

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

**Case # 95-2023**

**A request by Crockett Engineering (agent), on behalf of Mid-Am Development, LLC (owner), for approval of a 13-lot preliminary plat to be known as “Spring Brook” subdivision. A concurrent request (Case # 96-2023) seeking to rezone 18.32 acres of the site from M-OF (Mixed-use Office) to M-C (Mixed-use Corridor) is presented under separate cover. The subject 24.49-acre site is located at southeast corner of S. Providence Road and Veterans United Drive.**

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

MR. ZENNER: Yes, you may, ma’am. Apparently, we are getting a tremendous amount of static through the microphone system.

(Off the record.)

MS. GEUEA JONES: All right. We will come back to order. Let’s see. Shall I restart with reading the case? Okay. All right. We have read the case and we are ready for our staff report, Mr. Zenner.

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

Staff report was given by Mr. Pat Zenner of the Planning and Development Department. Staff recommends approval of the proposed 13-lot preliminary plat to be known as “Spring Brook Subdivision”.

MS. GEUEA JONES: Thank you. Before we go to questions for staff, if any of my fellow Commissioners have had contact with parties to this case outside of these public hearings, please disclose so now. Seeing none. Any questions for staff? Seeing none. Public comment?

**PUBLIC HEARING OPENED**

MR. CROCKETT: Madam Chair, members of the Commission, Tim Crockett, Crockett Engineering, 1000 West Nifong. If you don’t mind, if I can get switched back over? There we go. Okay. I want to pick off -- pick up where I left off last time. We’ve talked about the zoning, and now the

preliminary plat. Again, we're looking at 13 lots, and as Mr. Zenner indicated, we want to develop this in phases. And part of that phasing will also have triggers with regards to the offsite improvements. Again, we're going to talk about -- we're looking at doing private streets. It's a little bit different, but certainly allowable. We are going to build them to City standards. We are going to have a third-party testing agency to look at those and confirm that they are built accordingly. A comprehensive traffic study was completed for this area. We had a tremendous amount of input from the City and MoDOT. We completed it. We did all of their -- all the analyzation of the site, of the intersections. They want us to go back -- MoDOT wants us to go back and look at a couple of other specific items, and so we went back and did a VISSIM model of this as well to -- to illustrate what's taking place and we got really in depth with it. And then they were very satisfied with the -- with the results. But again, we're talking about the phase -- phasing of this development and the triggers that it will take. The first phase that we're going to develop, we can have 145 trips as it sits today. With the access that we have out there today, we can have 145 trips during the -- during the peak hour. And that's not very much. As Mr. -- Mr. Zenner indicated, we can't have more than permit -- we can't permit more than three lots. Well, in reality, it's probably going to be two lots. And so the first phase before we get anything, we have to -- we have to complete the pedestrian crossing at Providence and Veterans United. And so the -- that intersection has three legs that is suited already for pedestrian crossings, they just don't have the fourth leg. And so my client will -- will address that and complete the pedestrian crossing on the fourth leg, which is the south section. On top of that we will have an internal sidewalk connection from the exterior sidewalk network that comes interior to the development. And so anybody who is crossing Providence Road doesn't have to go all the way down to our main intersection. They will have a more direct route. That's the first phase. And again, that's going to be -- allow us to permit two or three of the first lots until we get to the second phase. The second phase, as Mr. Zenner indicated, we could develop -- I believe those are the lots that's in the development agreement. We can develop these lots until -- before we can develop these -- excuse me. Before we can develop these, we have to complete the roundabout at the intersection of Veteran's United as -- to where it goes into the main VU campus, and then the hospital. That will provide our main access into this development. As Mr. Zenner indicated, our main access point -- that divided boulevard at that point will turn into right-in, right-out, and the reason for that is to allow for ample stacking at the intersection of Providence and Veterans United. It pulls that intersection away and it creates a more safe intersection for both pedestrians as well as vehicles. The third phase to the south is, as indicated, is going to trigger significant improvements to Providence Road and Corporate Lake Drive. As it sits right now those -- that intersection already has some issues, and so what MoDOT has asked us to look at was doing a three-quarter, taking out that left turn moving on to Providence Road. That's the most dangerous movement. And so we're eliminating both of those. There's a substantial amount of improvement being done there and It's not just for our development. I mean, half of this is for vehicles that will never enter our development or going the opposite direction. But given the fact that those are concerns and problems that exist today, they have asked us to look at that and -- and fix that, if you will.

And so that's the third phase. The other portion of this phase, it will also contain a pedestrian crossing at Corporate Lake and Providence Road. And so that's a key component. There is a lot of residences that you can see, the multi-family that's further to the west. There's sidewalks that lead to Providence Road, and then, consequently, this would be an access that crosses Providence at that location. There will be a safe haven island in the middle of Providence there for the pedestrians. So that's the phase three. So again, the location is that intersection of expressway and a major collector. The City has noted that as an appropriate location for a nodal commercial. It's walking distance from two major employers and an open high school campus. We've covered these items. It's compliant with the UDC and support staff and so with that, I'm happy to answer any questions that the Commission may have.

MS. GEUEA JONES: Thank you very much. Any questions for this -- Commissioner Burns?

MS. BURNS: Thank you. Is there any discussion about the speed limit on Providence? I think as it heads south is 45 miles per hour.

MR. CROCKETT: I believe that's right.

MS. BURNS: Were there any considerations on speed limit? Is that appropriate? I mean, when -- the traffic study, did you -- that's going pretty fast when you're creating additional --

MR. CROCKETT: It is.

MS. BURNS: -- pedestrian --

MR. CROCKETT: It is. Well, the -- we didn't discuss that because the main pedestrian crossing is going to be at the signalized intersection, and so the idea there is is it an already controlled intersection, so it's already going to slow down. Having that three-quarter, that's the reason why they kind of want that safe haven island in the South Hampton crossing is so that you're only crossing half the street at a time. MoDOT would look at that. I think what they're going to look until there is additional improvements in this location, I think that they're satisfied with the speed limit as it is. That is MoDOT controlled, and really the developer nor the City have much influence over MoDOT at that location.

MS. BURNS: Thank you.

MS. GEUEA JONES: Any other questions for this speaker? Commissioner Carroll?

MS. CARROLL: Can you show me the placement of the roundabout again?

MR. CROCKETT: Yes, ma'am. It's right there up to the north portion. So going -- obviously, the two -- the east and west leg is Veterans United. The south leg is the entrance coming into Veterans United, and then the north leg going up is the main entrance into the MU Health Clinic.

MS. CARROLL: Okay. Thanks.

MS. GEUEA JONES: Thank you. Any other questions? Seeing none. Thank you very much.

MR. CROCKETT: Thank you.

MS. GEUEA JONES: Are there any other members of the public that are here to speak on this case tonight? Seeing none. I will close public comment.

#### **PUBLIC HEARING CLOSED**

MS. GEUEA JONES: Commissioner comment? Any comments from my fellow Commissioner?

We've got a little bit of time to kill. Commissioner MacMann?

MR. MACMANN: I'll kill some of it with a motion. How about that?

MS. GEUEA JONES: Sure.

MR. MACMANN: In the matter of -- this is 95. Right?

MR. ZENNER: That is correct, sir.

MS. BURNS: Ninety-five. Here it is.

MR. MACMANN: Mr. Zenner is shaking his head. I was flipping them before. In the matter of Case 95-2023, Spring Book -- Spring Brook subdivision preliminary plat, I move to approve.

MS. LOE: Second.

MS. GEUEA JONES: We have a motion by Commissioner MacMann to approve and a second by Commissioner Loe. We will delay roll call until Commissioner Stanton has rejoined us. He stepped out briefly. Is there any discussion on the motion while we wait?

MR. MACMANN: I have a comment.

MS. GEUEA JONES: Love to hear it.

MR. MACMANN: I appreciate -- and this is for Mr. Crockett. I appreciate the blowups on the intersections. I thought that was kind of a nice -- I mean, I know they are mostly just hand renderings, but that helps us see where a plat or a print would not.

MS. CARROLL: I also appreciated that. And going back to it, it was kind of hard to orient on the plat for me.

MS. GEUEA JONES: Thank you, Commissioner Carroll. We have a motion pending to approve, and it has been seconded. Seeing as we are all returned to the room, Commissioner Carroll, may we have a roll call.

**Roll Call Vote (Voting "yes" is to recommend approval). Voting Yes: Ms. Placier, Ms. Wilson, Ms. Loe, Mr. Stanton, Ms. Burns, Mr. MacMann, Ms. Carroll, Ms. Geuea Jones. Motion carries 8-0.**

MS. CARROLL: We have eight to approve. The motion carries.

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