



City of Columbia

701 East Broadway, Columbia, Missouri 65201

Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: August 4, 2025

Re: White Gate South Plat 2 – Preliminary Plat (Case #229-2025)

Executive Summary

Approval of this request would result in the creation of a 10-lot preliminary plat containing 27.45-acres to be known as “*White Gate South Plat 2.*” The subject acreage is located generally northwest of the intersection of Clark Lane and Highway 63 and includes areas lying in the R-MF (Multiple-family Dwelling), M-C (Mixed-use Corridor), and I-G (General Industrial) zoning districts.

Discussion

A Civil Group (agent), on behalf of Socket Land Company LLC (owner), is seeking approval of a 10-lot preliminary plat, to be known as “*White Gate South Plat 2.*” The 27.45-acre subject site is located on the west side of Highway 63, extending north from Clark Lane, roughly 200 feet north of Bass Pro Drive. The proposed plat includes provisions for an extension of Lake Ridgeway Road from its current southern terminus to Clark Lane. The parcel would then be subdivided with lots on either side of this extended roadway.

The subject site contains roughly 5-acres of land zoned R-MF and 5-acres of land zoned I-G with the remainder of the parcel (17.45-acres) being zoning M-C. The R-MF zoning on the site includes two lots near the south end of Lambeth Drive, one of which is currently vacant. The R-MF district also extends across the northern half of the Socket Telecom property which abuts the rear of properties on the east side of Lambeth Drive. The north end of the subject parcel is zoned I-G where the parcel abuts the constructed portion of Lake Ridgeway Road. The existing M-C zoning district is inclusive of the portions of the subject site fronting on Clark Lane and Highway 63.

The proposed lots are to be accessed from an extension of Lake Ridgeway Road through the subject site. Lake Ridgeway Road currently enters the north end of the parcel near Bass Pro Drive and extends to near the southwest corner of the Furniture Row property. The proposed Lake Ridgeway extension would connect the existing stub to Clark Lane with a spur connecting to the currently improved southern stub of Lambeth Drive as well as a Bass Pro Drive (a private street) which will provided enhanced north-south connectivity for this portion of the City. The existing driveway and entrance to the SocketTelecom property onto Clark Lane would be improved to complete the southern leg of the Lake Ridgeway Road extension from Vandiver Drive to Clark Lane.

Lake Ridgeway Road is classified as a major collector on the CATSO Major Roadway Plan (MRP) and the plat depicts a compliant 66-foot wide right-of-way with 36-feet of paving to accommodate the future extension. Dedication of the right-of-way would occur at final



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platting. The extension of Lambeth Drive to Lake Ridgeway would be a continuation of the existing 66-foot right-of-way located to the north. The spur connection to Bass Pro Drive (a private street) will conform to the existing improvements which are roughly 50-feet in width. No additional right-of-way is currently required for Clark Lane or to accommodate I-70 improvements at this time. The proposed plat further illustrates future dedication of standard 10-foot utility easements along all street frontages. Stormwater detention areas for the future subdivision are denoted on Lots 3, 4, and 7.

Sidewalks presently exist along the Clark Lane frontage, and along the east side of the improved portion of Lake Ridgeway Road in the northern reaches of the parcel. Construction of new sidewalks will be required on all remaining lot frontages upon final platting of each lot. The site lies within the City's Urban Service Area and all utilities and services are to be provided by the City.

Staff believes that the proposed preliminary plat is appropriate and supported by the goals and objectives of Columbia Imagined, which seek to prioritize infill development and foster economic growth opportunities. The site is located in an underutilized area at a significant intersection in the interstate roadway network, with high levels of access and visibility from both highways. Completion of the remainder of Lake Ridgeway Road would provide a beneficial vehicular connection between Vandiver Drive and Clark Lane, which will help reroute local traffic away from I-70 and Highway 63 in the immediate area.

The Planning & Zoning Commission held a hearing on this matter at its July 10, 2025 meeting. Staff presented its report and the applicant provided an overview of the request and was available to answer questions. Three members of the public provided comments on the request, primarily focused on the proposed connection of Lambeth Drive to the extension of Lake Ridgeway Road. Concerns were expressed that the connection would become a cut-through for regional traffic which would potentially be worsened as the subject parcel was developed with multi-family and commercial uses. Commissioners questioned the need for the connection to Lambeth Drive, and asked staff if the connection could be removed. Staff noted that a waiver of the requirement would necessitate a design adjustment which was not sought given the extension is viewed as a standard requirement of the development regulations. Staff further noted that "conditioning" approval of the platting action on such an adjustment being submitted was not appropriate.

Following closure of the hearing and limited additional discussion on the matter before them, the Commission made a motion to approve the proposed preliminary plat, which passed unanimously (9-0).

A copy of the Planning and Zoning Commission staff report, locator maps, preliminary plat, and meeting minute excerpts are attached.



Fiscal Impact

Short-Term Impact: Limited. Any modifications to public infrastructure serving the property would be at the expense of the applicant.

Long-Term Impact: Potential impacts may include additional public infrastructure maintenance (i.e. electric, sewer, and water) as well as public safety and solid waste collection costs. Such impacts may or may not be off-set by increased property tax collections or user-fees.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:
Primary Impact: Not Applicable, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:
Primary Impact: Mobility, Connectivity, and Accessibility, Secondary Impact: Land Use & Growth Management, Tertiary Impact: Economic Development

Legislative History

Date	Action
10/03/1988	Approval: "White Gate South," subdivision.

Suggested Council Action

Approve the "White Gate South Plat 2" preliminary plat, as recommended by the Planning and Zoning Commission.