

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
November 20, 2025**

SUMMARY

A request by Crockett Engineering (agent), on behalf of Consolidated Public Water Supply District No. 1 (owner), for approval of a 1-lot Final Major Plat of IG (Industrial - General) zoned property, to be known as *Consolidated Water, Plat No. 1*, and a design adjustment from Sec. 29-5.1(d) regarding construction of sidewalks. The approximately 3.56-acre subject site is located northeast of intersection of Nebraska Avenue and Seventh Street and includes the address 1500 North Seventh Street. **(This item was previously tabled at the October 23, 2025 Planning Commission meeting).**

DISCUSSION

The applicant is seeking a 1-lot final plat of a 3.56-acre subject site located northeast of the intersection of Nebraska Avenue and North Seventh Street as well as a design adjustment from the requirements of Sec. 29-5.1(d) of the UDC pertaining to installation of sidewalk along the parcel's North Seventh Street frontage. The subject site is developed and zoned IG and abuts IG zoned property to the west, south, and east, and M-C (Mixed-Use, Commercial) to the north.

The subject site is a 3.56-acre single lot created by a "tract split" and is improved with facilities for Consolidated Public Water Supply District No. 1. The site is accessed along its eastern boundary by 3 driveways connecting to the improved portion of North Seventh Street as well as a gated gravel driveway off the northern stub of North Seventh. Given the parcel was created by a tract split, it does not meet the definition of a "legal lot." Given this condition, no building permits can be issued for improvements on the parcel and the requested platting action is required.

As part of the formal review of the platting action, the applicant requested confirmation regarding their obligations to fully build-out North Seventh Street to their northern property line and install sidewalk along the street's frontage abutting their property. North Seventh Street was created via a street easement and no sidewalk exists along its improved segment.

Staff has determined that no additional street construction would be required provided no additional street connections were proposed along the unconstructed portion of the North Seventh Street frontage. Additionally, staff further concluded that given the uncertain outcome of the final construction plans for the I-70 corridor upgrades in this location which include a possible "frontage" road through the parcel to the north, full construction of North Seventh Street may not be the most appropriate at this time. The final design for the I-70 corridor plans within this location are anticipated by the end of 2025 and given right of way for North Seventh Street already exists, as a street easement, not requiring the applicant to construct the roadway does not limit the city's ability to do so at a later time as a future CIP project.

Notwithstanding these conclusions, staff determine that the existing street easement would be required to be converted to "dedicated" right-of-way. The attached final plat illustrates the dedication of the UDC required 30-foot half-width for North Seventh Street which is classified as a "local, non-residential" street. Additionally, a standard 10-foot utility easement is being dedicated along the west boundary of the site.

A 10-foot private electric easement previously existed on the site, running from the northeast corner westward to the eastern edge of the future right of way of North Seventh Street, then south along the future eastern boundary of North Seventh Street and terminating about 180 feet from the southern boundary of the site. The easement and underlying electric utility conflicted with the street right-of-way, and needed to be relocated. As part of this relocation, the former private utility easement was vacated

and a new 20-foot private utility easement was recorded to contain those portions of the electric utility not located within the city's standard 10-foot utility easement adjacent to the North Seventh Street. The location of the private electric utility within the city's standard 10-foot utility easement was determined permissible by the city's Legal Department.

With respect to the applicant's concerns about future sidewalk construction along the North Seventh Street frontage, staff concluded that a design adjustment to waive their obligation to install sidewalk would be required. The applicant has submitted the required design adjustment, discussed below, and has indicated they will be constructing sidewalk along the improved portion of North Seventh Street and desire to pay a "fee-in-lieu" of construction with respect to that portion of sidewalk beyond the current terminus of North Seventh Street.

Design Adjustment

As noted, the applicant is seeking a design adjustment with respect to constructing sidewalk along the parcel's North Seventh Street frontage as required by Sec. 29-5.1(d) of the UDC. The applicant has stated that the subject site is in an industrial area of the city with minimal sidewalk connections presently existing nearby. In addition, the property north of the subject site is not currently accessible from North Seventh Street due to its termination approximately halfway through the subject property.

Staff acknowledges that it is true that many parcels immediately surrounding the subject site do not have sidewalks; however, the parcel directly to the south and owned by the Boone County Regional Sewer District does have sidewalk along the eastern side of North Seventh Street. That sidewalk is isolated from any other sidewalk networks at this time. The northern side of Business Loop 70, to the south, does not have sidewalks. The only other sidewalk network in close proximity to the subject site is that along Providence Road to the west or along Range Line Street to the east.

The site directly to the north of the subject site is owned by Boone Electric Cooperative (BEC) and is primarily accessed from Range Line Street. The BEC parcel is currently inaccessible from North Seventh Street and no plans to connect to North Seventh are known by staff. As such, any sidewalks built along the subject site would not connect to any meaningful sidewalk network in the near future. Furthermore, the unknown future MoDOT improvements associated with the I-70 corridor project may conflict with sidewalk improvements installed by the applicant. Given the uncertain future of the MoDOT I-70 corridor plan, to be finalized by the end of 2025, staff concluded that a waiver may be appropriate for the sidewalk that is required.

While staff is supportive of considering a waiver of sidewalk installation, it is not supportive of a full waiver of required construction. Staff believes it is more appropriate to consider a partial payment-in-lieu of construction limited to only that portion of North Seventh Street not currently constructed. Such a waiver would ensure that funds are collected to complete a sidewalk extension in coordination with possible future MoDOT improvements to the north should a frontage road be installed and North Seventh Street were extended to connect with that frontage road.

The current rate for payment-in-lieu for sidewalk construction is \$87.93 per linear foot. Given the applicant seeks to build sidewalk along the improved section of the North Seventh Street, that leaves 269 feet of sidewalk not constructed. Based on the current sidewalk construction costs, the fee to be paid would be \$23,653.17. These funds, would be used by the city to build sidewalk along the future extension of North Seventh Street in coordination with the future I-70 corridor design plans involving the property to the north. Alternatively, if following release of the final design plans for the I-70 corridor it is determined that no further extension of North Seventh

Street is needed, the collected fees could be reallocated to other sidewalk projects within the vicinity that are determined to be benefiting the public generally.

The requested design adjustment is required to be evaluated against the five-evaluation criteria identified in Sec. 29-5.2(b)(9) of the UDC. The five criteria are shown below **(in bold)** followed by staff's analysis.

i. The design adjustment is consistent with the city's adopted comprehensive plan and with any policy guidance issued to the department by council

This site is located within the Employment District as shown on the Future Land Use Map of Columbia Imagined. Such districts are intended for basic employment uses, including offices, corporate headquarters, manufacturing, warehouses, and research parks. The district contains significant concentrations of employment within the city and includes supporting uses such as multi-family residential, convenience retail, day care facilities, and restaurants. Approving this design adjustment with a partial payment-in-lieu would allow the site to be improved given it would become a "legal lot" and be eligible for building permits without requiring the construction of sidewalks along a street that has yet to be built.

Columbia Imagined identifies walkability as essential to the future land use of Columbia. Payment-in-lieu allows for the city to build sidewalks at a later date, in locations that would best integrate into the future sidewalk and roadway network, when plans for the I-70 improvements are better known.

ii. The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands

North Seventh Street is a local non-residential street that is presently partially built along the western portion of the site. No sidewalks exist along either side of the street and the nearby area has limited sidewalk development except for the parcel directly to the south. Given the future I-70 improvements surrounding the subject property and the current stage those plans are in, a partial payment-in-lieu option would lead to an outcome where sidewalk installation along the unimproved portion of North Seventh Street can be best integrated into the future I-70 corridor design. The requested waiver and partial payment in lieu are being sought only for that portion of unimproved North Seventh Street and the applicant, if the waiver is approved, would still be required to construct sidewalk along the improved portion of North Seventh over their own driveway accesses, according to their own schedule, instead of having the city disrupt their day to day operations at a future date.

iii. The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the subdivision standards of section 29-5.1 were met

Presently, there are no connections to the property north of the subject site that would be served by sidewalk construction besides the subject site itself. If a partial payment-in-lieu is approved, sidewalks could be built at a later time to better facilitate pedestrian and bicycle traffic along this corridor when the rest of North Seventh is built. If the payment-in-lieu is approved it would also allow for sidewalks to be built on properties actively used at this time to better facilitate access to the site.

iv. *The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments*

The subject site is located along a stub of North Seventh Street that has not been fully paved along the western portion of the site. Given the timing associated with the future development plans relating to the I-70 corridor project and the lack of existing sidewalks on the site as well as within the surrounding built environment, a partial payment-in-lieu option allows for the most beneficial outcome for the applicant and does not place the city in a less favorable position given extension of North Seventh Street would be a municipal responsibility and contingent on a future CIP project.

v. *The design adjustment will not create adverse impacts on public health and safety.*

The current pedestrian traffic anticipated along the subject site is minimal given the use of surrounding properties and the lack of a current sidewalk network in the area. Taking the payment-in-lieu at this time and deferring sidewalk construction until a future date would have minimal impact in the short term while allowing for the most effective outcome for pedestrian traffic in the area in the future. Granting the desired waiver, would still require the applicant build sidewalks along the improved portion of North Seventh Street as part of a future building permit application.

Staff's analysis of the design adjustment criteria supports a waiver from the requirements of Sec. 29-5.1(d) of the UDC. Given the existing conditions, surrounding developments, and upcoming I-70 corridor improvements, a partial waiver of the sidewalk requirements would be appropriate given the applicant's willingness to pursue a payment-in-lieu.

The plat and design adjustment have been reviewed by staff and are found to be compliant with the provisions of the UDC. Approval of the plat would be subject to technical corrections regarding existing easement labeling and citation.

RECOMMENDATION

The following action is recommended with respect to this request:

- **Approve** the requested design adjustment to partially waive the requirement that sidewalk be construction along the site's North Seventh Street frontage subject to payment of a "fee-in-lieu" in the amount of \$23,653.17 prior to recording of the final plat with the Recorder of Deeds; and
- **Approve** the requested 1-lot final plat to be known as "*Consolidated Water, Plat No. 1*", subject to technical corrections

SUPPORTING DOCUMENTS (ATTACHED)

- Locator Maps
- Final Plat
- Design Adjustment Worksheet

SITE CHARACTERISTICS

Area (acres)	3.56 acres
Topography	Flat
Vegetation/Landscaping	Gravel, grass, Trees
Watershed/Drainage	Bear Creek
Existing structures	Consolidated Public Water Supply District facilities

HISTORY

Annexation date	1906
Zoning District	IG (Industrial)
Land Use Plan designation	Employment District
Previous Subdivision/Legal Lot Status	Not legal lot

UTILITIES & SERVICES

The subject site is served by all city utilities and services.

ACCESS

North Seventh Street	
Location	West side of subject site
Major Roadway Plan	Local non-residential
CIP projects	N/A
Sidewalk	None

PARKS & RECREATION

Neighborhood Parks	Field Park, Downtown Optimist Park, Bear Creek Trail
Trails Plan	N/A
Bicycle/Pedestrian Plan	N/A

PUBLIC NOTIFICATION

All property owners within 185 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified via property owner letters. 19 letters were sent on August 22, 2025, with 1 being distributed to neighborhood associations within 1,000 feet of the subject site. One letter was sent to the Ward 1 Council Member. An advertisement in the Columbia Tribune published on September 2, 2025.

Notified neighborhood association(s)	North Central Columbia
Correspondence received	None at time of writing

Report prepared by Kirtis Orendorff

Approved by Patrick Zenner