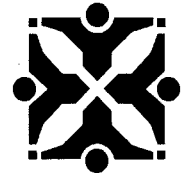


City of Columbia

701 East Broadway, Columbia, Missouri 65201



Agenda Item Number: B 330-15

Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: 11/16/2015

Re: Barcus Ridge PUD - Rezoning, PUD Plan (Case #15-228)

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, PUD plan), 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 PUD (Planned Unit Development) and the adoption of a development plan for a 14-unit single-family detached residential development.

Discussion

This is a request by Crockett Engineering Consultants (agent) on behalf of Tompkins Homes & Development, Inc. (owner) to rezone 7.3 acres of property from R-1 (One-family Dwelling District) to PUD-2 (Planned Unit Development) and approve a PUD Development Plan to be known as "Barcus Ridge PUD". The subject property is located on the north side of Old Plank Road, approximately 700 feet west of Abbotsbury Lane. The requests include all property known as Lot 5 of Barcus Ridge Plat No. 2, which was recently approved.

The proposed zoning to PUD-2 would allow up to two dwelling units per acre and is restricted, per the attached Statement of Intent (SOI), to single-family detached units. The development plan reflects a clustered residential approach, with smaller lot sizes and larger common open space. A minimum of 50% of the site will be retained in open space thereby preserving the existing on-site tree cover. Through use of a reduced front yard setback (20 feet) and a private street (allowing for a narrower road profile) the actual open space, as shown on the PUD plan, will be approximately 80%.

As part of the PUD plan approval the applicant is seeking two sidewalk modifications. The first seeks to reduce sidewalk installation along the proposed private street. Sidewalk would be installed in front of all proposed units on both sides of the street, but not extended all the way to the private roadway's connection to Old Plank Road. In lieu of installing that sidewalk, the PUD plan shows a sidewalk connection southward through Lot C1 connecting to the public sidewalk along Old Plank Road. Given that this shorter sidewalk provides access to required public sidewalk on Old Plank for all residents, and that it is located in a common lot, staff supports the requested modification.

City of Columbia

701 East Broadway, Columbia, Missouri 65201



The second sidewalk modification seeks an “alternative” placement of the required Old Plank Road sidewalk. This sidewalk is shown within the rear of the lots that back to Old Plank Road. In addition to the above noted sidewalk modification, the PUD plan also proposes an alternative location for the required sidewalk along Old Plank Road which is shown to be upon the proposed residential lots. The impacts of this location upon the residential lots are mitigated by both deeper backyards for those lots (~40 feet) and additional landscaping between the sidewalks and the homes.

At its meeting on November 5, 2015, the Planning and Zoning Commission voted unanimously (7-0) to recommend approval of the rezoning and PUD plan. Tim Crockett, Crockett Engineering Consultants, represented the applicant, gave an overview of the request, and answered general Commission questions. The Commission sought staff clarification regarding the ability to dedicate the private street to the City in the future, about the location of the private street entrance and its safety, and if additional lots could be added to the development. Staff responded by indicating that the private street could not be dedicated to the City, the street entrance location was verified by the City Traffic Engineer, and that increasing lots within the PUD would require a new public hearing.

One member of the public spoke during the public hearing and did not oppose the requests, but had concerns with the speed limit on Old Plank Road (40 mph) and suggested intersection and roadway improvements at the intersection of Route K, Old Plank and Sinclair Road.

Following public comments and staff responses, the Planning and Zoning Commission voted unanimously (7-0) to recommend approval of the rezoning and PUD plan.

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 PUD-2 and associated Statement of Intent and 2) PUD development plan known as “Barcus Ridge PUD” as recommended by the Planning and Zoning Commission.

City of Columbia

701 East Broadway, Columbia, Missouri 65201

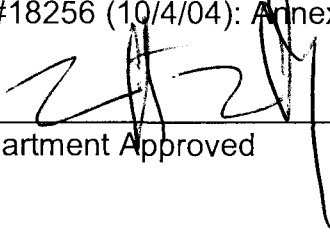


Legislative History

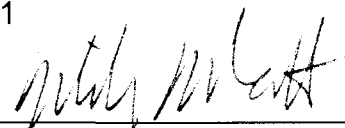
Ord #22465 (6/16/15): Approved final plat of Barcus Ridge Plat 2

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 330-15

AN ORDINANCE

rezoning property located on the north side of Old Plank Road, approximately 700 feet west of Abbotsbury Lane, from District R-1 to District PUD-2; approving the statement of intent; repealing all conflicting ordinances or parts of ordinances; approving the Barcus Ridge PUD Plan; 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 19, TOWNSHIP 47 NORTH, RANGE 13 WEST, COLUMBIA, BOONE COUNTY, MISSOURI AND BEING A PART OF THE TRACT 2 AS SHOWN BY THE SURVEY RECORDED IN BOOK 2446, PAGE 41 AND BEING PART OF THE LAND DESCRIBED IN WARRANTY DEED RECORDED IN BOOK 4389, PAGE 116 BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH CORNER OF THE SAID TRACT AND WITH THE WEST LINE THEREOF, N 0°38'30"E, 80.36 FEET TO THE POINT OF BEGINNING:

THENCE FROM THE POINT OF BEGINNING, AND CONTINUING WITH THE LINES OF SAID TRACT 2, N 0°38'30"E, 603.88 FEET; THENCE N 60°43'05"E, 230.69 FEET; THENCE N 72°52'15"E, 1038.76 FEET; THENCE LEAVING THE LINES OF SAID TRACT 2, S 22°45'30"E, 100.71 FEET; THENCE N 86°24'20"W, 192.62 FEET; THENCE 251.30 FEET ALONG A 285.00-FOOT CURVE TO THE LEFT, SAID CURVE HAVING A CHORD, S 66°34'15"W, 243.23 FEET; THENCE S 41°18'20"W, 505.52 FEET; THENCE S 45°57'50"W, 202.13 FEET; THENCE S 48°37'20"W, 309.60 FEET; THENCE S 43°12'00"W, 164.90 FEET TO THE POINT OF BEGINNING AND CONTAINING 7.30 ACRES.

will be rezoned and become a part of District PUD-2 (Planned Unit Development) with a development density not exceeding two dwelling units per acre 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 20, 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. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. The City Council hereby approves the Barcus Ridge PUD Plan, as certified and signed by the surveyor on October 30, 2015.

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 #: <i>15-228</i> | Submission Date: <i>10/20/15</i> | Planner Assigned: <i>SMITH</i> |
|--------------------------|-------------------------------------|-----------------------------------|

Please provide the following information, which shall serve as the statement of intent for the proposed planned district zoning:

- The uses proposed.
All R-1 uses.
- The maximum gross square feet of building floor area propose. If **PUD** zoning is requested, indicate type(s) of dwelling units & accessory buildings, and maximum number of dwelling units & development density.
14 Single family detached units. Development Density of 1.92 units/acre.
- The maximum building height proposed.
35 feet
- 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: 10% of total

The following items only apply to PUD zoning request:

- The total number of parking spaces proposed and the parking ratio per dwelling unit.
56 total spaces proposed at 4 spaces per dwelling unit.
- Any amenities proposed, such as swimming pools, golf courses, tennis courts, hiking trails or club houses.
Amenities may include (but not required) are hiking trails, swimming pools, tennis courts and clubhouse.
- 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
All buildings shall be set a minimum of 25' from the Old Plank Road right-of-way. Front yard setbacks along the private road shall be 20'. Side yard setbacks on interior lots shall be 6'. Interior rear lot setbacks when backing up to common space shall be 15'

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


Signature of Applicant or Agent

10/20/2015
Date



SUPPORTING DOCUMENTS INCLUDED WITH THIS AGENDA ITEM ARE AS FOLLOWS:

Summary of Board/Commission Reports (includes locator maps, statement of intent, PUD plan), 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 7.3 acres of property from R-1 (One-family Dwelling District) to PUD-2 (Planned Unit Development) and approve a PUD Development Plan to be known as "Barcus Ridge PUD". The subject property is located on the north side of Old Plank Road, approximately 700 feet west of Abbotsbury Lane. **(Case #15-228)**

DISCUSSION

The applicant is seeking to rezone the subject site to PUD-2 and obtain approval of a PUD development plan. The requests include all property shown as Lot 5 of Barcus Ridge Plat No. 2, which was recently approved.

ZONING

The proposed zoning to PUD-2 would allow up to two dwelling units per acre, which represents a low-density development. Per the attached Statement of Intent (SOI) uses would be restricted to R-1 uses, and dwellings would be single-family detached units. With the proposed 14 dwellings, the overall density would be 1.92 units/acre. Open space, which the applicant has indicated is an important consideration for requesting a PUD, will be at least 50 percent of the overall development. The site is currently heavily wooded, and the lower density (along with the design of the development plan discussed below) will allow for more common open space than would be typically possible.

PUD PLAN

In conjunction with the rezoning request, the applicant is seeking approval of a PUD development plan that includes the layout of the proposed 14-unit development. The plan also includes a private street (Barcus Way), which is permitted in planned districts and provides access to the public street network for the adjoining residential lots.

The design of the PUD plan reflects a clustered residential approach, with each of the 14 residential lots measuring approximately 6,000 square feet in size, and the remainder of the site placed in common lots, which are not meant for development. This smaller lot size and the arrangement of the lots preserves common open space and potentially preserves additional tree coverage for the development as a whole. Other factors that aid in common area preservation include the use of the reduced front yard setback (20 feet) and the use of a private street that allows for a narrower road profile. While the submitted SOI indicates a minimum of 50 percent open space will be maintained, the plan shows such area will be approximately 80 percent of the site.

The applicant is requesting a modification to the sidewalk requirements for a private street located in a PUD. Sidewalks are typically required along both sides of such streets, as they are on typical City streets. In lieu of installing sidewalk on both sides of the private street between its intersection with Old Plank Road and the beginning of the residential lots, the PUD plan shows a sidewalk connection southward through Lot C1 that connects to the public sidewalk along Old Plank Road. Given that this

shorter sidewalk provides access to Old Plank for all residents, and that it is located in a common lot, staff supports the requested modification.

In addition to the above noted sidewalk modification, the PUD plan also proposes an alternative location for the required sidewalk along Old Plank Road which is shown to be upon the proposed residential lots. Such alternative location is permitted subject to the granting of a sidewalk easement that ensures public access; however, its location on the residential lots raises some staff concerns.

These concerns, however, are mitigated by the following factors. First, a deeper backyard has been planned for the lots that will contain the sidewalk. The minimum rear yard setback is 25 feet, while lots 5H-5N will have a 40-foot setback. Second, the applicant has provided additional landscaping between the sidewalks and the homes, providing both a visual screening from the roadway and a natural barrier to delineate the boundary between the public sidewalk and the private yards.

As a note, the site will require further subdivision approval to create the separate residential lots and common lots, as the site is currently one lot. Staff has reviewed the proposed rezoning to PUD-2 and the PUD development plan and finds that they meet all technical requirements of the PUD District.

RECOMMENDATION

1. Approval of the rezoning to PUD-2 with associated Statement of Intent.
2. Approval of the "Barcus Ridge" PUD Development Plan.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Statement of Intent
- "Barcus Ridge" PUD Development Plan

SITE CHARACTERISTICS

| | |
|-------------------------------|---------------------------|
| Area (acres) | 7.3 |
| 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 5, Barcus Ridge Plat 2 |

UTILITIES & SERVICES

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

ACCESS

| 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



15-228: Barcus Ridge Plat 2 Rezoning & PUD Plan



City of Columbia Zoning



Boone County Zoning



100-Year Flood Plain

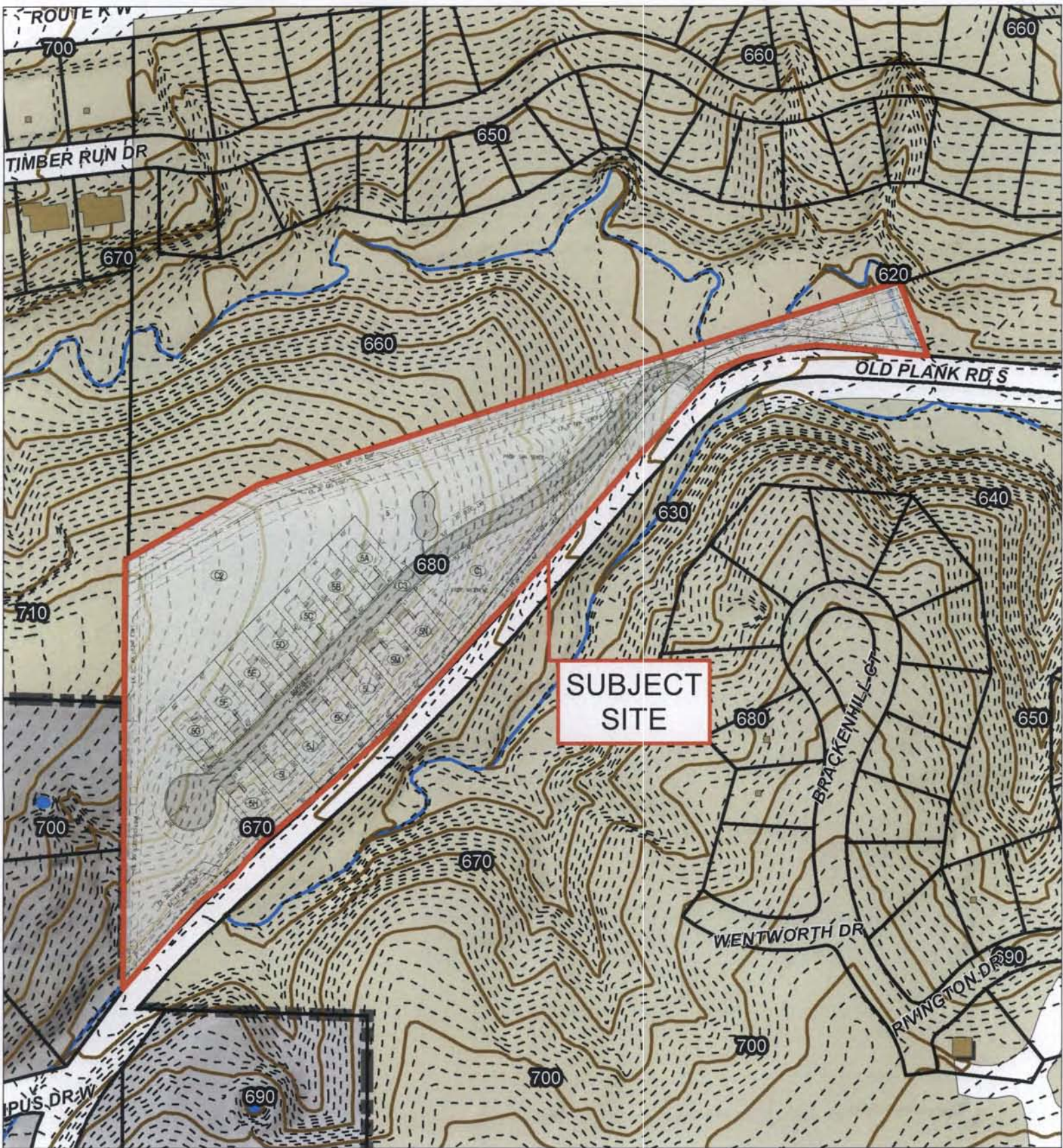


Parcels



Columbia City Limit





15-228: Barcus Ridge Plat 2 Rezoning & PUD Plan



— 10 Foot Contour Lines
- - - 2 Foot Contour Lines



Parcels



Building Footprint



Bodies of Water

Columbia City Limit





15-228: Barcus Ridge Plat 2 Rezoning & PUD Plan



● BCRSD

● City Sanitary Structure

— BCRSD

— City Sanitary Line

— Private Sanitary Line

■ Building Footprint

■ Parcels





**City of Columbia
Planning Department**

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

Statement of Intent Worksheet

For office use:

| Case #: | Submission Date: | Planner Assigned: |
|---------|------------------|-------------------|
| 15-228 | 10/20/15 | SMITH |

Please provide the following information, which shall serve as the statement of intent for the proposed planned district zoning:

1. The uses proposed.
All R-1 uses.
2. The maximum gross square feet of building floor area propose. If **PUD** zoning is requested, indicate type(s) of dwelling units & accessory buildings, and maximum number of dwelling units & development density.
14 Single family detached units. Development Density of 1.92 units/acre.
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: 10% 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.
56 total spaces proposed at 4 spaces per dwelling unit.
6. Any amenities proposed, such as swimming pools, golf courses, tennis courts, hiking trails or club houses.
Amenities may include (but not required) are hiking trails, swimming pools, tennis courts and clubhouse.
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
All buildings shall be set a minimum of 25' from the Old Plank Road right-of-way. Front yard setbacks along the private road shall be 20'. Side yard setbacks on interior lots shall be 6'. Interior rear lot setbacks when backing up to common space shall be 15'

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


Signature of Applicant or Agent

10/20/2015
Date

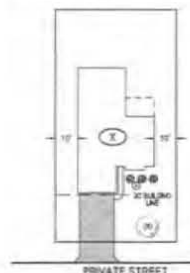
LOCATED IN SECTION 9, TOWNSHIP 47 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
CITY PROJECT #16-228



LOCATION MAP

1440

- [illegible]



PRIVATE STREET

TYPICAL PUE LANDSCAPING

PARKING CALCULATIONS

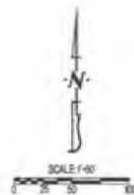
| | |
|--|----------------------|
| SPACES REQUIRED: | |
| 14 SPACES (SINGLE-FAMILY DETACHES) | 2 SPACES / UNIT = 28 |
| SPACES | |
| TOTAL SPACES REQUIRED: | = 28 |
| SPACES | |
| TOTAL SPACES PROPOSED: | = 30 |
| SPACES | |
| NOTE: PROPOSED SPACES ARE CALCULATED BY 2 SPACES IN EACH TWO-CAR GARAGE AND 1 SPACE IN FRONT OF EACH TWO-CAR GARAGE. | |

DENSITY CALCULATIONS

| | |
|---------------------------|---|
| PUR LOT AREA: | 1.30 ACRES |
| PROPOSED NUMBER OF UNITS: | 74 |
| PROPOSED DENSITY: | 5.62 UNITS / ACRE |
| PROPOSED ZONING: | PUG-2.8 |
| PERVIOUS AREA: | 5.86 ACRE (SDE) |
| | (1.65 ACRE (SDE) W/SHRUB PERVIOUS AREA) |

DINNER

TOMPKINS HOMES & DEVELOPMENT INC.
8000 S. HIGHWAY 99
COLUMBIA, MO 65203
573-885-2400



BASIS OF BEARING

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

DESCRIPTION

LOT 6 OF PARCELS BODEL, PLAT No. 2 AND CONTAINING 7.00 ACRES.

PLANTING NOTES

| | | |
|---|----------|-----------------------|
| | QUANTITY | UNIT PRICE |
| 1 | 12 | LARGE/NOVEL SHAPY TIE |

LANDSCAPING / TREE PRESERVATION NOTES:

1. ALL DISTURBED AREAS SHALL BE SEEDED & WALCHED 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 GUIDELINES AND STANDARDS OF THE CITY OF COLUMBIA.

ACCEPTED BY ORDINANCE OF THE CITY COUNCIL OF COLUMBIA,
MISSOURI, THIS ____ DAY OF _____, 2015.

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

STUDY WITH CAPTION

DATA 1995-2000

Twitter: @ORCID, 3504000174

PREPARED BY: _____

~~CRACKETT~~

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| | |
|------------|---------------|
| 8/25/2015 | INITIAL |
| 10/21/2015 | CITY COMMENTS |
| 10/21/2015 | CITY COMMENTS |

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
NOVEMBER 5, 2015

Case No. 15-228

A request by Crockett Engineering Consultants (agent) on behalf of Tompkins Homes & Development, Inc. (owner) to rezone 7.3 acres of property from R-1 (One-family Dwelling District) to PUD-2 (Planned Unit Development) and approval of a PUD development plan to be known as "Barcus Ridge Plat 2 PUD". The subject property is located on the north side of Old Plank Road, approximately 700 feet west of Abbotsbury Lane.

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 PUD-2 with associated Statement of Intent
2. Approval of the "Barcus Ridge" PUD Development Plan.

MR. REICHLIN: Are there any questions of staff?

MS. RUSHING: I was curious as to whether there are additional lots anticipated in the future or is this -- because of the terrain, this is it?

MR. SMITH: For this -- with the rezoning that they're requesting, they are more or less maxed out on the number of residential lots for this particular lot -- this Lot 5. So they would not be able to add any additional residential lots without coming back, conducting a new public hearing to change that zoning designation.

MS. RUSHING: And do you know the rationale for putting the drive onto Old Plank Road right there at that curve?

MR. SMITH: Yes. This is actually something that I believe you may have had discussion of this during the plat, but the traffic engineer -- the City's traffic engineer did review the plat and actually with -- along with Mr. Crockett, Crockett Engineering, to determine the best locations for the drives for, I think, all five lots. So -- and we'll actually get a little bit into it on the other one. There's -- there's some additional considerations for that. But this was reviewed by our traffic engineer and considered to be the best location for a driveway onto Old Plank. Old Plank does have some challenges, if anyone has driven down there to see it, but those sight distances were reviewed and I believe -- and maybe Mr. Crockett can speak more to that, as well, but I believe those were acceptable to City staff.

MR. REICHLIN: Any other questions of staff? Ms. Burns?

MS. BURNS: Quick question. Mr. Smith, do you know the speed limit on Old Plank Road? I mean, that would be --

MR. SMITH: I do not.

MS. BURNS: Okay.

MR. SMITH: And that's a good -- it's --

MS. BURNS: I'm just wondering as I see people exiting and entering the street, how fast on traffic that's going to be going past there, their exit and entry point.

MR. SMITH: Yeah. I would hate to warrant a guess, but I don't think it's 60.

MS. BURNS: Okay. And, no. I don't think it is, either.

MR. SMITH: It's probably less than that, so I -- maybe someone that is in the audience maybe here could -- could answer that, as well, but I can't answer that right now.

MS. BURNS: Thank you.

MR. REICHLIN: Any other -- Mr. Strodtman?

MR. STRODTMAN: A couple questions. Do we anticipate that this will always be a private street?

MR. SMITH: Yeah. There's actually a stipulation that's required to be placed on PUDs when there's a private street involved, and it states the City will not accept private streets unless they're built to City standard. And, typically, the very purpose of the private street is to build it less than the City standard as far as width goes. So unless something changes, the City would not accept the private street as a public right-of-way.

MR. STRODTMAN: As this does not meet the standard?

MR. SMITH: Correct.

MR. STRODTMAN: As it is today. My next question, there's no improvements plan for Old Plank Road for this subject -- this site. Correct?

MR. SMITH: No. Old Plank has -- there's no capital improvement program or project identified for Old Plank Road at this time, so not at least in the next ten-plus years, I think.

MR. STRODTMAN: I meant more by the applicant.

MR. SMITH: Oh, by the applicant. I don't believe there's any right-of-way or roadway improvements required for this request.

MR. STRODTMAN: Okay.

MR. SMITH: Our traffic engineer did not identify any improvements that would be required.

MR. STRODTMAN: And my last question --

MR. SMITH: I'm sorry. I'm sorry. Outside of the sidewalk installation. And so there could be some grading involved, as well, for the sidewalk.

MR. STRODTMAN: My last question is -- and City staff is comfortable with the screening of those seven lots on the south side that would, you know, back up to Old Plank Road would be sufficient?

MR. SMITH: Well--

MR. STRODTMAN: I see Old Plank Road becoming a busy -- it already is, but it's going to continue to become a busier road and --

MR. SMITH: We agree. And that's something we had actually had requested from the applicant is to add some screening. You know, if we had a solid wall, we would probably prefer that, but it's not

always practical and it may not be something that can be guaranteed to be kept there by the future homeowners. So we feel like that the -- the street trees that's been shown there is a -- is a kind of a nice compromise for what we'd like to require there. So there could be additional screening there for sure, but that's what we're comfortable with recommending for the time being, so --

MR. STRODTMAN: Thank you.

MR. REICHLIN: Any additional questions of staff? Seeing none.

PUBLIC HEARING OPENED

MR. CROCKETT: Commission, my name is Tim Crockett, Crockett Engineering, 2608 North Stadium. I'd like to concur with staff that indicated this is a low-density development. We are asking for a PUD-2. We're not asking for a PUD to gain density. We're not asking to try and cram more units on there by going for a PUD. Quite the contrary. If we went for a single-family residential development, for an R-1 development that it's zoned right now, we could get more units on the piece of property. We want to -- the developer wants to limit the number of units. Ms. Rushing, to answer your question, we could add more units on the property. We could propose more units. We're not proposing those units and, therefore, we're limiting it to the 14 that we have here today. If we went the single -- single-family route, we could get more lots on there. However, we think that this development goes to the simple core of what a PUD is when it talks about encouraging grouping or clustering units and the preservation of green space and open space. By going a PUD route, as opposed to the R-1 route that it's currently zoned, it allows us to minimize the footprint or the impact on this development and it allows us to minimize grading, minimize tree clearing, minimize the overall footprint that this development is going to have on this piece of property. It allows us to open up and have additional green space. It allows us to have smaller individual lots with more common ground for all the residents to share. So we feel that's very important because, you know, we're not asking to -- and a lot times you ask for a PUD so you can get more units on a piece of property. That's not what we're asking for here. We're asking -- actually asking for less, but we're also asking for smaller footprints. In answer to some of the questions, Ms. Rushing, the location of that private drive is put there so that we can maximize our sight distance out onto Old Plank Road. We worked with the traffic engineer. He indicated that was a good location, a great location for that access point and that's what we want to go with, so that's the reason for that. Certainly, you can see the amount of additional driveway there -- or, excuse me -- private road that we have to put in. That's not advantageous to a development to have more cost, but to get the right location, the right safe location for that access, that's the reason for that. Ms. Burns talked about the speed limit. I apologize. I don't know the posted -- posted speed limit for that, either, but --

MS. BURNS: I think we have that information.

MS. LOE: Forty.

MR. CROCKETT: Okay, 40. But that's something that the traffic engineer also looked at when he allowed us or gave us specific locations where we could have access on Old Plank Road, so that's been evaluated to make sure that we have access at the appropriate location. Mr. Strodtman, to talk

about the public versus private street. Mr. Smith is correct. It cannot be a public street unless it's built to City standards. Not to say we're going to cheapen the street up. We're still going to build the same cross-section. We're going to build the same quality that the City builds their streets, but we won't have the right-of-way width that's needed to turn this over into a public street. That's part of the reason why we want to go to a PUD. We want to go with a private street so we can pull those units closer to the street, so we can minimize the impact both along Old Plank Road as well as behind it. We want to preserve those areas. It's very important to this development to do it. And then, lastly, the screening -- Mr. Strodtman was talking about the screening on Old Plank Road. We're not building a sidewalk on Old Plank, we're not proposing to build it in a -- in a nonstandard location just because want to. There is a waterline that was built out there several months ago that had already cleared a path along Old Plank Road. We're going to utilize that clearing. We want to preserve the trees between the waterline and Old Plank. We don't want to clear out more trees by the -- you know, the required sidewalk only to clear out more trees. We want to preserve as many trees as we can which would enhance the screening up along Old Plank Road. So that's the reason why we're pulling the sidewalk up the hill in a nonstandard location so we can preserve the screening that's out there. So if there's any questions the Commission may have, I'm happy to answer them.

MR. REICHLIN: Any questions of this speaker? Seeing none. Thank you very much.

MR. CROCKETT: Thank you.

MR. REICHLIN: Is there anybody else caring to comment on this matter?

MS. BURLISON: My name is Cindy Burlison; I live at 3204 Westcreek Circle. I am a homeowner north of this property. I don't know if Mr. Smith can back up. I'm at the -- I own the property at the corner of K and Sinclair just north there. Yeah. That's -- that's my -- that's my property right there. Okay. Property ownership will be listed under -- I've had a recent name change, so property ownership would be listed under the name Pepmiller, but my -- my concern in both of these developments is the increasing density of traffic in this area. I'm not opposed to the requests that are before you right now. This area is developing, but I really appreciate the Council's attention to speed limits. The posted speed limit is 40. The practiced speed limit is certainly closer to 60. And my concern, being there on the north side of K where Sinclair comes down, you can see the City park. When the Cascades was platted in '02, we were told that Sinclair would be swept over to align with Old Plank to line that intersection up. You can actually see the development of that city park there in the northeast corner where, indeed, that whole setback was made with the planning that that intersection was going to be lined up. It -- that realignment of the intersection, as I understand it, is on the seven-year roads projects list. I'm informed by the traffic engineers that it will probably be developed as a roundabout when that time comes, and that's -- and that's an appropriate plan, perhaps, the way the City is developing road right-of-ways. The density -- and this aerial photo is old. There's a lot more houses in there now and -- and you know how many of these developments are coming before you. As that -- we have got to do something with the infrastructure. I mean, we don't want to create in south Columbia what has happened in downtown Columbia by -- you

know, approving and approving and approving developments without dealing with the infrastructure questions. And so I don't stand before you opposing the PUD or the O-P request. In fact, I'm probably in favor of them. I just want it to be done with attention to that needed infrastructure and to encourage -- at what point, you know, as a citizen, I guess I have the question -- a question in my mind is why isn't the developer held responsible for upgrading the roads as they go? Why -- why the development on their property, on their lots, and then ten, fifteen, twenty, thirty years later, we, the citizens are faced with tax levies to fix the infrastructure that wasn't part of the planning. And so, that's the issue, the concern, and the reason I'm here tonight is to talk about that realignment of the Old Plank-K-Sinclair intersection because it is being drastically affected. The traffic coming south on Sinclair, especially right now with Scott Boulevard closed, I can tell you they come barreling down that hill at 70 miles an hour to that stop sign and, you know, 30 feet from my front door. So that's my concern is that -- that that intersection perhaps be expedited in getting aligned as all of this development south of K and Old Plank is happening. I'm not opposed to the development. That's a -- that's a great intersection for commercial development. And I know you're not talking about the O-P proposal yet, but it's all related, you know. In all honesty, our three and a half acres someday probably will also be commercial and -- and that's okay. So I'm in favor of the development, but let's look at that infrastructure. Let's get that -- that intersection properly aligned to handle this additional traffic that's being thrust that direction.

MR. REICHLIN: Thank you. Is there anybody with a question of this speaker? Seeing no one. Thank you very much. Is there anybody else who would care to comment on this matter? Seeing no one.

PUBLIC HEARING CLOSED

MR. REICHLIN: Commissioners, feel free. Mr. Strodtman?

MR. STRODTMAN: I have -- I have a question for staff. Just a follow up from the speaker just then. Is Sinclair and Old Plank Road, is that in the seven-year capital improvement plan?

MR. SMITH: The -- Sinclair is in the capital improvement program from Route K going north. Now whether or not any intersection improvements is included in that, I can't say for sure. I know the upgrading of Sinclair was in there, but again if that includes major intersection improvements, I'm -- I'm not aware, but it may. And she had suggested as -- as this area is developing, obviously, I think as we reevaluate that CIP every year and as traffic counts go up every year, that's something that is going to have more and more attention. Now, I can't guarantee that it'll be put on the, you know, one -- one to two year plan next year, but it's something that every time we have a development that comes through, it's probably going to be in the backs of staff's minds as far as looking at when the appropriate timing for upgrades in this area is going to be.

MR. REICHLIN: Any other comments?

MR. STRODTMAN: I'll go ahead. You know, I think -- you know, I think the PUD, they've -- you know, the applicant has done a really good job of, you know, 50 percent green space, you know, accommodating the -- the terrain, the landscaping. You know, obviously, this applicant is -- is putting in

quite a bit of capital for the infrastructure of that street that, you know, is carried over quite a bit further, so, obviously, they are very considerate of safety and traffic and, you know, ingress and egress out onto Old Plank Road, so I think it's a good project and plan to support it.

MR. REICHLIN: Anybody else? I, too, think that it's going to be a good project. I found from personal experience that cluster housing and a PUD can be a workable scenario and it appears that they've done their due diligence in order -- in order to create not an overcrowding situation, so I, as well, plan to support this.

MR. STRODTMAN: With that, I'll make a recommendation for Case 15-228. My recommendation is for approval of rezoning 7.3 acres of property from R-1 to PUD-2, and approval of a PUD development plan to be known as Barcus Ridge PUD.

MR. STANTON: I second.

MR. REICHLIN: May we have a roll call, please?

MS. LOE: Yes, Mr. Chairman. In the case of 15-228.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Burns, Ms. Loe, Mr. Harder, Mr. Reichlin, Mr. Stanton, Mr. Strodtman, Ms. Rushing. Motion carries 7-0.

MS. LOE: The motion carries with eight [sic] votes. It'll be forwarded to Council with recommendation for approval for their consideration.

MR. REICHLIN: Thank you. Okay.