

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
COLUMBIA CITY HALL COUNCIL CHAMBER
701 EAST BROADWAY, COLUMBIA, MO
May 4, 2023

Case Number 49-2023

A request by A Civil Group (agent), on behalf of Kanco, LLC (owner), seeking approval of a multi-tract zoning map amendment. The 30.7-acre property is unimproved and currently zoned R-MF (Multi-family Dwelling) and M-OF(Mixed-use Office). The proposed rezoning would rezone Tract 1 to M-C (Mixed-use Corridor), rezone Tract 2 to M-N (Mixed-use Neighborhood), and rezone Tract 3 to M-OF. The site is located on the south side of New Haven Road, east of the existing Lenoir Street. (This request was previously tabled at the February 23, 2023 public hearing.)

MS. GEUEA JONES: May we please have a staff report?

Staff report as given by Mr. Brad Kelley of the Planning and Development Department. Staff recommends approval of the requested rezoning to M-C for Tract 1, M-N for Tract 2, and M-OF for Tract 3.

MS. GEUEA JONES: I -- just one quick one, just yes or no. Would you be amenable to me reading out the next case, and also doing that staff report? No? I'm getting a shaking no from the person in charge. Okay.

MR. ZENNER: We need to make sure that the public record is maintained separately. There has been some concern expressed with the muddling of our minutes when we present this back to City Council.

MS. GEUEA JONES: Very well. Thank you, Manager Zenner. In that case, before we go to questions for staff, if anyone has had any outside contact with parties to this case, please disclose so now. Seeing none. Commissioner Carroll, I saw your hand.

MS. CARROLL: Will the MoDOT improvements at -- near this development include improvements to sidewalks along the outer road?

MR. KELLEY: I believe that will be constructed by the developer with their development.

MS. CARROLL: Well, there's currently sidewalks -- yeah. So there's the stretch just along Lenoir Woods all the way until you get to the newer road section close to Discovery. None of that has sidewalk, so they'll install sidewalks directly in front, but it's not necessarily walkable from Lenoir Woods.

MR. KELLEY: Right. I don't think there's sidewalks now. Correct. Right.

MS. CARROLL: And there's nothing to trigger that? Okay. Thank you.

MR. ZENNER: Or there was a design adjustment associated with the platting of the Lenoir

Woods project that waived sidewalk construction along that portion of Lenoir Street. That is why it is not there.

MS. CARROLL: Okay. When -- when did that occur?

MR. ZENNER: That occurred prior to the construction of -- at the onset of the construction of their most recent expansion internal to the campus itself.

MS. CARROLL: Do you know an approximate year?

MR. ZENNER: Before you were -- I don't remember the year, but it was before your time on the Commission.

MS. CARROLL: Okay. Thanks.

MS. GEUEA JONES: Any other questions? Commissioner MacMann?

MR. MACMANN: Thank you, Madam Chair. I didn't see any response from the University, the Research Farm had no input?

MR. KELLEY: I didn't receive anything.

MR. MACMANN: All right. Thanks.

MS. GEUEA JONES: Any other questions for staff? Seeing -- oh, sorry. Commissioner Placier?

MS. PLACIER: I noticed you received some responses from the Lenoir residents, and one -- at least one of them referred to walking down to these places. But if there is no sidewalk on which these elderly people are going to walk down to those places to enjoy them, is that a concern?

MR. KELLEY: I think there will be when -- when it's developed is the -- the key point there.

MR. ZENNER: I think, Ms. Placier, the waiver that was granted is granted with the Lenoir property. So what Mr. Kelley is referring to and what this platting action will do is it will result in sidewalks being built along that portion of the Lenoir Street relocation that MoDOT will be constructing. The piece that is then to the south of that, which is along Lenoir and their property, was given a waiver. So it is possible through separate petition of the City that sidewalk improvements may be able to be installed. But at this point if the transfer of Lenoir Street has not occurred, and I'm not sure if that is a MoDOT road or if it is ours, that would be a necessity before sidewalks could be placed within the State's right-of-way. And typically, we do not place sidewalks along expressways. That is expressly excluded from the requirements of our Code, which would have been the outside, the western side of the Lenoir Street right-of-way immediately adjacent to the 63 corridor. The variance at the time that the subdivision plat was approved was for the eastern frontage. And hence, there is also a drainage feature that separates the very southerly portion of the subject tract from the Lenoir parcel, which would need to be somehow addressed with a sidewalk connection project in the future.

MS. GEUEA JONES: Okay. Thank you. Commissioner Carroll, quickly.

MS. CARROLL: To be absolutely clear about this statement, you do have a sidewalk along that frontage as it turns just past Lenoir Street into New Haven Road or -- yeah. On that outer right at the other end of Lenoir Street. The application, the applicant would provide sidewalks on the frontage of their site, the area between New Haven Road to the new development, including the area in front of Lenoir

Street, will not have a sidewalk and does not currently have a sidewalk.

MR. KELLEY: Sorry. I'm looking back --

MS. CARROLL: There is a sidewalk for part of this currently. I have walked on this sidewalk, and I'm looking at a picture of it right now.

MR. KELLEY: On the east side? Okay.

MS. CARROLL: Uh-huh.

MR. KELLEY: It may not have -- so it wasn't shown on my aerial, so maybe there's a discrepancy between the year this was taken and when -- when that was from.

MS. CARROLL: It's quite new, actually.

MR. KELLEY: Okay.

MS. CARROLL: They put it in maybe two years ago.

MR. KELLEY: Okay.

MS. CARROLL: And this was viewed as an amazing amenity to the folks that worked at Radel and at Eurofins. It doesn't connect to Lenoir Woods. I think what I'm getting at here is that this is an amazing -- I -- I completely agree that this is a autocentric destination just because its connectivity, but what I'd like us to be aware of is that there's an awful lot of non-drivers living in Lenoir Woods who don't have a lot of destinations, and I hope that our City pays attention to how we're serving those folks. I think that this will be -- this development will be a good amenity for them, as it will be to the people on the northeast side of the highway there. Nonetheless, I don't know what our policy is saying we can't have sidewalks on that outer road, because we've already -- it's installed sidewalks on part of it. It may have been applicant driven, but it's there.

MR. KELLEY: When you're referring to the outer road, are you referring to Lenoir Street right here? That's -- yeah. What Pat is highlighting is the Lenoir -- current configuration of Lenoir Street.

MS. CARROLL: Past there.

MR. ZENNER: Here?

MS. CARROLL: So as you get over closer to -- so close to Lenoir Street and New Haven, there are no sidewalks. In front of Lenoir Woods, there's no sidewalks. Then there's a lot that is not yet developed, but there was a recent application for that.

MR. KELLEY: Oh. Yeah, Down here --

MS. CARROLL: A little bit farther down.

MR. KELLEY: Yeah.

MS. CARROLL: Yeah. And just slightly below that map is where the sidewalk begins.

MR. KELLEY: Yeah. I know where you're talking about now.

MS. CARROLL: I can see that -- say that people do walk this section quite a bit. There are trails that go off onto some of the land there. People would walk it and people do walk in the road there. There has been a traffic accident with a cyclist on the road there, as well. We should pay attention to our pedestrian amenities, particularly in there, and it's particularly as we add destinations for pedestrians to

go to and very likely disabled persons.

MR. ZENNER: I'd like to point something out here just for the purposes of context. So as Mr. Kelley pointed out, you'll notice from this aerial photography that this is where the old nursing home was located. It has been removed. But you will notice where my cursor -- where the arrow is down here. This was originally a connection that was provided between the nursing facility and the -- or Lenoir Woods and the nursing home itself. I'm not quite sure, and Mr. Gebhardt may be able to respond to this. That connection may still exist. It may still be able to be improved for the purposes of creating an internal connection to a portion of this project that would then get you to a public sidewalk that would be built on the relocated portion of Lenoir Street, but I will let Mr. Gebhardt refer to that as it relates to potentially the property owner's willingness to maybe explore that in order to allow for access of the residents of Lenoir Woods. However, at this point, the only options that probably exist, if Lenoir Street is within the City system for maintenance purposes, would probably a petition through our capital improvement project process by which to have a sidewalk identified for this particular area. We would also have to look to find out what is on our most current sidewalk master plan, which I don't believe this particular area identifies. So with that being said, that's all I think we may have to offer here unless you have additional questions.

MR. KELLEY: Yeah. I would just say one more thing. It was kind of getting to the preliminary plat part, but Lenoir Street is going to be reconfigured to swing to the east and kind of come to the central point here, kind of almost near where this -- see the wooded area. But the point I want to make is on the south side of that, which would be closer to Lenoir Woods where you're talking about, that would be an eight-foot pedway on -- on that site -- on that side, and on the other side, I guess that would be a five-foot sidewalk. But we can talk more about the preliminary plat or Jay could comment on it during public comment.

MS. CARROLL: Thanks. Yeah. I'm just trying to understand the statement that we don't allow sidewalks to be built along the expressway given that there's currently one existing.

MR. KELLEY: I would say a difference probably between outer road and expressway itself.

MS. CARROLL: Thanks.

MS. GEUEA JONES: Thank you very much. Seeing no other -- Commissioner MacMann, quickly.

MR. MACMANN: Just quickly. And this is probably a Mr. Zenner question. Mr. Zenner, mining your intense knowledge of the City of Columbia, am I correct in stating the closest grocery store to this location is the Hy-Vee due west of it, about two miles-ish away?

MR. ZENNER: That would be correct, sir.

MR. MACMANN: Thank you very much.

MS. CARROLL: There's an Aldi that's closer now.

MR. MACMANN: To the north?

MS. CARROLL: It's still to the west. So as you go down Grindstone --

MR. ZENNER: Oh, I apologize. You're correct.

MS. CARROLL: Yeah. Right next to --

MR. ZENNER: And that is at Grindstone -- Grindstone and Green Meadows is where the Aldi's is, and Walmart, then you would have the superstore Walmart.

MS. CARROLL: Walmart.

MR. ZENNER: A little bit closer, but still probably about a mile and a half.

MS. CARROLL: Same traffic light.

MR. MACMANN: All right. I'm -- I'm -- food deserts in the future because we're growing this way. Thank you, Madam Chair.

MS. GEUEA JONES: Thank you very much. Moving on to public comment.

PUBLIC HEARING OPENED.

MS. GEUEA JONES: Who wants to start? You know how this goes.

MR. COLBERT: Yes, ma'am. Good evening, Madam Chair, members of the Commissioner. Caleb Colbert, attorney, at 827 East Broadway. It sounds like most of the questions tonight are going to be on the plat, so I'll just hit on some of the zoning issues real quick. Mr. Kelley is correct that the request you have before you tonight is sort of in response to MoDOT deciding that it's going to improve the 63/New Haven interchange. So when they came to us about three years ago and said this project was coming forward or that improvement was coming forward, they told us that they were going to realign Lenoir Street. And as you can see there in the middle of that zoning exhibit, Lenoir Street is going to be rerouted to the east, and basically cut this property sort of in half. So once they told us that they were going to bisect the property, we looked and said, okay, well, what zoning classifications are appropriate for this location in light of this change. And again on the west, you have a freeway to the north, New Haven is considered a minor arterial, and then Lenoir Street is considered a major collector. So all in all, you have property that is surrounded by a freeway, an arterial, and a collector. Again, that's sort of the textbook definition M-C zoning or where M-C zoning is appropriate. So we started at that intersection with the freeway and New Haven with M-C. And then as approached other property owners, we stepped down to less than ten zoning districts. We have M-N there on the east, which will provide a transition to the MU property, which is a research facility. And then you have M-OF to the south, which provides a transition to the Lenoir property. So all in all, again, we tried to follow the best practices, concentrate the M-C zoning at the intersections and the major roadways, and step down as we moved out from sort of the central zoning. That's the zoning in a nutshell. I would be happy to answer any questions. Jay Gebhardt is here to talk about the plat, questions on the sidewalks. And Julie Nolfo is here; she's our traffic engineer, happy to answer questions on the traffic study.

MS. GEUEA JONES: Thank you very much. Any questions for this speaker? Seeing none. Thank you very much for being here tonight.

MR. COLBERT: All right. Thank you.

MS. GEUEA JONES: Next?

MR. GEBHARDT: Good evening. My name is Jay Gebhardt, civil engineer and land surveyor for

A Civil Group, 3401 Broadway Business Park Court. I'll just answer the sidewalk question, since it's not a zoning issue, but it's a plat. But MoDOT is building the sidewalk on the relocated Lenoir to -- to our property line, to our south property line. They're building a sidewalk on the north side of New Haven, and they're building a sidewalk on the south side of New Haven through their project. Any sidewalks that they do not build will be built by the developer. So internally and on the exterior of this, there's -- there's plenty of pedestrian access. The traffic signal is being designed so that it would accommodate that traffic. As far as Lenoir, I understand your concerns. We are -- we have a good relationship with the administration there and trying to determine what is the best for the residents in this. And there -- as Pat said, there is a road there for the old road access, and the bridge is still intact over the creek, so it would provide an easy path should they choose that that's what they want. We don't want to necessarily do something and then they end up getting people that they don't want internal to their -- through that. So it's -- it's an issue that needs to be worked out, but it's -- it's something that my client is very interested in -- in addressing, because the Lenoir people have been very supportive of him on this.

MS. GEUEA JONES: Thank you very much. Any questions for this speaker? Commissioner MacMann?

MR. MACMANN: Thank you, Madam Chair. Mr. Gebhardt, a question and then a comment. The light you're referring to is the one at Lemone? Is that what you were --

MR. GEBHARDT: There is a light at Lemone, but I'm referring to the light at Lenoir and New Haven.

MR. MACMANN: That would be a new light there?

MR. GEBHARDT: There will be a new light signal at both locations.

MR. MACMANN: All right. Okay.

MR. GEBHARDT: For the -- for the off ramp and for the Lenoir.

MR. MACMANN: All right. The second thing I would like to say is that this can almost be in a textbook the way it's -- it's laid out properly. Thanks. Thanks.

MR. GEBHARDT: You can thank Mr. Zenner for that.

MR. MACMANN: Thank you, Mr. Zenner.

MS. GEUEA JONES: Thank you, Commissioner MacMann. Commissioner Placier?

MS. PLACIER: Yeah. I just -- one question. The school being located across New Haven from the most intense commercial zoning, did you have any interaction with them? Were there any concerns?

MR. GEBHARDT: We sure did. We -- so this project started for me in 2019. And -- and during that time, we've met with -- I've met with the CPS folks three times, and the last time was just probably in January or February, right before we were getting ready to come to Planning and Zoning the last time. And Randy Gooch is their operations manager. And he basically gave us the thumbs up for this project. He -- he didn't feel like it was going to interact negatively with the school, and MoDOT is being really careful to work with them to get the buses and the parent drop-off and all that coordinated so that there's not any kind of issue with that. So he seemed to be satisfied with the improvements and with the

rezoning and the platting of property.

MS. GEUEA JONES: Thank you. Anyone else? I have a quick question, and I'm sure there's a simple answer. Why the odd shape of tract 1 and tract 3? Is there a natural feature there that I'm not realizing?

MR. GEBHARDT: Tract 3 is the existing zoning, and it is the -- MoDOT is building a large regional detention facility on it.

MS. GEUEA JONES: Okay.

MR. GEBHARDT: And that's the shape of the detention facility.

MS. GEUEA JONES: Got it. So it's a maximization. Excellent. I knew there was a simple answer, I just couldn't see it. Okay. Seeing -- Commissioner Carroll?

MS. CARROLL: Sorry. You mentioned that MoDOT will be building the sidewalks along the area that they're improving, as well as placing a traffic light, which is a needed feature. The traffic getting across there is quite bad for the increased -- increased traffic as it is. Will they -- they're building sidewalk along the north and south side of New Haven for Lenoir. Are they doing the same along New Haven itself; do you know?

MR. GEBHARDT: Yes. Yes.

MS. CARROLL: Thanks.

MR. GEBHARDT: So I believe it's a pedway on the north side because of the school.

MS. CARROLL: Got it.

MR. GEBHARDT: And on the south side, I think it will be a five-foot sidewalk --

MS. CARROLL: Okay.

MR. GEBHARDT: -- but they are building those.

MS. CARROLL: Yeah. There's currently --

MR. GEBHARDT: So MoDOT is basically building the sidewalks except for the north side of Lenoir, which is what we're -- we've agreed to build.

MS. GEUEA JONES: Good?

MS. CARROLL: Yeah.

MS. GEUEA JONES: Okay. Thank you very much.

MR. GEBHARDT: Thank you.

MS. GEUEA JONES: Okay. Anyone else here to speak on the zoning? You can also wait till we get to the traffic planning part of it if you want. Okay. Sorry. We normally do these kinds of cases together. Please come forward. State your name and address for the record. Pull that microphone down to you. Jay is way taller than you. Thank you.

MS. SMITH: Hello

MS. GEUEA JONES: Hi.

MS. SMITH: Hi. Hi. My name is Sherrece Smith, and I reside at 3501 East New Haven Road, Number 27, Columbia, Missouri 65201. I am a Woodstock resident. I felt the need to come in person so

that way you would have a face. Currently what I am hearing are the concerns of the residents of Lenoir, which is valid. I have history with Lenoir. My cousin passed away in the facility that ultimately was destroyed and then, thankfully moved onto Lenoir campus. I vote at Lenoir Senior Center. My concern is not only the traffic, which they have thankfully kind of worked out the kinks to me as far as having a center lane, but I do have a concern about our young families, our seniors, our retirees, those who do not drive for whatever reason, being able to cross the street. I do understand that there is an additional traffic light system that will be set up. That will be located across from my neighborhood, as I believe is correct. So, you know, I wish sometimes they would refer to on the Woodstock side. Another concern I have is that as far as I believe, we're kind of like the last pocket of county, and we're surrounded by University and City. I grew up and I went to school in the south part of Columbia near Pierpont all the way to Providence where even Rock Bridge Elementary School is, I went to there. I graduated from Rock Bridge Senior High School. I remember when there -- when Walmart was built. I remember when Taco Bell was built. I remember when the trees used to be around, but that's beside the point. My main concern is I realize that it -- that we must progress as we're a growing population, and as my county is dwindling at a quick speed. My concern yet again is the traffic and keeping the people in mind that are there. My neighborhood is there. It has been there for, I believe, 50 years. I have not been there for 50 years, but it has been there for 50 years. Part of the reason why you're not seeing a lot of traffic along the outer road of what's called Lenoir Street, it's because neighborhoods were taken down and removed. There used to be a lot of people that would walk those sidewalks. There would be people that would cross down the bank to cross over to Highway 63. And I just want you to be aware of that. What it looks like to me personally is that this is another Clark Lane. That's kind of what it looks like to me. And you're kind of frowning, but it's because, to me, the future is looking like a lot of business is going to be right across from us. The rents are going to be shot up. That's besides the point; that's just the way it goes and, you know, we'll it out somehow -- some of us. But, still, there will be people -- there will be pedestrians, there will be bikes, there will be non-cars. And I just want to make sure that our children are considered and that they are safe. There were concerns that were brought up in the first meeting. They have been addressed, so I'm going to give credit where credit is due. But as I am looking at this being more of a mixed commercial, housing, and I'm thinking about the time where they were considering expanding mental health by having a Fulton hospital just down the road, and it was what -- it was voted down because of what, traffic. But now that they're moving Lenoir over to us in our front yard, I just want it to be known that I am not alone in my thoughts and my feelings. I am representing a diverse neighborhood.

MS. GEUEA JONES: Thank you very much for being here tonight. Give us just a minute. Does anyone have any questions for this speaker? Commissioner Carroll?

MS. CARROLL: Yeah. Commissioner Stanton was raising his hand, as well.

MS. GEUEA JONES: Oh, sorry.

MR. STANTON: The proposed sidewalks, do you think that's adequate enough to safely transport pedestrian traffic from Woodstock anywhere?

MS. SMITH: I believe that the improvements that are being done, that MoDOT is proposing, is definitely needed. I also have a shout out for the State employees and other people that have to park in that commuter lot in hopes of saving gas, so that way they can make their way to Jefferson City or to wherever else they need to go. I haven't heard any solution about where that is being placed. Sixty -- AC 63 is the heart. I have gone without a car and thankfully somebody was able to get just far enough to me where we could travel together to Jefferson City. These are real issues; these are real problems. So I want that to be noted, too. I would love to know where that commuter lot is going to be for employees who are trying to just make it to work. As far as the sidewalks, it sounds like they're going to kind of be parallel along, I guess, the New Haven, which I agreed with. It's -- it's necessary. I am concerned about crossing on the other side, the traffic going back and forth. I don't know if some -- I don't know if I have to go to a different meeting on that. If so, I will be here, but that is a main concern. And like I said, we do have children. We have adults that do ride bikes. They do ride those little mopeds. They are actually walking all the way over to Walmart and to Aldi's to either work or to shop the best they can, putting it on their backs and traveling back. So I understand that there is some benefit of having a mixed-use commercial, but I do not want it to be like a Clark Lane. Thankfully, we will have sidewalks, and I'm hoping Clark Lane will get theirs, too. But that's -- that's about all I have to say on this.

MS. GEUEA JONES: Commissioner Carroll?

MS. CARROLL: I am so thankful for you coming out and being here tonight because this is exactly what I want to hear. You're exactly who I want to hear from, and my concerns about sidewalk are, in part, due to you and your community. I used to spend a lot of time at this exact area. I work -- no longer. I used to work at this area. The sidewalks there are a problem, the traffic there is a problem. We -- I -- I see people walking it and biking it all the time. I see people walking along the grass. I see people trying to cross. It's not a safe crossing for the cars going across Lenoir Woods, across New Haven with pedestrians there because it's too close to the exchange, it's not signalized, and there's nothing to mark the flow of traffic.

MS. SMITH: Yeah.

MS. CARROLL: It's dangerous, and I have seen accidents. And that's because of increased traffic in the area, because of increased development in the area. This development is something that I've been awaiting for a long time because the addition of sidewalks is needed so much, and I was hoping that it would make the situation better for you. I guess, you know, my real question was -- I mean, do you see people from your neighborhood, do you see them as people who would walk along these sidewalks to use this service? With this -- will the services in this commercial zone, will it serve your neighborhood, or will it be a feature that inconveniences your neighborhood? How does your neighborhood feel about it?

MS. SMITH: Well, I kind of feel a certain way about having unhealthy foods so readily available, but that's I guess, another issue. My concern is, can we afford to go shopping? Can we do it? Will it be enough to support our families should we decide to work there? I don't know. But those are questions

that should be on the forefront, especially since I realize that the City has been trying to make a huge effort of being inclusive and trying to assist people of all backgrounds as much as possible. And I do realize that there is a huge growing pain going on in Columbia. I do realize that. I do realize I'm going to lose that field, but I also realize that there are people, single mothers who out walking all the way to Walmart and Aldi's. Now, I'm just going to keep it real. It's real. There's no bus. There's no City bus near us. When there was, you had to walk near Marriott Hotel in order to get there. That's on the other side of the school. And the times were terrible, and I'm sorry to say that, they did what they could, I guess, but it just wasn't working for a person that's trying to level up.

MS. GEUEA JONES: Thank you. My question is -- is about the zoning going in. I mean, we -- we've been encouraging people to do straight zoning instead of pretending like they know what's -- we're going to sell to. Right? M-N zoning is not drive-throughs, it's not super heavy development. It's more grocery stores, neighborhood stores, things like that, that's closest to your neighborhood. And if I'm reading the MoDOT map right, which is hard to do, I think there will be a sidewalk all the way down to the light and around that intersection.

MS. SMITH: Impasse -- impasse, as they say, back into a two lane?

MS. GEUEA JONES: Yes. Yeah.

MS. SMITH: Okay.

MS. GEUEA JONES: It looks like it goes all the way to -- what is that road that intersects Warren?

MS. SMITH: At Warren Drive, maybe.

MS. GEUEA JONES: Yeah. Yeah.

MS. JONES: Which is, like, right on the edge, so it's like they're --

MS. GEUEA JONES: It looks like, just the piece that they have us because it's relevant to this particular section, it may go even further than that. I don't know about that part. But the section they gave us shows sidewalk all the way from Warren Drive to past the new Lenoir Street. There's sidewalk, it looks like, on both sides. Again, if I'm reading this right, which is hard to do. But again, like this is the zoning question and -- and we certainly will take your comments into consideration when we get to the plat --

MS. SMITH: The mixed neighborhood part -- excuse me.

MS. GEUEA JONES: Yeah.

MS. SMITH: The mixed neighborhood part, I get that. It would be nice if maybe it was more affordable. I do realize that the location that it will be at, that might not be likely.

MS. GEUEA JONES: Why do you say that? Say more.

MS. SMITH: Because of the location that it is. The reason why -- I can live anywhere. The reason why I chose where I lived is because it was county. It was quiet, I was right there by the highway. I could get to work at a good time. I could go downtown within 15 minutes. Now it's probably more like 20 minutes. You know, I personally drive, so I was close to, you know, every little -- like, I like driving

along the highway, so it didn't take me long to go to Stadium or to Broadway Exit, or to shoot -- to go to, you know, St. Louis, or to Kansas City. So I see that area, and on top of it, because of the good nursing homes that's near there, we have a gas station. Do you see what I'm saying? What I'm saying is there's convenience, and what they're saying is they're bring more convenience. Not particularly with that M-N, but where there's the M-C potential, which is what I was kind of referring to was the M-C because of the other, I guess.

MS. GEUEA JONES: I see.

MS. SMITH: But the M-N part, you know, I do know -- realize that as far as building and stuff is concerned, the money is the higher end, and that's kind of another concern for me and my neighborhood.

MS. GEUEA JONES: I would hope that developers would take into account the many, many people, not just in your neighborhood, but also across the highway. There are also quite a lot of folks over there that I'm sure would prefer something closer. Thank you very much for your time. Anyone else, questions? Thank you very much. We really do appreciate you being here. Any other public comment? Next? Okay. Thank you very much.

PUBLIC HEARING CLOSED

MS. GEUEA JONES: Commissioner discussion. And I just want to keep us on focus because Council has asked us to separate these questions. We are talking about zoning right now. We'll talk about sidewalks in a minute, I promise. Any questions on -- or any discussion on zoning? Okay. Commissioner MacMann?

MR. MACMANN: If my fellow Commissioners do not have any more questions or concerns, I will make a motion. In the matter of Case 49-2023, rezoning 3300 New Haven Road, I move to approve.

MR. STANTON: Second.

MS. GEUEA JONES: Approval moved by Commissioner MacMann; seconded by Commissioner Stanton. Is there any discussion on the motion? Seeing none. Commissioner Carroll, may we have a roll call.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Wilson, Mr. Stanton, Ms. Burns, Mr. MacMann, Ms. Carroll, Ms. Geuea Jones. Voting No: Ms. Placier, Ms. Loe. Motion carries 6-2.

MS. CARROLL: We have six yes, and two no. The motion carries.

MS. GEUEA JONES: Thank you. That recommendation will be forwarded to City Council.