

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
April 10, 2025**

SUMMARY

A request by A Civil Group (agent), on behalf of Bucky C, LLC (owner), for approval of a design adjustment seeking relief from the provisions of Sec. 29-5.1(f)(1)(iv)(D) of the UDC relating to required minimum lot frontage along collector and arterial streets such that individual driveway access may be permitted and approval of a 1-lot final plat of M-C (Mixed Use - Corridor) zoned property to be known as "Oscar Plat 1". The approximately 0.55-acre subject site is located at the northwest corner of Vandiver Drive and Range Line Street, and includes the address 1901 Range Line Street. **(This case was tabled at the March 6, 2025 meeting to allow the applicant to address review comments and discuss access-related issues with representatives from the City and MoDOT)**

DISCUSSION

The applicant is seeking a 1-lot final plat of a 0.55-acre parcel located at the northwest corner of Vandiver Road and Range Line Road and a design adjustment from the requirements of Sec. 29-5.1(f) of the UDC pertaining to the minimum lot frontage required to have individual driveway access along an arterial or collector roadway. Approval of the requested design adjustment is necessary to support approval of the 1-lot final plat which is necessary to bestow "legal lot" status upon the subject site in advance of its future redevelopment. The subject site previously contained a gas station, with the main structure in the middle of the site and service pumps towards the east. Sometime between 2011-2015, the structure was torn down; however, the previously constructed access points remained and this lot has sat vacant since. The lot is located on the northwest corner of the intersection of Vandiver Drive and Range Line Street and is not a "legal lot" per the UDC. The owner desires to develop the property with a use permitted by its M-C (Mixed-use Corridor) zoning, but must first plat the property to have "legal lot" status.

Based on the parcel's current configuration, there are two driveway accesses on the eastern side of the lot connecting to Range Line Street and one access point along the parcel's Vandiver Drive frontage. It is these access points which are the precipitating factor for the requested design adjustment. The parcel, in its current form, has a total of 300 feet of frontage along both streets (~207 feet on Range Line, ~107 on Vandiver), and 3 existing driveway accesses. At this time, according to the applicant, all avenues to negotiate a shared access agreement between the applicant and the property owner to the north using the existing driveway that is furthest north of the intersection of Range Line and Vandiver have not come to fruition.

As a result of this impasse, the applicant is proposing to remove the southern driveway access on Range Line, widen the northern Range Line driveway access, and move the Vandiver driveway further west away from the intersection (see attached plat). These actions leave the parcel with a single driveway access on both Range Line and Vandiver. While the proposed locations are not fully compliant with the regulatory standards of the UDC related to approval of newly platted lots along arterial or collector roadways, the proposed locations would permit access to a previously developed parcel in the least impactful locations on the parcel's frontages.

Range Line Street is a MoDOT controlled roadway, and the existing two access points were approved by MoDOT when the parcel was first developed. The Range Line accesses are effectively right-in/right-out by way of an existing median south of the Vandiver/Range Line intersection. The proposed widened Range Line access point would add an additional 15-feet of driveway approach from the southern edge of the current improvements. This would create a 30-foot-wide driveway access on the subject site that is connected to the access point to the lot to the north. The practical result is one driveway access that would be 50 feet wide for both the subject site and the northern lot. While this proposed access would widen this driveway by at least 10 feet, this removes the existing 40-foot wide driveway that currently sits very close to the Range Line/Vandiver intersection.

Additionally, the Vandiver driveway access being moved further to the west from its current location. This proposed relocation would move this driveway further away from the Range Line/Vandiver intersection similar to the changes proposed along the subject parcel's Range Line frontage. This access will be 40 feet wide, with the centerline located ~30 feet from the western boundary of the subject site.

The requested design adjustment is required to be evaluated against the five-evaluation criteria identified in Sec. 29-5.2(b)(9) of the UDC. The five criteria are shown below (in bold) followed by staff's analysis.

i. The design adjustment is consistent with the city's adopted comprehensive plan and with any policy guidance issued to the department by council

Approving this design adjustment would allow for a lot identified within the "Commercial" district in Columbia Imagined to be redeveloped. The commercial district contains a variety of citywide and regional retail uses as well as offices, businesses, personal services, and high-density multi-family dwellings as supporting uses within the district. Most of the retail uses in this district depend on auto or transit access to and from major roadways to support and sustain their business activity. In its current form, this lot does not have "legal" status and would not be issued any building permits. A platting action without approving the requested design adjustment would result in a lot with no legal access points.

ii. The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands

The applicant has made efforts to mitigate the impacts on the roadway network abutting the subject site. Negotiations with the property owner to the north of the subject site to use the existing northernmost access as a "shared access" have not materialized. The new driveway accesses have been reviewed by city and MoDOT staff, and are determined to be sufficient for this platting action at this time. A Traffic Impact Analysis (TIA) may be requested for the site when a building permit is applied for to ensure that transportation system impacts are minimized to the greatest extent possible. If a TIA is required, any recommended actions to ensure system functionality would be at the expense of the applicant and tied to the issuance of building permit.

- iii. The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the subdivision standards of section 29-5.1 were met**

The driveway access points have been changed in such a way as to mitigate, to the greatest extent as possible given existing site constraints, impacts upon the existing roadways network. Removing one of the access points along the parcel's Range Line frontage removes a conflict point with traffic flow along this roadway as well as any pedestrians utilizing the widened shoulder along the roadway.

- iv. The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments**

This lot was originally created under a different version of the city code of ordinances. Under that code, the dimensions and access points were permitted. MoDOT previously approved the two access points along Range Line Street. There exists a topographical challenge along the western portion of the lot that prevents ease of access from the west. The applicant has made many strides to create a shared access agreement with the neighboring property owner, but to no avail.

Directly to the south, there is a developed parcel on the southwest corner of Range Line Road and Vandiver Drive. This parcel is currently used as a restaurant, has an access point on both Vandiver and Range Line, and is of similar dimensions to the subject site. It is staff's conclusion that approving this design adjustment would be consistent with existing conditions nearby this site.

- v. The design adjustment will not create adverse impacts on public health and safety.**

This design adjustment would allow the applicant to develop this lot to a standard similar to how the lot was utilized previously until around 2011-2015. The proposal would reduce the conflict points with users of the site and travelers along Vandiver and Range Line.

With respect to the proposed final plat that accompanies the design adjustment, additional right-of-way will be dedicated along both Range Line and Vandiver. Range Line will receive 15-feet of additional right-of-way, and Vandiver will receive 6-feet. A corner truncation will also be dedicated at the southeast corner of the site, at the intersection of Vandiver and Range Line. A 10-foot wide utility easement will be dedicated along the south and east of the subject site. Aside from these additional dedications, the final plat has been reviewed by internal and external staff and found to be compliant with the UDC, with the exception of the requested design adjustment.

The applicant is seeking a design adjustment seeking relief from Section 29-5.1 (f)(1)(iv)(D), to allow direct driveway access to a lot with less than 300 feet of street frontage in a non-residential lot. As mentioned, the site is currently a corner lot with 107 feet of frontage on

Vandiver and 205 feet on Range Line. There are currently 3 driveway access points to the lot, two on Range Line and one on Vandiver. The applicant is proposing to remove one access point and move the remaining two in order to mitigate the potential traffic impacts on the intersection of Vandiver and Range Line. Staff would like to note that denying this design adjustment request would, in effect, leave the subject site undevelopable. As the current lot is not a “legal” lot, no building permits may be applied for until the lot is platted. This lot was created prior to adoption to the UDC, and as such was created in such a way that makes development currently impossible without exception from Section 29-5.1 (f)(1)(iv)(D).

CONCLUSION

The requested design adjustment and final plat for the subject site have been triggered by the site’s prior creation and improvement being permitted under previously adopted development standards. Denial of the requested design adjustment would, in effect, leave the subject site undevelopable given the lot is not considered a “legal” lot and per current UDC standards no building permits may be issued until such status is bestowed. The submitted plat and corresponding design adjustment is proposing changes to the parcel’s present accesses to bring it into closer to compliance with the current UDC. The reduction in access points and their new locations is supported by both the city and MoDOT.

Given that the applicant’s proposal brings the parcel into closer compliance with the UDC’s access intentions for parcels along arterial and collector roadways and mitigates undesirable existing conditions, staff is in support of both the design adjustment and the proposed final plat. The plat contains specific notes regarding the future accesses and illustrates where these accesses would be permitted and to what extent. The note and illustrations equate to “developer-imposed” restrictions that, should the plat be approved, can only be removed by City Council.

RECOMMENDATION

The following actions are recommended with respect to this request:

- **Approve** the requested design adjustment to allow direct driveway access to a lot with less than 300 feet of street frontage in a non-residential lot.
- **Approve** the requested 1-lot final plat to be known as “Oscar Plat 1” subject to technical corrections.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator Maps
- Final Plat

SITE CHARACTERISTICS

Area (acres)	0.55 acres
Topography	Gently sloping to South, Steep uphill to West
Vegetation/Landscaping	Gravel, grass, Trees along west
Watershed/Drainage	Bear Creek
Existing structures	N/A

HISTORY

Annexation date	1964
Zoning District	M-C (Mixed-Use, Corridor)
Land Use Plan designation	Employment District
Previous Subdivision/Legal Lot Status	N/A

UTILITIES & SERVICES

The subject site is served by all city utilities and services.

ACCESS

Range Line Road	
Location	East side of parcel
Major Roadway Plan	Major Arterial
CIP projects	N/A
Sidewalk	Constructed

Vandiver Road	
Location	South side of parcel
Major Roadway Plan	Major Collector
CIP projects	N/A
Sidewalk	Constructed

PARKS & RECREATION

Neighborhood Parks	Boxer Park, Bear Creek Trail
Trails Plan	Bear Creek Trail
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 originally distributed on February 3, 2025.

Notified neighborhood association(s)	None
Correspondence received	None

Report prepared by Kirtis Orendorff

Approved by Patrick Zenner