AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
May 8, 2025

SUMMARY

A request by Crockett Engineering (agent), on behalf of Donna Jean Armstrong 2016 Unitrust (owner), for approval of a 7-lot Preliminary Plat of M-N (Mixed Use - Neighborhood) zoned property, to be known as *"Armstrong Subdivision, Plat No. 1"*. This request is being reviewed concurrently with Case # 154-2025 which seeks to rezoning the southern 2.56-acres of the overall acreage to M-C (Mixed-Use Corridor). The approximately 9.18-acre subject site is located west of St Charles Road and Clark Lane and includes the address 5320 Clark Lane.

DISCUSSION

The applicant is seeking a 7-lot subdivision of 9.18- acres accessed from Clark Lane located west of the Schnucks grocery store and east of The Links apartment complex. Concurrent to this request, the 2.56-acres shown within Lot 4 is proposed to be rezoned from M-N (Mixed-Use Neighborhood) to M-C (Mixed-Use Corridor) under Case #154-2025. Lots 1-3 and 5-7 would remain zoned M-N follow the outcome of Case # 154-2025.

In October 2024, a concept review was held to discuss the development of the 9.18-acres shown on the preliminary plat (Case #17-2025). Development of the acreage with a mixture of restaurants, apartments, outdoor recreation, and a drive thru facility were discussed. Additionally, one portion of this site was illustrated to be developed as a hotel with around 100 rooms. As hotels are not permissible in the M-N zoning district, the section of the 9.18-acres identified for this use was noted as being required to be rezoned. The original location of the future hotel site and M-C zoning was to the northeast of the overall acreage; however, following discussion with the applicant it was determined that the M-C zoning would be more appropriate closer to the I-70 corridor due to health and safety concerns for other proposed uses.

The subject site is surrounded by M-C to the east, R-2 to the north, and a Planned Development to the west. The PD zoned property to the west, known as The Links apartment complex, currently operates most closely to R-MF zoning due to the multi-family developments on the property. The R-2 subdivision to the north contains a mixture of single- and two-family home developments, and is separated by Clark Lane from the 9.18-acres. The M-C development to the east is currently improved with a grocery store, a drive thru restaurant, and other small retailers.

A climax forest was identified on the subject site, located primarily within proposed Lot 3, with a calculated total area of 25,206.55 square feet. Per the city's tree preservation regulations, any development must preserve 25% of this climax forest, per section 29-4.4(c)(1)(i) of the UDC. As the subject site is currently zoned M-N, certain transitional screening and buffering standards will be required upon development. For all resulting lots zoned M-N, level 2 screening and buffering standards will be required for all developments abutting The Links apartments (4-foot-wide buffer with a 6-foot-tall screening device). If the M-C rezoning request is approved, level 3 screening and buffering will be required (10-foot-wide buffer with an 8-foot-tall screening device). The apartment buildings located west of the subject site are 80 feet from the edge of the property, and has some landscaping features such as trees and a slight change in elevation up from west to east.

A new public street, named Tarkio Street, will be dedicated to provide access to all created lots on the subject site. Tarkio Street is classified as a local non-residential street and has been shown with a dedicated 60-foot right-of-way and 36-feet of total pavement. These dimensions are slightly smaller than

typical local non-residential streets within commercial development; however, are compliant with the standards permitted by Appendix A of the UDC. Typical local non-residential streets would contain 66- feet of right-of-way and a 38-foot wide travel lane. Tarkio Street terminates with a compliant 96 foot-diameter cul-de-sac. Standard 10-foot utility easements will be dedicated along both sides of Tarkio Street and will provide utility access to all proposed lots. At time of writing, staff is requesting the applicant show a 10-foot utility easement along Clark Lane that is not currently shown on the plat.

Tarkio Street will be connected to Clark Lane and given the potential trip generation of the commercial development, the City's Traffic Engineer requested that a traffic impact study be prepared and submitted for review. The traffic study found that the commercial development could potentially generate a total of 405 trips during a weekday, the westbound turn lane off of Clark Lane onto the subject site provides 100-feet of storage plus taper, and that careful considerations into the sight triangle for traffic exiting the proposed development were taken by the site civil engineer. The TIS summary concluded that a right-in/right-out/left-in access intersection would be suitable at the intersection of Tarkio and Clark Lane.

City staff have concluded that due to the nearby existing full access intersections, a third full access intersection on Clark within a span of around 500 feet would not be safe or appropriate. The existing full access intersections are located at the northwest corner of the eastern neighboring property and at the intersection of Clark Lane and Valley Creek Lane. Staff further concluded that a left-turn out of the subject site adds a conflict point directly next to two full access intersections along a street classified as a minor arterial which would pose a traffic safety risk. Given these conclusions, staff supports the TIS recommendation that only a right-in/right-out/left-in only access to Tarkio Street should be permitted.

A 28-foot access easement is being proposed along the lot lines between the proposed lots 6 and 7, with 14 feet of the easement on each side of the respective lot line. This access easement would connect to an existing recorded easement on the property east of the subject site and would allow for private access between the commercial development to the east and future developments on the subject site. This private drive has a full access intersection onto Clark Lane.

This proposed plat has been reviewed by both internal and external staff and is found to be compliant with the provisions of the UDC. While Lot 4 is proposed to be rezoned to M-C, the proposed plat is not contingent on this request being approved. The design of the subdivision is compliant regardless of the acreage's zoning.

RECOMMENDATION

Approve the proposed 7-lot preliminary plat subject to technical corrections regarding requested corner truncations, utility easement illustrations, and other clarifications on the plat.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator Maps
- Preliminary Plat

SITE CHARACTERISTICS

Area (acres)	9.18 acres
Topography	Sloping to the southeast
Vegetation/Landscaping	Wooded area, prairie
Watershed/Drainage	Perche Creek
Existing structures	None

HISTORY

Annexation date	1969
Land Use Plan	Commercial, Neighborhood District
Lot status	No legal lot status

UTILITIES & SERVICES

Sanitary Sewer	Not currently available, can extend sewer main upon development
Water	City of Columbia
Fire Protection	City of Columbia
Electric	Boone Electric, City of Columbia service splits lot

ACCESS

	Clark Lane
Location	North boundary of whole subject site
Major Roadway Plan	Minor arterial
CIP projects	None
Sidewalk	8-ft wide pedway sidewalk in place along Clark

PARKS & RECREATION

Neighborhood Parks	N/A
Trails Plan	Hominy Creek Trail
Bicycle/Pedestrian Plan	N/A

PUBLIC NOTIFICATION

All property owners and tenants within 200 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of this pending action via public information postcards. Initial distribution of notice was sent on March 24 for consideration of this matter on April 24; however, following a request to table the concurrent rezoning action (Case # 154-2025) a second notice postcard was distributed on April 21. A total of 113 notification postcards were distributed.

Report Prepared by Kirtis Orendorff Approved by Patrick Zenner