

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
COLUMBIA CITY HALL COUNCIL CHAMBER
701 EAST BROADWAY, COLUMBIA, MO
October 19, 2017

Case No. 17-226

A request by Engineering Surveys and Services (agent) on behalf of Columbia Public Schools (owners) for approval of a one-lot preliminary plat to be known as "CPS Middle School Subdivision." This 63-acre parcel is located on the east side of Sinclair Road, south of Chesterfield Drive.

MR. STRODTMAN: Case 17-226. At this time, I would ask any Commissioner who has had any ex parte communications prior to this meeting related to Case 17-226, please disclose that now so all Commissioners have the same information to consider on behalf of this case in front of us. I see none.

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

Staff report was given by Mr. Rusty Palmer of the Planning and Development Department. Staff recommends approval of the preliminary plat.

MR. STRODTMAN: Thank you, Mr. Palmer. Commissioners, questions for staff?
Mr. MacMann?

MR. MACMANN: Thank you, Mr. Chairman. Two, and I'll just make them real quick. We already have a public answer to this. This entire lot, the big lot, had a hazardous material issue that was cleared; is that correct?

MR. PALMER: I believe so. It's on the other side of Sinclair and towards the southwest corner of that property.

MR. MACMANN: Okay. I just -- I needed to get that on the record. I just wanted to make sure, because we will be reviewed for that. Can you tell me more about this pipeline? This is carrying raw petroleum, gasoline? What is this carrying?

MR. PALMER: Do you know? Is it --

MR. MACMANN: I'll -- we'll --

MR. PALMER: Perhaps Mr. Carroz can explain it a little further.

MR. MACMANN: -- when we get to you. Okay.

MR. PALMER: Yeah.

MR. MACMANN: I had some questions about that and runoff and stuff like that, and I'll -- I'll wait till we get the review from them.

MR. PALMER: Okay.

MR. MACMANN: Thank you, Mr. Chairman.

MR. STRODTMAN: Ms. Loe?

MR. LOE: Mr. Palmer, can you discuss a little bit more just access to this site. You said that it's going to be concentrated toward the south end and I notice that the CATSO plan shows Highland Court to be connected over there. And I was just wondering can we talk about when that work is scheduled, if that's anticipated being the primary route to get to the school. If it's not, what the primary routes are intended to be.

MR. PALMER: I don't believe there is any plans for Highlands Court in association with this development at this time. The one thing that I do know is they've placed their proposed access points on their prelim plat, and that's what these three little curb cuts are for.

MS. LOE: I'm talking about access to -- from City busing. How are buses getting to the site? What routes are they taking?

MR. PALMER: So they'll be coming down Sinclair, and that was one reason for the left-turn lane.

MS. LOE: How are they getting to Sinclair? That's -- it just strikes me as currently I have some questions. Are they coming up through the residential neighborhood on Cascades? Are we going down W or K?

MR. TEDDY: I don't think we can answer that, because that's school operations. It would be via Sinclair. How they get to Sinclair, Route K, Southampton is a major road, and then Nifong is a major road. I don't know how they're going to route them through nearby neighborhoods.

MS. LOE: Right. But Nifong is on the north end.

MR. TEDDY: Right.

MS. LOE: And we're not bringing them from the north end or we are.

MR. STRODTMAN: Some would be.

MS. LOE: So the north end, we come through --

MR. PALMER: Mill Creek Elementary School is at the north end of Sinclair also, so I would assume --

MS. LOE: Okay. So if we're coming from Nifong --

MR. PALMER: -- that would be an extension.

MS. LOE: -- and Sinclair is an unimproved road, are road improvements, because there is a floodway that goes across Sinclair between Nifong. I'm just -- it strikes me that there's a lot of infrastructure work in order to make this site more tangible.

MR. TEDDY: Yeah. They're going to have to do the turn lanes or turn pockets to access the site. The contribution was referenced to intersection work at the south end. The City already has a project in progress on -- or, you know, in -- in planning with planned construction in 2018 for intersection improvements at Nifong and Sinclair.

MS. LOE: As far as Sinclair?

MR. TEDDY: Yeah. And then Sinclair itself, it's only in the ten-plus list in our capital improvement program. There's also a sidewalk project that I'll mention. There's a gap in the sidewalk between Southampton and this site, and the City has a project, 2019, to fill that in, and then the school will build sidewalk on their frontage.

MS. LOE: Okay.

MR. TEDDY: I hope that covers all the --

MS. LOE: So that -- that -- that will bridge the flood issues?

MR. TEDDY: You're talking about flooding across the roadway; is that --

MS. LOE: Across Sinclair, yeah.

MR. TEDDY: Across Sinclair. I don't know if I can speak to that, but that might be under storm-water capital improvement plan. I don't think we included that in our summary, but there very well might be a project to enlarge capacity of a -- I'll see if I can look that up for you.

MR. STRODTMAN: Commissioners, additional questions? I see none. I'll open it to the audience. If anybody would like to come forward and speak to us on Case 17-226, we would welcome you at this point. We would just ask that you give us your name and address first.

MR. CARROZ: Fred Carroz, 1113 Fay Street, Columbia, Missouri. Good evening, Commissioners. I'm here from Engineering Surveys and Services to try and provide any answers to questions you may have.

MR. STRODTMAN: Would you be able to give us the information on the pipeline? I know there was a discussion earlier that maybe -- could you clarify anything on that?

MR. CARROZ: I can. One of the pipelines is a former pipeline now. It holds a continental fiber line in it. The other one has petroleum in it, but I don't think it's used entirely much. We were able to vacate part of the easement for that for some -- what do they call those things? There as an easement that went south from the school and the pipeline was able to give up some of their easement.

MR. STRODTMAN: Mr. Palmer, could you move the screen back to the picture that showed the pipelines with the colors, I think, maybe? Yeah. Please. And that's the school on the top; correct -- in the center in this picture -- in the center?

MR. CARROZ: Yes.

MR. STRODTMAN: Okay. So the -- the -- so the petroleum pipeline to the left there that's the black line, that's the one that's used a little bit with petroleum?

MR. CARROZ: That's my knowledge, yes.

MR. STRODTMAN: And in the -- everything else is sewer. Where is the -- the abandoned line that's used as fiber?

MR. CARROZ: Parallel to the petroleum one, about five feet away.

MR. STRODTMAN: Okay. It just doesn't show it on this. Okay. Does that clarify your question, Mr. MacMann?

MR. MACMANN: It certainly helps. Thank you very much. And when it's my turn again, I will ask

a question. I want to let someone else ask if they wish to.

MR. STRODTMAN: Additional questions, Commissioners? Any additional questions of this speaker? Mr. MacMann?

MR. MACMANN: I just -- just have one. Is there -- it doesn't matter who owns those. I was going to ask that question. Is there a plan in place if this pipeline leaks?

MR. CARROZ: I'm sure Magellen Pipeline has a plan in place for their infrastructure.

MR. MACMANN: That gives me a little pause. That's -- and I'm -- you probably don't have the -- the owners of the pipeline have the answer to that question?

MR. CARROZ: Uh-huh.

MR. MACMANN: I don't have any more questions at this time.

MR. STRODTMAN: Ms. Loe?

MS. LOE: Would you happen to know anything about the improvements proposed for Sinclair?

MR. CARROZ: Along the school's frontage, there are the required turn lanes that will be situated along the frontage of the school to require -- to allow buses to turn properly on and off Sinclair Road in regular traffic. There will be a sidewalk along the whole frontage of the school property there. But as far as outside of the school's property, I'm not aware of any others.

MS. LOE: Are you aware if the road floods at this time?

MR. CARROZ: Not at the school's property.

MS. LOE: But in the floodplain area to the north?

MR. CARROZ: To the north, to the south on Mill Creek Road --

MS. LOE: Yes.

MR. CARROZ: -- I am not aware of any flooding up there.

MS. LOE: All right. Thank you.

MR. STRODTMAN: Any additional questions, Commissioners? Thank you, Mr. Carroz.

MR. CARROZ: Yes.

MR. STRODTMAN: Anyone else like to come forward from the audience to speak on this matter, Case 17-226? I see none. Commissioners, questions, discussion needed, other information, motion? Mr. MacMann?

MR. MACMANN: I just have a comment. RE: The issues Ms. Loe brought up, and maybe this can be directed back at staff. It looks like we might have about a mile of road that we have to seriously improve and put a bridge on -- a better bridge on?

MR. TEDDY: I don't find a capital project.

MR. MACMANN: It's -- it was pretty far out, I thought. I mean, whether we have one on the CRP or not, I guess the statement I'm making is that we will have one within the five or six years if this thing goes up, you know. That's what I'm saying.

MR. TEDDY: Your concern --

MR. MACMANN: This is going to obligate --

MR. TEDDY: -- is that there will be additional traffic?

MR. MACMANN: -- this is going to obligate the City to improve that road, so that's a cost. And I'm willing to bear that cost. I just want to let know --

MR. TEDDY: Yeah.

MR. MACMANN: -- that the City is going to pay for another bridge and improve that road all the way down.

MR. PALMER: And I believe the traffic study addressed all those issues. I'd have to pull it back up. But traffic engineers -- our traffic engineers have found that it's not necessary at this time. That may --

MR. MACMANN: Well, the TIS referenced the road at the site, and the intersection up there at Nifong. I just -- I've noticed a little personal --

MR. PALMER: But I believe it addressed the entirety of Sinclair and, hence, you get the intersection improvements at Route K. I think there --

MR. MACMANN: South?

MR. PALMER: Correct.

MR. MACMANN: Yeah.

MR. PALMER: And so I think, again, this is just speaking from memory, and I may be totally wrong, but I think it addressed the whole length and there were no other improvements requested or deemed required by the traffic impact analysis; and therefore, they weren't asked for by the traffic engineering. That's not to say that we might find else -- you know, otherwise --

MR. MACMANN: Well, I just -- you build schools. We were talking about this in the work session. You build schools and people come, and it's already a developing area.

MR. PALMER: Now, just -- I just would like to note, too, though that there is an existing sidewalk with the adjacent residential to the north.

MR. MACMANN: That's Cascades; is that what that is or not?

MR. PALMER: That is Heritage Meadows.

MR. MACMANN: Okay. Yes. Thank you.

MR. PALMER: And I believe it ends at that property line, and so they'll be connecting into an existing sidewalk network.

MR. MACMANN: I just -- I just wanted to raise those issues because it -- that's one thing that just kind of came into my head is we're going to be building some roads or improving some roads.

MR. PALMER: I think that's -- that's a big possibility, yeah.

MR. MACMANN: All right. Thank you.

MR. STRODTMAN: Ms. Loe, did you have a question?

MS. LOE: Well, I just want to -- yeah -- follow up on that or piggyback upon that again, that I would hope that we aren't stopping our planning at the perimeter -- at the property line. I mean, we're putting funds into safe roads to schools. I would be disappointed if we're building schools outside of safe

roads and not planning those safe roads at the times the schools are going in. So looking at it now, yes, there is sidewalk along part of Sinclair, but not the whole length.

MR. MACMANN: Right.

MS. LOE: So, yes, Nifong is being improved to handle that intersection, but does that include -- so I would encourage the planning process to do the complete street and take it all into consideration.

MR. TEDDY: Almost a two-mile road, so it's --

MR. MACMANN: Well --

MR. TEDDY: -- it's a tall order. I think one of the factors is that -- and it does have needs -- no doubt about it -- condition of road. It's rural style, cross-section, and that kind of thing. Traffic counts aren't really that high except probably in that Southampton to Nifong section, so that's probably why it's not getting urgent attention as a whole corridor. It's fairly low traffic counts.

MS. LOE: Well, at this time without a school --

MR. TEDDY: Yeah.

MS. LOE: Right.

MR. TEDDY: And it'll increase the traffic counts.

MS. LOE: Right.

MR. TEDDY: No doubt. Yeah.

MS. LOE: Right.

MR. PALMER: And as far as the flooding is concerned, the one area that I would be concerned about flooding that I'm aware of is north of Southampton. And so in the event that that floods, you would still have access from Southampton onto Sinclair. Also from the south from the Cascades or Route K or however that works.

MS. LOE: I think it's a bit circuitous.

MR. PALMER: Yeah.

MS. LOE: So I was encouraged by the CATSO plan. I hope that is still in the plan at some point.

MR. PALMER: Yeah, I believe so.

MR. STRODTMAN: Mr. MacMann?

MR. MACMANN: Just to follow up on this. Mr. Teddy, you were there, too; you can help me remember. The Nifong intersection is being improved as per our last Council meeting and did -- Council directed traffic to do something about the crossing at Nifong right away. Was that -- did I hear that correctly?

MR. TEDDY: Yeah. There was a lot of public concern about the -- it blocked crossings.

MR. MACMANN: That's the existing school crossing, but they're putting in a roundabout?

MR. STRODTMAN: No. At Mill Creek.

MR. MACMANN: So that is a good thing, but to go to Commissioner Loe's point, that's a planning process that took place after the school went in. And I think the point Commissioner Loe and I are making is we're going to have development, we're going to have traffic, we need to -- it is a two-mile road,

but five, ten years, it's going to be built out.

MR. TEDDY: Yeah. And it would be desirable to have sidewalk, for example, running the entire length of the thing. All I've been able to tell you is from Southampton to the school, you'll have connectivity, and that will pick up a number of neighborhood areas. But, yeah, it's not the -- it's not the full corridor treatment by any means.

MR. MACMANN: All right. I --

MR. STRODTMAN: Mr. Teddy, would it be treated differently if this was a commercial application that was generating some traffic?

MR. TEDDY: Typically, you do -- you do traffic improvements that are uniquely attributable to the project, so between staff and the applicant, there's been description of some adjacent improvements that will be deemed necessary to handle the traffic that this development will generate, but it's not going to address the regional need or the neighborhood need.

MR. STRODTMAN: Well, I'm kind of starting to kind of lean towards a couple of my Commissioners here that I'm -- you know, why would we put something out there that isn't addressing safety-first type of concerns? And if we know that there's going to be issues, then the school should have to pay for it. We shouldn't wait for a future development that would, you know, add to the problem, but not maybe be the only problem, you know. So I don't know. I guess I just would like to have that note added, too, is that I think we should look at this and say even though it's us, the City -- the community is paying for this project. It's going to cause problems, potentially, so let's fix it now and not wait for another user to come along and say, well, we see the problems the school is causing, so we're going to have you, User A, help us pay for the problem now when it should have been probably part of the City's package that we also are going to pay for, but -- so I don't know.

MR. MACMANN: If I may, you were saying -- if I heard you correctly, you were saying that we should -- and I know this is not you. I -- we should perhaps ask CPS to assist in their way?

MR. STRODTMAN: Well, I think they need to look --

MR. MACMANN: -- is that what you were saying?

MR. STRODTMAN: I think if -- if we can't guarantee student safety from day one, then the school needs to address that because that's their customer that they're trying to deliver to their business, the school. And if I was in their shoes in a commercial application, they would -- I would be forced to make those changes now because --

MR. MACMANN: Right. Any future developer --

MR. STRODTMAN: Would be --

MR. MACMANN: -- is going to have this issue if this is not turned into -- well, it's platted to be a major collector. Right?

MR. TEDDY: Yeah.

MR. MACMANN: It's just not there yet.

MR. TEDDY: Yeah. And there -- there -- the right-of-way is shown as being contributed, so

they'll take that 40-foot --

MR. MACMANN: Slice.

MR. TEDDY: -- up-width we call it.

MR. MACMANN: Yeah.

MR. TEDDY: So the right-of-way will be there. The right-of-way improvements in the form of a sidewalk across the length. There will be the turn pockets and the accesses designed to make safe entries into the site. The residential is primarily on the east side, and I think we do have an issue from a neighborhood-connectivity standpoint with what lies to the south because we don't have continuous sidewalk. We don't have bike-lane networks. So that's going to be vehicular traffic coming from near neighborhoods to the south. I mean, that'll just have to be admitted. There's still a lot of vacant property that makes up the former Sinclair Farm, so we'll get additional development. No doubt there will be some additional right-of-way contributions and, depending on end use, there will be traffic improvements contributed as part of that development process.

MR. STRODTMAN: Mr. Teddy, are -- when we look at traffic counts for this project, is a high school or a middle school, are they treated differently? When they look at traffic counts for a middle school versus a high school, would they look at the differences or is there a difference?

MR. TEDDY: No doubt they are because, of course, high school, you have a number of high school kids drive themselves to -- to school, you know --

MR. STRODTMAN: Well, and I was thinking --

MR. TEDDY: -- most typically --

MR. STRODTMAN: -- about, like, the Friday night football game. I look at Rockbridge --

MR. TEDDY: -- activities, those kinds of things.

MR. STRODTMAN: And Rockbridge is one of the worst places to go find a parking spot on a Friday night. And it's not because of the students or the, you know, the teachers, it's the visitors, you know. And so -- and middle school is different because they're not going to have a Friday night game. But I live up off of Smiley, and the new development that Columbia Public Schools did there with the new learning school -- the Early Childhood Learning Center, I believe is what it's called, there's now about 20 cars that park on Smiley every day that are employees of CPS. So I was trying to get my arms around the traffic and if the high school -- I assume the high school would be different than a middle school, but, you know, I didn't ever expect Early Childhood Learning Center would put 20 cars out on Smiley every day, but they are. So any additional questions, Commissioners or a motion, further discussion? This is for -- I just have a clarification. Mr. Palmer, if you go another slide over where it has the -- maybe one more. This -- it shows a final plat, but our agenda shows a preliminary plat.

MR. PALMER: Oh yeah. Sorry. That's my fault. I missed that.

MR. STRODTMAN: It is a preliminary plat?

MR. PALMER: Yeah. Yeah. Sorry.

MR. STRODTMAN: Thank you. Just want to make sure that we're voting on the right thing.

Mr. Stanton?

MR. STANTON: As it relates to Case 17-190 —

MR. PALMER: That's the incorrect one, too. Sorry. I missed that -- that whole label up there.

Use that top —

MR. STANTON: Okay.

MR. STRODTMAN: There we go.

MR. STANTON: As it relates to Case 17-226, I move to approve the preliminary plat.

MR. STRODTMAN: Thank you, Mr. Stanton. Do we have a second?

MS. BURNS: Second.

MR. STRODTMAN: Thank you, Ms. Burns. We have a motion that has been made by Mr. Stanton and seconded by Ms. Burns approving the request of a preliminary plat for Case 17-226. Is there any additional discussion or information needed on this motion? I see none. Ms. Secretary, when you're ready for a roll call.

MS. BURNS: Yes.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Mr. Toohey, Ms. Burns, Ms. Loe, Mr. Harder, Mr. MacMann, Mr. Stanton, Mr. Strodtman, Ms. Rushing. Motion carries 8-0.

MS. BURNS: Eight to zero, motion carries.

MR. STRODTMAN: Thank you, Ms. Burns. Planning and Zoning's recommendation for approval will be forwarded to City Council for their consideration.