AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
October 9, 2025

SUMMARY

A request by Engineering Surveys and Services (agent), on behalf of J Gordon Arbuckle Living Trust (owner), seeking approval to rezone 63.11 acres from A (Agriculture) to IG (Industrial). The subject site is located northeast of the Highway 63 and Paris Road interchange on the east side of Paris Road and is addressed 3815 Hinkson Creek Road.

DISCUSSION

The applicants are seeking approval to rezone a 63.11-acre portion of an overall 83.66-acre property that is contained within three survey tracts that on the east side of Paris Road north of the intersection of Paris Road and Highway 63, from A (Agriculture) to IG (Industrial). The three separate tracts were annexed into the City's corporate limits in 1969 and were assigned agriculture zoning. The three tracts have approximately 30 (northern), 43 (middle), and 9 (southern) acres of - land, respectively. The requested IG zoning, if approved, would only be applied to the to that portion of the overall acreage that does not lie within the Hinkson Creek floodplain and a portion of the site within the floodplain north of Hinkson Creek Road (63.11-acres) with the remaining acreage (20.55 acres) retaining its existing A zoning. The attached zoning graphic depicts how the zoning would be applied to the site if this request is approved.

The applicants desire to allow commercial uses on the site in an effort to activate the underutilized acreage. During the concept review for this particular proposal, the applicant noted that a data center may be pursued on the site. This is not a defined use within the Unified Development Code (UDC), but would most closely mirror the definition of "light industry", which would require IG zoning for by-right use. If rezoned to IG, most all commercial uses defined within the UDC would also be permissible.

The subject parcel is situated approximately 850-feet northeast of the intersection of Paris Road and Highway 63. Paris Road is a major arterial on the CATSO Major Roadway Plan and Highway 63 is designated as a freeway, although it does not provide direct access to the site. Hinkson Creek Road, which goes through the southern portion of the site along the floodplain, is designated as a major collector; however, is presently unimproved (no curb or gutters). If this site is to be developed, it would require platting, which would require right-of-way dedications for Hinkson Creek Road to major collector standards within the UDC. Access to the site from Paris Road is provided via an existing driveway apron located within the northern tract of the overall property. The required platting action would likely result in the northern and middle tract of the overall acreage, north of Hinkson Creek Road being combined thereby ensuring sufficient access to the overall "usable" development acreage.

The Columbia Imagined Future Land Use Map designations for the subject tracts coincide with its historical zoning. Therefore, the site is identified as a "neighborhood district". The IG zoning district would fall under the Employment District classification as described within the Future Land Use Map, and is intended for employment generators, like offices, manufacturing, and their supporting uses. However, the neighborhood designation is inconsistent with surrounding uses and zoning along the Paris Road corridor north of the interchange with US 63, where existing uses along the frontage of Paris are commercial, with the exception of this site and surrounding vacant acreage. The vacant acreage, however, is all zoned either M-C (Mixed Use – Corridor) or IG.

The drainage channel internal to the site is Hinkson Creek and lies within the FP-O (Floodplain Overlay) District, and is designated as Open Space/Greenbelt District on the Future Land Use Map. Per

the applicant's request, this acreage is to remain in the A zoning district. There is a Type 1 stream buffer required for Hinkson Creek with a 50-foot inner and outer buffer. Floodplain overlays and stream buffers will encumber approximately 17 acres of the middle 43-acre tract of land. As such, it is unlikely that more than 50 of the 63.11-acres requested to be zoned IG zoning north of Hinkson Creek Road will be able to be developed when considering such encumbrances.

The site is currently improved with multiple structures – one of these structures is registered as a two-family rental dwelling unit with the City. If rezoning to IG, is approved, this dwelling would continue to be a legal a nonconforming use on the site, as two-family dwellings are not a permissible use in the either the A or IG zoning districts

Surrounding properties are zoned M-C, IG, PD (Planned Development), and A. M-C zoning exists southwest of this site, where a conditional use permit was also approved allow for the establishment of a travel trailer park, abutting the Highway 63 and Paris Road interchange. It was rezoned from A to M-C in 2022, but has not been developed at this time. IG zoning exists on the western side of Paris Road and north of the site, but not directly abutting the site. PD zoning exists directly north of this site, which includes the Steve-O's fueling station and C-Store. The properties to the east of the site, lying within the Hinkson Creek floodplain, are all zoned A.

This site has two points of available ingress/egress. The first is along Paris Road, and the second is along Hinkson Creek Road. The Paris Road access is controlled by MODOT given Paris Road is maintained by the State. The access on Paris Road was previously authorized as a "full access". There would also be an opportunity to derive access from Hinkson Creek Road, as the site has greater than 300 feet of lot frontage at that location. Per Sec. 29-5.1(F)(1)(iv)(D) of the UDC direct driveway access to non-residential lots along an arterial or collector street, the classification of Hinkson Creek Road, access is permitted. Use of this frontage for site access will ultimately depend on how the site is platted if/when development is pursued. However, Hinkson Creek Road currently has substandard paving and right-of-way width, so it would not be encouraged to have access for commercial vehicles.

Given the surrounding land uses and zoning designations, as well as the existing vehicular access available to the subject property, staff believes IG zoning to be appropriate in this location. The subject site is located nearby an area where major roadways converge, making the site a candidate for introduction of regional commercial uses, per the intent of the employment district. Paris Road is classified as a major arterial in its own right, while the site would be indirectly served by a freeway (Highway 63). The site may also derive access from Hinkson Creek Road, classified as a major collector, although it has not been improved to such standards at this time. Impacts to surrounding property would be limited as the nearest residential dwelling is greater than 800 feet from the portion of the site requesting IG zoning.

This site lies within the City of Columbia urban service area, and lies within a tier 1 prioritized infill development area, per Columbia Imagined, outlined in the growth management policies related to land use. Areas surrounding Highway 63 are identified as top priority areas for employment development. Additionally, a rezoning of this nature comports with the City's goals and objectives related to Economic Development in Columbia Imagined, particularly the goal of attracting new businesses and advanced manufacturing opportunities to the metro area. This size of this site would allow larger-scale industrial development, akin to the Swift Prepared Foods development, and the site also has nearby access to water. Sewer will need to be extended through this site but is presently accessible in the northwest corner of the overall acreage.

CONCLUSION

Staff supports the requested rezoning to the IG district, and believes it aligns with the land use context

in which the subject site is located, and accomplishes the goals and objectives of the Comprehensive plan Columbia Imagined. Landscaping and screening requirements of the UDC will help mitigate any visual or audible impacts triggered by the more-intensive uses that IG zoning would permit with respect to adjacent agriculturally zoned land, although such impacts are believed to be limited.

RECOMMENDATION

Approval of the requested rezoning to the IG district for 63.11-acres of the 83.66-acre subject site, subject to technical corrections to the legal description.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator Maps
- Rezoning Graphic
- Public Correspondence

SITE CHARACTERISTICS

Area (acres)	83.66 acres
Topography	Sloping toward drainage channel near eastern/southern edge of site
Vegetation/Landscaping	Light vegetation – lagoons that must be removed upon development
Watershed/Drainage	Hinkson Creek
Existing structures	One registered two-family dwelling, multiple accessory structures

HISTORY

Annexation date	1969
Zoning District	A
Land Use Plan designation	Residential
Previous Subdivision/Legal Lot Status	Not legal lot

UTILITIES & SERVICES

All utilities and services to be provided by the City of Columbia. Not yet connected to City Sewer but accessible

ACCESS

Paris Road	
Location	Western edge of property
Major Roadway Plan	Major arterial
CIP Projects	N/A
Sidewalk	Existing

Hinkson Creek Road	
Location	Eastern and southern portion of property
Major Roadway Plan	Major collector
CIP Projects	N/A
Sidewalk	N/A – will be required with final platting

PARKS & RECREATION

Neighborhood Parks	Brown Station Park, Alspaugh Park
Trails Plan	N/A
Bicycle/Pedestrian Plan	N/A

PUBLIC NOTIFICATION

All property owners within 185 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified via public information postcards on September 9, 2025 of the pending action. Public notification letters were sent and an ad was placed in the Columbia Daily Tribune on September 21, 2025 advertising the public hearing relating to the rezoning of the property.

Notified neighborhood association(s)	Mexico Gravel Neighborhood Assn.
Correspondence received	1 letter in support – 2 phone calls seeking additional information.

Report prepared by David Kunz Approved by Patrick Zenner