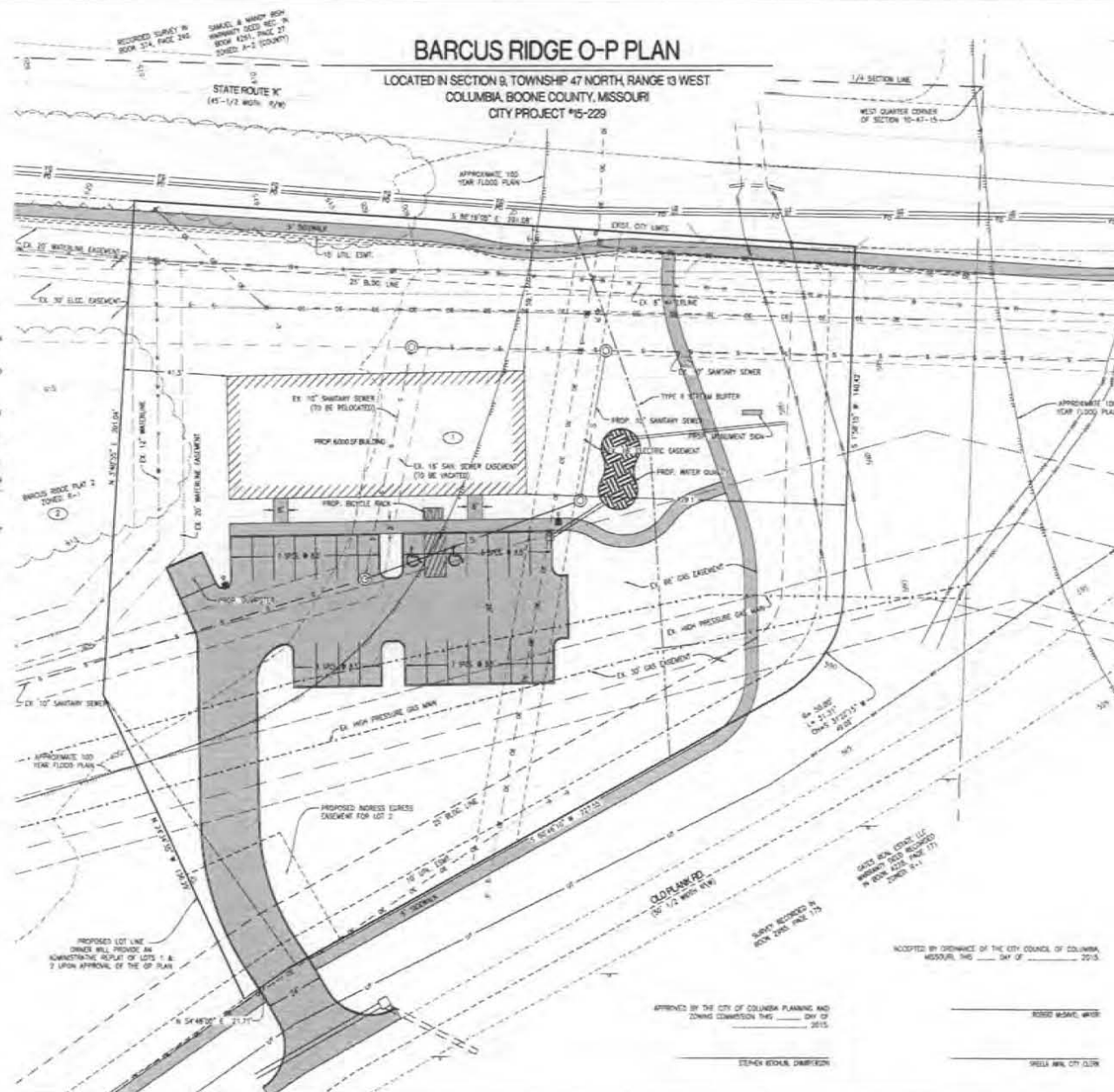
LOCATION MAP
NOT TO SCALE

NOTES

10. EXISTING ZONING IS R-1 (FUTURE R-2 ZONING TO 5-Y).
11. PART OF THIS TRACT IS LOCATED IN THE 100-YEAR FLOOD PLAIN AS SHOWN BY FEMA FINAL FLOOD MAPS 1983032020, DATED MARCH 11, 2011.
12. ALL LOTTING SHALL BE IN ACCORDANCE WITH THE CITY OF COLUMBIA LOTTING ORDINANCE. POLLS SHOWN SHALL NOT EXCEED 10' IN HEIGHT. EXACT LOTTING DIMENSIONS SHALL BE SHOWN. THERE SHALL BE MINIMUM 10' SIDEWALK WIDENING AND DRIVEWAY RAMP FROM RESIDENCES, NEIGHBORING PROPERTIES, PUBLIC STREETS, AND OTHER PUBLIC AREAS. NO WALL FACES ARE ALLOWED ON THE LOT LINE. THERE SHALL BE A MINIMUM 10' SIDEWALK RAMP ONLY UPWARD AND DOWNWARD ON THE DRIVEWAY BE ALLOWED AS AN EXTERIOR SLOTT?11
13. THIS TRACT IS REGULATED BY THE STREAM BANK PROTECTION REQUIREMENTS IN SECTION 12A-120 ARTICLES 1 OF THE CITY OF COLUMBIA CODE OF ORDINANCE, AS SHOWN BY THE QUESTIONED USE QUADRANGLE #1.
14. THE MAXIMUM HEIGHT OF ANY BUILDING WILL NOT EXCEED 35', AS REGULATED BY THE CITY OF COLUMBIA HEIGHTS ORDINANCE.
15. STORM WATER DRAINAGE REQUIREMENTS SHALL BE MET BY LEACHING BORDERS AND GROUNDWATER BWP'S AS APPROVED BY THE CITY OF COLUMBIA. PROPOSED BORDERS SHALL BE SITED AT THE TIME OF FINAL DESIGN. BORTERATION CATCHMENTS SHALL BE CONSIDERED FOR THE CITY OF COLUMBIA.
16. ALL DRIVE, HIGHWAY AND ACCESS AREAS ARE SUBJECT TO FISH DEPARTMENT APPROVAL AT THE TIME OF FINAL DESIGN.
17. THE MAXIMUM RELEASE TIME FROM THIS DEVELOPMENT SHALL BE CONTROLLED BY LIMITING THE POST-DEVELOPMENT STORM WATER RELEASE RATES TO THE PRE-DEVELOPMENT RATES FOR THE 1-, 2-, 10- AND 100-YEAR STORM.
18. LOT 1 SHALL HAVE A SHARED DRIVE WITH LOT 2 OF BANSIDE ROAD.
19. LOT 1 SHALL BE 10' WIDER THAN LOT 2.
20. THIS DEVELOPMENT SHALL HAVE THE ENTRANCE DRIVE AND THE SIDEWALK SHALL CONFORM TO THE CITY OF COLUMBIA SIDEWALK ORDINANCE, CHAPTER 23.
21. IF THE RESPONSIBILITY OF LOT 1 OWNER TO MAINTAIN SIDEWALK DRIVEWAY.
22. 32' WIDE SIDEWALK SHALL BE INSTALLED ADJACENT TO ALL PUBLIC STREETS.

PARKING CALCULATIONS

SPACES REQUIRED	
OFFICE (1 SPACE PER 100 SQ. FT.)	20 SPACES
SPACES PROVIDED	
STANDARD SPACES PROVIDED:	22 SPACES
WHEELCHAIR SPACES PROVIDED:	2 SPACES
TOTAL SPACES PROVIDED	24 SPACES
BI-CYCLE SPACES REQUIRED:	6 SPACES
BI-CYCLE SPACES PROVIDED:	1 SPACE



LEGEND:

- | | |
|--|---|
| | COATING 20% COLORED |
| | COATING 10% COLORED |
| | COATING 5% COLORED |
| | COATING 2.5% COLORED |
| | COATING 1.25% COLORED |
| | COATING 0.625% COLORED |
| | COATING 0.3125% COLORED |
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BASIS OF BEARING:

BEARINGS ARE REFERENCED TO GRID NORTH, OF THE MISSOURI STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE), OBTAINED FROM GPS OBSERVATION.

DESCRIPTION

LOT 1 OF SHIRLEY ESTATE, PLAT No. 2 AND CONTAINING 1.83 ACRES.

OWNER:

TOMPSON HOMES & DEVELOPMENT INC.
8000 S. HIGHWAY 100
COLUMBIA, MO 65203
573-881-2433



2004000779

PREPARED BY:

CROCKETT
ENGINEERING CONSULTANTS

5408 North Hudson Boulevard
Columbia, Missouri 65205
(314) 481-1800

www.crafts-lampmaking.com

1/25/2015

10/25/2016	CPY COMMENTS
10/26/2016	CPY COMMENTS

10/26/2015 09:29:43

LOCATED IN SECTION 9, TOWNSHIP 47 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
CITY PROJECT #15-229

1/4 SECTION LINE

WEST QUARTER CORNER
AT CORNER OF 10th & 11th





LOCATION MAP
NOT TO SCALE

PERVIOUS AREA:	
TOTAL LOT AREA	72,000 S.F.
TOTAL IMPERVIOUS AREA	21,276 S.F. (29%)
TOTAL PVIOUS AREA (OPEN SPACE)	50,724 S.F. (71%)

NOTE: PERVIOUS AREA CALCULATIONS ABOVE REFLECT THE SITE PLAN ON THIS SHEET. IMPERVIOUS AREA MAY CHANGE DURING FINAL PLANS. TOTAL IMPERVIOUS AREA SHALL NOT EXCEED 50%.

LANDSCAPE COMPLIANCE:	
TOTAL TREES ADDED:	12,000 SQ. FT.
TREES REQUIRED @ 1 TREE PER 4,500 SQ. FT.:	3 TREES
LENGTH OF PROPOSED PARKING WITHIN 25' OF R/W:	0 L.F.
TREES REQUIRED @ 1 TREE PER 4,500 SQ. FT.:	0 TREES
TOTAL TREES REQUIRED:	3 TREES
WICHITA TO LARGE TREES REQUIRED (100%):	1 TREES
TOTAL TREES PROPOSED:	12 TREES
WICHITA TO LARGE TREES PROPOSED:	4 TREES
LENGTH OF DEVELOPMENT ADJACENT TO RECREATION ZONE:	136 L.F.
LENGTH OF PARKING WITHIN 25' OF R/W TO BE SCREENED (50%):	0 L.F.

PLANTING NOTES:		
	QUANTITY	PLANT SPECIES
	1	LARGE TREE
	2	MEDIUM TREE

1. ALL DISTURBED AREAS SHALL BE SEEDS & MULCHED AFTER CONSTRUCTION
2. LANDSCAPING MAY BE ENHANCED BY THE DEVELOPER AS TIME AND BUDGET ALLOWS.
3. ALL PLANT MATERIALS AND FINAL LANDSCAPE PLAN SHALL BE IN ACCORDANCE WITH THE LANDSCAPING SPECIFICATIONS AND STANDARDS OF THE CITY OF COLUMBIA.
4. LANDSCAPING SHALL COMPLY WITH SECTIONS 12A-68 (A) AND (7), 20-13.1 (A) (8), AND 20-25 (A) (5) AND (A) OF THE CITY OF COLUMBIA CODE OF ORDINANCES.

② EXISTING CLUNKY FOREST TO BE REMOVED 0.04 AC.± REMAINING CLUNKY FOREST REMAINING AS SHOWN ON PARCELS MAPS. MOST TREE PRESERVATION PLAN IS 0.04 AC.± (48%).

LEGEND	
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	CUSTOM OPT. DESIGN
	DATA
	CUSTOM DESIGN DATA
	PROPOSED DESIGN DATA
	ANALYSIS/DESIGN
	PROPOSED ANALYSIS
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BEARINGS ARE REFERENCED TO GRID NORTH OF THE MISSOURI STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE), OBTAINED FROM GPS OBSERVATION.

LOT 1 OF BARCUS WOOD, PLAT No. 2 AND CONTAINS 1.83 ACRES

OWNER:
TOMPKINS HOMES & DEVELOPMENT INC.
6000 S. HIGHWAY 10K
COLUMBIA, MO 65203
573-889-2433



THOMAS G. CROCKETT, 2004090775

PREPARED BY
CROCKETT
ENGINEERING CONSULTANTS
3005 North Douglas Boulevard
Columbus, Missouri 65202
(314) 461-0292
www.crockettsengineering.com

10/20/2015	ORIGINAL
10/20/2015	ORIGINAL
10/20/2015	CITY COMMENTS

APPROVED BY THE CITY OF COLLIERA PLANNING AND ZONING COMMISSION THIS _____ DAY OF _____, 2015.

STEVEN E. SCHULZ, CHAIRMAN

ACCEPTED MANUSCRIPT

SHELBA HALL, CITY CLERK



**City of Columbia
Planning Department**

701 E. Broadway, Columbia, MO
(573) 874-7239 planning@gocolumbiamo.com

Design Parameters Worksheet

For office use:

Case #: <i>15-229</i>	Submission Date: <i>10/20/15</i>	Planner Assigned: <i>SMITH</i>
--------------------------	-------------------------------------	-----------------------------------

Please provide the following information:

1. The minimum distance between any building and any adjacent property line or street right-of-way. *25'*

2. The minimum distance between the edge of any driveway, parking area, loading area, trash storage area and any adjacent property line or street right-of-way.

10'

3. The maximum number of freestanding signs on the site, the maximum square footage of sign surface area and maximum height of each.

1 free standing monument sign, 48 sf/side, 10' max height

4. The minimum percentage of the site to be maintained in open space shown by the percent in landscaping and the percent left in existing vegetation. (not applicable to **M-R** districts)

Landscaping = 50% of total, Exist. vegetation = 20% of total

5. The maximum height and number of light poles and type of fixtures.

maximum of 4 light poles, 20' maximum height

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
NOVEMBER 5, 2015

Case No. 15-229

A request by Crockett Engineer Consultants (agent) on behalf of Tompkins Homes & Development, Inc. (owner) to rezone 1.63 acres of property from R-1 (One-family Dwelling District) to O-P (Planned Office Development) and approval of an O-P development plan to be known as "Barcus Ridge Subdivision Plat 2". The subject property is located at the southwest corner of Old Plank Road and State Route K.

MR. REICHLIN: May we have a staff report, please?

Staff report was given by Mr. Clint Smith of the Planning and Development Department. Staff recommends:

1. Approval of the rezoning to O-P with associated Statement of Intent
2. Approval of the "Barcus Ridge" O-P Development Plan with associated design parameters.

MR. REICHLIN: Ms. Burns?

MS. BURNS: I -- I think I'm turned around here, but to the east, the little PUD section next to it, does the applicant own that property also? It's an aerial view that I'm looking at, Mr. Smith.

MS. RUSHING: Uh-huh.

MR. SMITH: Are you talking about this piece here?

MS. BURNS: Yes.

MR. SMITH: That is -- was actually dedicated as right-of-way at -- with the Plat 2 of Barcus Ridge, so it opened up the opportunity to do a much more substantial intersection improvement which the -- the property owner had agreed to to basically help realign Old Plank which -- with Sinclair here. And as the previous speaker had mentioned, this -- this area here of the park is actually right-of-way, too. So these roadways have been identified as -- as being needing to be aligned better, so this kind of opens up the opportunity to do that improvement in the future.

MS. BURNS: Thank you.

MR. SMITH: Yeah.

MR. REICHLIN: Any other questions of staff?

MS. RUSHING: I just want to clarify, there is no access onto K. Correct?

MR. SMITH: Correct. There is no access onto K.

MR. REICHLIN: Anybody else? Seeing no one.

PUBLIC HEARING OPENED

MR. CROCKETT: Tim Crockett, Crockett Engineering, 2608 North Stadium. We're going to cover just a couple -- a couple items here. I think Mr. Smith did a very good job of giving an overview of this proposed O-P plan. When this originally started, my client intended to develop this as an R-1 lot with

all the rest of the larger lots in Barcus Plat 2. However, given the fact that this site sits adjacent to the Cascades Arrowhead, Boone's Pointe, Oak Park, The Gates, Deerfield Ridge, and Cobblestone, there's a substantial amount of homes in this area. My client certainly had the intention of developing it as a single-family lot. However, he was approached by several other individuals who said we really don't want to drive eight miles or ten miles or twelve miles to our office every day, to go sit in an office and do our business on the internet or via phone. I want someplace close by, someplace I can bike, someplace I can walk, someplace I can get to easily within a matter of just a couple of minutes as opposed to driving ten or twelve miles to work. Given the idea that he can provide that right here, given that there's a -- you know, hundreds of homes in this -- in this area, we're simply asking for a 6,000 square foot office building. It's a very small business, a very small office, you know, given the size of the homes in the area. So we think that this is relatively appropriate for this location. It is on the corner of two major roadways. We are asking for a shared driveway with the adjacent residential lot. We think that limiting -- having two low -- low-intensity uses sharing a driveway is appropriate, even though one may be residential and one may be office, but eliminating one access point onto -- onto Old Plank Road is certainly appropriate for this location. Talk about sidewalks a little bit. The entire sidewalk across the entire north of this piece of property has already been committed to by my client to -- to construct, along with another development that he's doing in the area. His contribution, just for two bridge crossings, is over \$150,000. I think that's a little bit out of the ordinary because, typically, sidewalks don't have bridge crossings, but, in this case, along Old -- along Route K, they're going to be required. It's a substantial investment by my client, but he believes that adding sidewalks in this area is something that's -- that's needed and will be used. It will certainly complement this development with the adjacent residential uses. And with that, I'll be happy any questions that the Commission may have.

MR. REICHLIN: Any questions of this speaker? Ms. Rushing?

MS. RUSHING: When this area was before us before, I was concerned and I'm still concerned about the number of driveways that eventually will be located along this rather curvy section of Old Plank Road. And I understand that there are going to be three lots between the two areas that -- that you've brought to us today. Correct? Three?

MR. CROCKETT: I believe there's two lots between -- there's this tract, there's a PUD tract, and I believe there's two lots in between.

MS. RUSHING: Just two? Three?

MR. CROCKETT: Oh, excuse me. I apologize.

MR. SMITH: Five lots total.

MR. CROCKETT: I'm being told there's three. I apologize.

MS. RUSHING: Okay.

MR. CROCKETT: Three residential plus the other two?

MR. SMITH: Yes.

MR. CROCKETT: Okay. I apologize.

MS. RUSHING: So in addition to these two drives, you are planning two additional drives. And one of those lots is going to use this driveway, and other two lots are going to have their own driveways?

MR. CROCKETT: That is correct. And we have submitted a plan to the traffic engineer for the City of Columbia identifying locations -- specific locations for those driveways for the traffic engineer to review to make sure we have adequate safety getting onto Old Plank Road so we don't put them in a blind curve or at a location that's going to cause an issue. So we have submitted the exact locations that we desire to have that so -- and I believe he has reviewed and approved those locations.

MS. RUSHING: Okay.

MR. CROCKETT: And that's kind of the reason why we would like to have a shared driveway here because, again, they're two low-intense uses. We believe that they could share a driveway and eliminate one of those connections onto Old Plank.

MR. REICHLIN: I would only comment that low impact is kind of subjective. I mean, any kind of office is going to generate a certain amount of traffic. What -- to what extent has that been reviewed?

MR. CROCKETT: I'm sorry, Mr. Reichlin?

MR. REICHLIN: Trips?

MR. CROCKETT: It depends on the end users. If you look at the allowed uses, we've eliminated a lot of the high-intense uses in an office development. What we envision here is something along the lines of an insurance agent or an engineer, an architect, something along those lines that really don't -- they don't really generate a lot of come-and-go traffic. You come in the morning, you do your business, and then you leave in the evening. So we really don't see this as a high-traffic generator. We don't see it as something that's going to generate a lot of traffic coming to the site, you know, given the location of where it's at.

MR. REICHLIN: And maybe I'm not the most forward thinker in the room, but somehow the sharing of a driveway with a -- if I'm a homeowner and I'm sharing a driveway with a -- with an office development, something about that doesn't --

MR. CROCKETT: Well, you know, we've thought about that. That was something that we wanted to propose because we think that the residential -- we own the residential lot next to us, and we -- we know that's going to be a restriction when we have to sell that lot. You know, again, it kind of goes back to what we envision on this site as not being a high-intense use. The number of driveways has been a concern of staff for quite some time. We want to eliminate those wherever possible. And so, you know, that's -- it's something that we thought we could -- we could do. You know, we want to be a -- maybe think a little bit different on this one.

MR. REICHLIN: Well, in thinking a little bit differently, and the lot doesn't appeal to a residential end user, what's to keep that from -- are you coming back with an additional O-P plan?

MR. CROCKETT: Sure. Good point. That's an excellent point. Two things; first of all, what keeps us from coming back? Nothing keeps us coming back asking for that, but this Commission can keep us from moving forward with that. And, secondly, we've had several -- you know, I shouldn't

several -- two interested parties in purchasing that lot, so we think that it does have residential value at that current location. And so, you know, it's my -- it's my belief -- I've talked to my client and again I -- we -- I can't guarantee anything, but it's my belief what we're -- what we're asking for here with the O-P as well as the PUD, we believe the residential units are going to stay intact between the two.

MS. RUSHING: And it looks like you may have some limitations from the flood plain there?

MR. CROCKETT: There is some flood plain. Correct, Ms. Rushing. A lot of the property that lies to the east of this development is in the flood plain. We had a -- the draw of the creek kind of runs through there and that kind of goes back to -- and to Ms. Burns, to your comment about the PUD area. There is a large piece of unused property over there. The City simply asked could we have that as right-of-way, so we wouldn't have to acquire temporary construction easements or additional right-of-way in the future when Sinclair and -- well, Sinclair was rerouted and have the intersection at Route K. And so my client, by all means, you know -- we're not going to use that, it's not really usable to this development. We would already have 70 percent open space, we don't need that additional property, happy to give it to the City for a right-of-way. So, you know, it does -- it does impact the property a little bit, Ms. Rushing, but it's off to the east side.

MS. RUSHING: Well, what I'm seeing, and I could be wrong, looks to be the --

MR. CROCKETT: It -- well --

MS. RUSHING: -- the east -- yeah. The eastern portion of your part, yeah.

MR. CROCKETT: Right. The eastern portion of the site. Now, the flood plain does run through the building, if you notice the flood plain itself. But if you look at the base flood elevation in that area, it's substantially below what the -- what the -- what the flood plain is showing on the map. That map -- what is shown there is what has come from the FEMA map. It may not coincide necessarily with the elevations in the field. It's -- it's kind of hard to explain, but we certainly will not have any flood-plain implications. We will be well above the flood plain as stated by FEMA.

MR. REICHLIN: Any other questions of this speaker?

MR. CROCKETT: Thank you.

MR. REICHLIN: Seeing none. Thank you. Anybody else who would care to comment on this matter, feel free.

MS. IBDAH: Hello. My name is Robin Ibdah, and I live at 6950 South Arrowhead, so I'm within 200 feet of the proposed office building, and I am opposed to it. K will not be able to support any more traffic. Those people have not moved in yet and it's already -- they've had to lower the speed limit and traffic has increased probably fivefold. It's out of conformity with the rest of the buildings there. It's all residential, and I just don't see that it would add any value to any neighborhoods in the area, including the one that the developer is building. So I'm opposed to it being rezoned to the planned -- to the office space. I don't mind it being residential, but I really don't feel that it can support an office space. And he may say that it's going to architects and things like that, but they're going to lease it to whoever will pay the rent. And five years down the line, who knows what will be in that space? And K, the homes are built

right up to the edge. I don't know how K is ever going to be expanded without basically being in somebody's backyard. So I'm opposed to it for those reasons.

MR. REICHLIN: Are there any questions of this speaker?

MS. BURNS: I have one. Have you had a chance to talk with the developer and express --

MS. IBDAH: No.

MS. BURNS: Okay.

MS. IBDAH: Huh-uh.

MS. BURNS: And that -- okay.

MS. IBDAH: No. Thank you.

MS. BURNS: Thank you.

MR. REICHLIN: Anybody else? Thank you very much. Anybody else who cares to comment on this matter, feel free.

MS. BURLISON: My name is Cindy Burlison; I live at 3204 Westcreek Circle. I'm a homeowner at 6991 South Sinclair Road. You all know where I live, up north of this. I am not opposed to the commercial development at this intersection. I think in the long-term future of the southwest corridor around Columbia, I think we all can see the Scott Boulevard-Route K circuit developing. I remember well when the dynamite was being blown every night at 5:00 to put Stadium through to four lanes, and so -- I am concerned about the sidewalk placement and, I guess, I would suggest that the developer on this lot be held to the standard of putting the sidewalk all the way down Old Plank to the existing -- through the existing corridor of the public right-of-way to -- straight to the city park. I don't know why we would deviate from that. The city park is down right at the intersection of Old Plank and K. I don't -- I guess I don't understand why we're not -- or why we wouldn't require the sidewalk to stay along the street frontage down to the intersection. And again, just for the record -- the official record on this request before the Commission, I would say that the development and realignment of that intersection of K, Sinclair, and Old Plank be a higher priority as these continued higher-density developments are approved. It is becoming a critical issue in that area. That's all.

MR. REICHLIN: Any questions of this speaker? Seeing no one. Thank you very much, ma'am. Anybody else care to comment on this matter, feel free to come forward.

MR. PEP MILLER: I'm Craig Pepmiller, residing at 600 Hulen Drive, co-owner of the 6991 Sinclair property, so that's right at the corner. I really appreciate the developer's look at this for -- especially the flood and creek area and keeping that a -- an easement that the City is going to have to deal with somehow at some point. I am in favor of this. There is no question that Route K is not going to be a larger street improved, a major thoroughfare through the area, just need to put the planning into that, including the planning of the alignment of -- of Sinclair and Old Plank. So I just wanted to get out there that, yes, there are some concerns with density along Route K, but that's not going to be solved by restricting the further development along K because it's going to happen. It's -- that would be alleviated by expanding K, which I think is already in your plans. Thank you so much.

MR. REICHLIN: Are there any questions of this speaker? Seeing no one. Thank you very much.

MS. PEPMILLER: I apologize again. I'm Cindy Pepmiller -- Cindy Burlison now -- previous name Pepmiller. Addressing the question about the FEMA flood plain, as it is shown here, and Mr. Crockett is correct. These elevations don't match the FEMA maps. We bought that property just north of K at 6991 Sinclair Road in July of 1993, and moved into it at the height of the big 500-year flood. Our property north of K is also shown being in the FEMA maps. At that time, we hired an engineer who did an engineering study on the property, which is essentially the same elevation as this, and it was found to lie outside of the 500-year flood plain. We have never been required to own flood insurance on our -- on our property north of K, so these -- these lots stay dry as -- as it pertains to a flood plain. There's obviously drainage issues if you don't get your land graded properly, but it's not in the flood plain.

MR. REICHLIN: Anybody else caring to comment on this matter? Seeing no one.

PUBLIC HEARING CLOSED

MR. REICHLIN: Commissioners, your thoughts? Ms. Loe?

MS. LOE: I was wondering if Mr. Smith could address the issue -- I have a question about the sidewalk.

MR. SMITH: Yeah. The sidewalks. I may have kind of maybe caused some confusion, but the sidewalk, they are required to construct the sidewalk all the way along their property lines. And actually you could see here, it extends beyond that. Even though they've dedicated some right-of-way, I believe it's going to extend to the -- to the intersection and on the east side is the Cobblestone Cottages development, which is also constructing sidewalks, so there should be sidewalks on both sides of the south side of Route K.

MS. LOE: And along Old Plank?

MR. SMITH: Correct. And what -- what's different here is instead of along Old Plank, instead of the sidewalk coming this way and then crossing the river and coming here, you just come a little farther down and, basically, avoid the crossing, so I think they're trying to consolidate the crossings at this point. So they realigned it a little bit, but it does serve the same purpose.

MS. LOE: It does, though I think the speaker did have a good point in that we have a city park at that intersection, and that is one of the things we're trying to align our pedestrian multimodal network toward. So if people are coming back from the park up Old Plank, I'm just wondering if that's the most intuitive direction that they're going to go or if they will walk on Old Plank.

MR. SMITH: Do you want to address it?

MR. CROCKETT: Yeah. Ms. Loe, I would like to address that comment a little bit. Again, we talked about the drainage structures that are extremely expensive to construct.

MS. LOE: Uh-huh.

MR. CROCKETT: They're also extremely expensive to maintain, and they'll be on -- on the public side once they're constructed and accepted. So the intent here is to provide connectivity -- pedestrian connectivity onto Old Plank Road and The Gates and all the development to the south directly to that

park. So you'll see how we kind of come across, we're going to utilize the two -- the two bridge structures that -- there's one right there, Mr. Smith, and the other one is right there. If we came along Old Plank Road, we would construct one additional elevated bridge structure, and it would be larger than the two that we're currently constructing. And so the idea there is to minimize cost now, as well as to minimize maintenance costs in the future is to bring the sidewalk directly north and tie into the sidewalk along Route K. If you lived in the development to the south, you're going to go from the park along Old Plank Road in a westerly fashion. Whether you go in a westerly fashion along Old Plank Road or you go on a westerly fashion along a portion of Route K and then south, you're still going to go in a westerly fashion. You're still going to cover the same amount of ground, and so you're not going to backtrack, you're not going to go one direction just to turn around and go back the other way. So we feel that what we're proposing is -- is basically it serves the exact same purpose. The only residents that wouldn't have that -- have that luxury would be the residents in the Cobblestone development which is to the east. They're going to be right across the street -- right across the street -- right across Route K from the park anyway, so they're not going to utilize any such sidewalk on the west side of -- of Old Plank as it is. So we feel that every resident will still cover the same amount of ground, the same distance, but we just minimize costs now, or reduce costs now as well as in the future.

MR. SMITH: And I might point out, everything here is actually dedicated as right-of-way now, so if they constructed it as what -- what would typically be seen, they -- they would bring it here and bring it all the way back down here, and at some point, the realignment will bring the road up through here for -- for a roundabout. So putting a sidewalk, it looks like maybe generally in this location is probably not as offset for what it would be in the future, which is, you know, likely, the crossing would be in this area, as it would be if it was -- it was out here in this location, if that makes sense. So I think it's closer to what it would most likely be in the future, but not perfectly aligned with -- with what the future would be, but it probably wouldn't be constructed that way if they did it the other way, either. So it's -- it's not a perfect, I think, location either way they do it, but this one keeps it from actually being tore up in the future when we actually do the intersection improvement, hopefully. So it will not be an infrastructure that we need to replace at some point.

MS. LOE: Thank you.

MR. SMITH: Thank you.

MR. REICHLIN: Okay. So any other -- any other comments of Commissioners? Mr. Strodtman? Go ahead.

MR. STRODTMAN: You know, I think it's a -- it's a -- it's an appropriate use for the area. I believe that there is a demand for office space -- you know, it's not going to be a convenience store. It's -- you know, the -- the statement of intent has a pretty specific list of uses that could be allowed in there and, you know, by looking at them, they're all a fairly low density use. And I agree that, you know, our model is to have communities that you don't have to travel, you know, 15 to 20 miles out of your community to work and to, you know, do some business from a retail standpoint or from a business

standpoint, so I think it's a very applicable use and I think it'll be space that will be leased very quickly from an office standpoint because people don't want to have to drive downtown or to east side or west side or wherever they -- wherever they might have to go to find an office use. And right on this corner and especially with the improvements that are going to happen at Sinclair, I don't think any residential would really want to be that close to that interchange in a future date, so I think it's a very applicable use for the area, so I plan on supporting it.

MR. REICHLIN: Anyone else? Ms. Burns?

MS. BURNS: And I do appreciate the speaker who was concerned about the office development. I would like to think that the applicant building homes in that area, that he wants to sell and would develop this area in an appropriate and attractive manner because it would behoove him to do that. It wouldn't be sensible to put something there that would be unattractive and cause a problem for the homeowners there.

MR. REICHLIN: Anybody else? I would just like to say that, in my view, it's a proposition that's somewhat ahead of its time. And in that that it is somewhat ahead of its time, we really don't have a good sense of what will work in the area. And in that regard, it's not my intention to support this at this time. Would anybody care to frame a motion? Ms. Loe?

MS. LOE: Mr. Stanton.

MR. REICHLIN: Go ahead.

MR. STANTON: As it relates to Case 15-229, I move to approve the rezoning from R-1 to O-P with the Statement of Intent and approve the Barcus Ridge O-P Development Plan with associated design parameters.

MS. LOE: I'll second. Roll call?

MR. REICHLIN: Good idea.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Burns, Ms. Loe, Mr. Harder, Mr. Stanton, Mr. Strodtman, Ms. Rushing. Voting No: Mr. Reichlin. Motion carries 6-1

MS. LOE: The vote carries 6-1. Recommendation for approval will be forwarded to Council for their consideration.

MR. REICHLIN: If we can request a five-minute break. Five-minute break recess before we go into the plan?

MS. LOE: Do you want to announce it louder?

MR. REICHLIN: There will be a five-minute recess.

(Off the record)

MR. REICHLIN: Okay. We'll go ahead and reassemble at this time and continue on with the next item on the agenda.