

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
January 23, 2025**

SUMMARY

A request by A Civil Group (agent), on behalf of Drew Properties, LLC (owner), for approval of a design adjustment from Sec. 29-5.1(f)(iv)(D) of the UDC relating to individual driveway placement on newly created non-residential lots with less than 300-feet of roadway frontage along arterial or collector roadways and approval of a 6-lot final plat to be known as “Arcadia Plat 10” which contains a survey tract and previously platted lot shown on Arcadia Plat 8. The 13.66-acre subject site is zoned IG (Industrial) and M-C (Mixed-use Corridor) and is commonly addressed as 2205 Brown School Road.

DISCUSSION

Platting Considerations -

The proposed final plat includes existing Lot 1 of Arcadia Plat 8, and a previously unplatted parcel adjacent to the southwest corner of Lot 1, which is now under common ownership by the applicant. The resulting plat, to be known as Arcadia Plat 10, will include 6 total lots. Lots 1, 2, and 3 encompass the M-C zoned portion of the property which wraps the southeast corner of the hook-shaped parcel at the northwest corner of Brown School Road and Roger I. Wilson Memorial Drive. Lot 1 on the proposed plat contains the unplatted parcel entirely. Lots 4, 5, and 6 encompass the I-G portion of the parcel, and are subject to the requested design adjustment.

Lots 1, 2 and 3 individually exceed the minimum 300-feet of roadway frontage as specified in Sec. 29-5.1(f)(vi)(D) of the UDC necessary to permit each lot to have an individual driveway access. However, the plat shows a shared access serving Lots 1 and 2 along Brown Station Road in efforts to reduce potential conflicts along this frontage and to ensure maximum separation of private driveways from its intersection with Roger I. Wilson Memorial Drive. An irrevocable access easement is depicted on the plat covering this shared driveway location. Lots 2 and 3 propose individual driveway accesses that meet separation standards consistent with the access management requirements adopted by the Missouri Department of Transportation.

Frontages for Lots 4, 5, and 6, along Roger I. Wilson Memorial Drive are less than the required 300-feet, per Sec. 29-5.1(f)(iv)(D) of the UDC, to allow the individual driveway accesses desired to serve the lots. The proposed lots have roadway frontages ranging from 225- to 235-feet along Roger I. Wilson Memorial Drive. Given the lot frontage deficiency, the UDC indicates that “shared” driveways serving such lots may be required. The underlying purpose of the lot frontage provision is to limit the number of vehicular access points entering high-volume roadways and reducing opportunities for traffic conflicts. It should be noted that the location of the individual driveway accesses meet the separation standards consistent with the access management requirements adopted by the Missouri Department of Transportation.

The proposed final plat, “Arcadia Plat 10,” is compliant with all provisions of the UDC, with the exception of the lot frontage requirement for which the design adjustment is sought. All applicable easements of record are depicted, and the standard 10-foot street frontage utility easements are dedicated on the plat. Approval of the final plat; however, is contingent upon approval of the design adjustment.

Design Adjustment Considerations -

The applicant is seeking relief from the provisions of Sec. 29-5.1(f)(iv)(D) such that they may be permitted to plat Lots 4, 5, and 6 as shown with less than 300-feet and be allowed to provide each lot with its own individual driveway access.

As a means of addressing the deficiency in lot frontage, the applicants have placed restrictions on the plat limiting driveway access to a specific point along the frontage of each lot. By placing this restriction on the plat, a driveway spacing of more than 220 feet is achieved, which is consistent with the access management provisions of the Missouri Department of Transportation.

Pursuant to the requirements of Sec. 29-5.2(b)(9) of the UDC the Planning and Zoning Commission is required to determine if the requested design adjustment meets the following five evaluation criteria prior to making a recommendation of approval. The required evaluation criteria followed by a staff analysis are shown below.

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

The requested design adjustment is not consistent with Columbia Imagined or Columbia's Vision Zero policy which both prioritize safety for all roadway users. The frontage requirement was contemplated as a means of reducing conflict points along busy arterial and collector roadways. City policy guidance would not support the waiver. However; while reductions in driveway spacing do reduce sight lines and available stopping distances, Roger I. Wilson Drive is relatively flat and straight where adjacent to the subject property. Therefore, the above mentioned factors are not reduced to an unsafe level. **[NOT SUPPORTED]**

- 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;*

No significant adverse impacts are anticipated from approval of the design adjustment specifically with respect to adjacent lands or owners or occupants of those lands. As stated above, the location of this request does not pose significant issues in terms of sight lines or other obstructions and Roger I. Wilson Memorial Drive currently maintains a low volume of traffic. However; depending on the ultimate build-out of the subject parcel, resulting traffic could be significantly higher. Potential uses in the I-G and M-C zoning districts can generate a wide range of traffic outcomes in the vicinity of the three subject lots to which the design adjustment is specifically associated. **[SUPPORTED]**

- 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;*

Given the existing road network context, the requested design adjustment would not make circulation significantly more difficult or dangerous for users. The portion of the subject tract impacted by the design adjustment (Lots 4, 5, and 6) were rezoned from M-C (Mixed-use Corridor) to I-G (Industrial) in early 2023 in an effort to activate the underutilized parcel. At that time it was noted that the size of the existing lot would limit the intensity of any industrial uses on the parcel, and that commercial uses would still be permitted. In particular, the depth of the existing parcels limits the scale of potential uses, and staff agrees that the reduced lot frontage is

in-scale with the existing parcel depth. The applicants are proposing restricted driveway access points to each lot based on accepted access management guidelines produced by the Missouri Department of Transportation and adopted by the City's Traffic Division, which require a minimum spacing of 220 feet between driveways for commercial uses on collector roadways.

[SUPPORTED]

- 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; and.*

The requested waiver is being sought in connection with a final plat of the property to establish "legal lot" status on the entire acreage and to accommodate a total of six lots. Currently the parcel consists of one lot fronting on Roger I. Wilson Memorial Drive, known as Lot 1, Arcadia Plat 8, and an unplatted parcel fronting on Brown School Road. The replat would divide Lot 1 into 5 lots. The applicant has indicated a desire to provide separate driveway access to each of the resulting lots to limit internal conflicts that can arise from shared access. Granting the design adjustment would not decrease or eliminate any required site improvements. ***[SUPPORTED]***

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

No significant adverse impacts on public health and safety are anticipated by granting the waiver. The proposed lot sizes will limit the intensity of potential uses on the property, and thus also limit the traffic generated on the site, relative to the potential end uses. Roger I. Wilson Memorial Drive connects two interchanges onto Highway 63, providing adequate access for any uses. Additionally, the road is relatively flat and straight, therefore sight distances do not pose any issues with the shortened driveway spacing. ***[SUPPORTED]***

Conclusion -

The proposed final plat is consistent with the provisions of the UDC, with the exception of the request for individual driveways for Lots 4, 5, and 6, considering their lacking otherwise compliant roadway frontage. Approval of the plat, is therefore contingent on concurrent approval of the design adjustment request.

Staff does not anticipate any adverse impacts from approval of the design adjustment. However; the requested design adjustment is not considered to be fully consistent with the objectives of the Comprehensive Plan. Notwithstanding, staff does not anticipate significant impacts to neighboring properties or public safety if the design adjustment were approved. The specified driveway locations proposed on the plat are consistent with Missouri Department of Transportation's access management standards for arterial and collector roadways, and the alignment of Roger I. Wilson Memorial Drive is such that any potential impacts are diminished.

RECOMMENDATION

Approve the requested design adjustment from the provisions of Sec. 29-5.1(f)(iv)(D) requiring a minimum of 300-feet of roadway frontage be provided along arterial and collector roadways to permit newly created non-residential lots to have individual driveway access.

Approve the final plat entitled, "Arcadia Plat 10," pursuant to minor technical corrections.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Design Adjustment Exhibit
- Design Adjustment Worksheet
- Proposed Final Plat (Arcadia Plat 10)

SITE CHARACTERISTICS

Area (acres)	13.29 acres
Topography	Generally flat, gentle slope to the east
Vegetation/Landscaping	Landscaped with turf, sparsely wooded
Watershed/Drainage	Perche Creek
Existing structures	None

HISTORY

Annexation date	1995
Zoning District	M-C (South) & I-G (North)
Land Use Plan designation	Commercial
Previous Subdivision/Legal Lot Status	Lot 2, Ridgeway Subdivision

UTILITIES & SERVICES

All utilities and services provided by the City of Columbia.

ACCESS

Roger I. Wilson Memorial Drive	
Location	East side of property
Major Roadway Plan	Major Collector
CIP projects	None
Sidewalk	Sidewalks required

Brown School Road	
Location	South side of property
Major Roadway Plan	Major Arterial
CIP projects	None
Sidewalk	Sidewalks required

PARKS & RECREATION

Neighborhood Parks	Within half-mile of Lange Park, Auburn Hills Park, Atkins Park, Northeast Regional Park
Trails Plan	Within half-mile Lange Park Trail
Bicycle/Pedestrian Plan	N/A

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 this pending request on December 30, 2024. Twenty letters were distributed, and an ad was placed in the Tribune on January 7, 2025.

Report prepared by Rusty Palmer

Approved by Patrick Zenner