

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

Case Number 50-2023

A request by A Civil Group (agent), on behalf of Kanco, LLC (owner), seeking approval of a 14-lot preliminary plat. The 30.7-acre property is unimproved and currently zoned R-MF (Multi-family Dwelling) and M-OF (Mixed-use Office). The proposed layout would create 14 commercial lots with zonings of M-C, M-N, and M-OF. The site is located on the south side of New Haven Road, east of 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 was given by Mr. Brad Kelley of the Planning and Development Department. Staff recommends approval of the preliminary plat to be known as South Rock Subdivision pursuant to minor technical corrections.

MS. GEUEA JONES: Thank you very much. Before we got to questions for the staff report, which apparently there are some. Did anyone have any contact with parties on this case outside of these public hearings? If so, please disclose those now. Seeing none. Questions for staff. Would anyone like to start before me? Commissioner Loe?

MS. LOE: Can you go to the MoDOT, and can you clarify for us where the extent of the sidewalk and also just -- we're trying to figure out where the M-C starts and ends, and relative to where the driveways, the roads are located, and sidewalks are located.

MR. KELLEY: Okay. I'm going to go back to this graphic then.

MS. LOE: Okay.

MR. KELLEY: Lots 106, 107, 108 here on the top right fronting New Haven, and Lot 109 would - well, just say 106, 107, and 108 would be M-N. Most of 109 would be M-N till about down here, I believe. One eleven would be M-OF, and then the remainder, a portion of this, and then all the other lots would be M-C.

MS. GEUEA JONES: And where are the sidewalks?

MR. KELLEY: Along the street frontages, parallel to Lenoir Street, from the southern boundary, then parallel to New Haven up here once the streets intersect.

MS. GEUEA JONES: And how far to the east?

MR. KELLEY: Just what's shown on the preliminary plat. It's along the boundaries of the

property line. I don't know specifics of the MoDOT project beyond this specific point. I think Jay has raised his hand and could answer that when we get to public comment.

MS. LOE: Thank you.

MS. GEUEA JONES: Thank you. Any other questions for staff? Seeing none. We will go to public comment.

PUBLIC COMMENT OPEN

MR. GEBHARDT: Good evening. My name is Jay Gebhardt, civil engineer and land surveyor with A Civil Group, 3401 Broadway Business Park Court. It seems there's some confusion on the sidewalks thing, so, Brad, can you zoom?

MR. KELLEY: No, I cannot.

MR. GEBHARDT: Okay. So can you go back to the MoDOT plans --

MR. KELLEY: Yes.

MR. GEBHARDT: -- for them? Okay. So you see the intersection of Lenoir and New Haven. And then to the north of that, there's the driveways for the school. And to the right of that is the existing entrance to Woodstock Mobile Home Park. MoDOT is closing that entrance and relocating it across from our entrance there. We -- we observe the school let in and let out of times, and there is probably 50 children that come from Woodstock Mobile Home Park through a sidewalk directly to the school. They never come out to the street. They just come right over to the school. And so we asked MoDOT to address that because MoDOT's project ends at that Lenoir intersection. From that point on, it's a City/County street; County on the north and City on the south. And so MoDOT doesn't feel like it's their purview to build sidewalks across the frontage of Woodstock. But they -- what they did do is provide an internal connection, and they show that on their plans. It's kind of hard to see, but there is a sidewalk that they're building up to -- to make that connection to the existing connection from Woodstock. So the residents of Woodstock will be able to come down by sidewalk to the light, and at that light, they'll be able to have pedestrian hits. They'll be able to click a button to which direction they want to go, and then it'll stop lights and give them a countdown to come across the street. And that's true at Lenoir or Lemone also, but at Lenoir especially. And then MoDOT is -- a part of their project, even though Lenore Street will become a City street and not a MoDOT street, they're building it and they're building the sidewalk on the south side. What they're not doing is building a sidewalk on the north side, so the developer, my client, will be building that sidewalk. But as far as getting north-south across New Haven at that location, it will be as safe as any modern traffic signal is, and so that's the case. And then the connection there is that. And, Sharon, I think the line you see, that you've mistaken as a sidewalk, is just a water line and then a property line. It looks close together, so it looks like maybe it might be sidewalk. But that's the extent of the sidewalk on the Woodstock Mobile Home Park is that connection to the -- and it's -- like I said, it's already being used by the neighborhood for the children to get over to the school. MoDOT is going up and connecting to that, so there's a direct connection back to the sidewalk system on the north side of New Haven, which they are building west of the intersection with Lenoir. And then, of course, they're

building the sidewalk on the south side of New Haven to Lenoir Street on the south side east of Lenoir as part of our development. We will build sidewalks all the way to our east property line there. So I think the sidewalks are pretty -- have been thought out, and there's also bike lanes for -- being proposed on the road, and I -- I think the pedestrian and bike aspects of this has been thoroughly looked at by MoDOT. We also -- I just wanted to say that we did meet with -- we invited all of the owners at Woodstock neighborhood to a meeting at the school about three weeks ago, and we had about 15 people come and ask questions and we provided information to it. I'm going to give Sherrece my card tonight so that if she has any further questions on this, I would be a -- she'll be able to have -- directly contact me about it, and we can work -- work through those details or questions that she might have. Other than that, I mean, I would be glad to talk about anything else about this preliminary plat, but if you have more questions about the sidewalks or any other aspect of it, I would be happy to answer them.

MS. GEUEA JONES: Thank you. Any questions from Commissioners? I know we -- for the record, and anyone reading just this case, we talked a lot about this during the previous case, so you should refer back to those minutes, as well. Thank you, Mr. Gebhardt.

MR. GEBHARDT: Thank you.

MS. GEUEA JONES: Next speaker? Welcome back.

MS. NOLFO: Thank you. Good evening. I am Julie Nolfo, a professional traffic operations engineer with Lochmueller Group, and we did perform a traffic impact study for this development with some assumed uses, which were very auto oriented in the M-C portion of it all. And I'm here happy to answer any questions if you have any that relate to traffic.

MS. GEUEA JONES: Commissioners, any questions for this speaker?

MS. CARROLL: Did you take pedestrian counts when you did your traffic study?

MS. NOLFO: So the -- unlike a typical study, like, what we talked about a couple of weeks ago, this study was actually based in the year 2040 because we used MoDOT's traffic projections for the reconfigured interchange, and that was all done in -- when you do that, you do it in the future years, so 2040. So we didn't actually do counts and have pedestrians captured in there. That being said, when -- and I can empathize with you. These plans from MoDOT were challenging to decipher, but when we did look at them, in the sense that there are eight-foot pedways and six-foot pedways of essentially sidewalk accommodations being provided on both sides of New Haven, and it is so hard to see on that plan. But basically where they're closing that drive to Woodstock is where there's a sidewalk coming down through there, and then the developer's commitment to provide it along the side of the road, and then it's on both sides of Lenoir. I mean, that -- those are ideal pedestrian accommodations. And then, obviously, by having the new signal there, and making sure that there is pedestrian accommodations and push buttons. And I'm a big fan of the continental crosswalk versus just two parallel lines. So, hopefully, MoDOT will incorporate that in there, as well. Those are ideal pedestrian accommodations through here.

MS. CARROLL: Did you do linear traffic projections to 2040 and how do those --

MS. NOLFO: We took MoDOT's --

MS. CARROLL: Okay.

MS. NOLFO: -- 2040, and then what we did is we layered the proposed traffic on top of that.

MS. CARROLL: So how does MoDOT -- I guess you may not be able to answer this. How did they project it? Did they change their projections based on the change in location at all?

MS. NOLFO: I'm sure they did. We did not do the study. They hired another firm -- a great firm, but to do that, and looked at all various interchange configurations through there. But typically, so I cannot speak specifically to this, but having done a number of those types of studies myself, typically what happens is that you start with some base volumes, and then you grow them with a fairly aggressive growth rate, and then you look at surrounding land uses. So my guess is something was already assumed developmentwise probably for -- for this area. And you fold those all in and you develop 20-year forecasts, and then those are what you use for your evaluations of your interchange configurations and your road improvements. The traffic study we did, which was based off of their 2040 volumes, was provided to MoDOT, as well, and reviewed by them because they were just as curious as we were to make sure that what was being proposed was going to ample capacity. And it's unusual that when I'm looking 20 years into the future, I guess 17 now at this point, that you still see intersections functioning at level service C, which is a great operating condition.

MS. GEUEA JONES: Thank you. Any other questions? Commissioner Loe?

MS. LOE: I live across from a grade school, so I'm just wondering was it still or what -- what were the grades during school hours?

MS. NOLFO: The focus in the traffic study was the a.m. and the p.m., so I cannot speak to the dismissal time period. Typically, the a.m.'s do capture also the arrival periods in there, but even with the development in, that was a level service C at the new signalized intersection, again in the year 2040. But there was no school dismissal analysis done as part of it. I will tell you that most schools want to have a signalized point of access, and so this will be an improvement to New Haven Elementary to have a signal for their access. But I cannot tell you a specific level of service for dismissal time.

MS. LOE: Thank you.

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

MR. MACMANN: Just a point that will answer your question maybe. I used to drop off and pick up here, and it was the morning that was a nightmare. It wasn't so much the pickup, it was the drop off because you have people looping around and driving insanely, and there's not enough room, and a signal will make a big different.]

MS. GEUEA JONES: Thank you.

MS. NOLFO: Yes.

MR. MACMANN: So if you captured the morning, you captured the biggest problem or the largest problematic time. Thank you.

MS. GEUEA JONES: Any other questions about the traffic study? Seeing none. Thank you so much for being here.

MS. NOLFO: Thank you all.

MS. GEUEA JONES: Any other public comment on the platting, sidewalks, traffic flow, et cetera? And we have yours on the -- if you want to come and say your name again, but we have them on the record still.

MS. SMITH: Sherrece Smith, Woodstock neighborhood. The little sidewalk that she is referring to probably will not be there or be sufficient for us to access simply because they -- our entrance is being moved further down towards Warren Drive. And by the way, we have two entrances. So the main entrance that has sewer -- well, water issues because it kind of floods whenever it rains, but they're moving that entrance. They're almost, like, flip -- they're, like, removing one of the homes and it's my understanding that they're moving it on the other side, which would be pretty much where our sidewalk currently is. So those homes are usually around 70 feet, so I'm not really quite sure what -- I wish that Woodstock management was here. Maybe they could lean on this. But I -- we don't really use that sidewalk. The kids mainly use that little sidewalk. Adults usually just go up on the -- the sidewalk -- I mean, up the driveway and onto to the -- the shoulder. I imagine that it would be similar to what they're doing now, but it's further down. But as far as that -- that little sidewalk part, I guess we'll be needing to do -- I don't know what's going to happen since that's a MoDOT situation, but it's not as smooth as you think it is. And then also I feel like that might be a little bit of a setup. What do I mean by that? What if a person is walking and maybe they're -- I don't know -- have a drink in their hand. I have no idea. We're in the County. Okay? We get -- I'm sure we get away with a lot more stuff. But they're walking onto this sidewalk onto now school property. Okay? If there's police there and there are police that do patrol the area, I'm guessing they'll be patrolling more since we'll be having more of a mixed use M-N, M-C area. I can see that getting a little hairy. But, you know, that's probably an extreme case, but I'm just saying this little sidewalk situation is -- is still not completely resolved.

MS. GEUEA JONES: Thank you. Any questions for this speaker?

MS. CARROLL: I wanted to clarify something with staff as --

MS. SMITH: Okay.

MS. CARROLL: You're good. Thank you.

MS. GEUEA JONES: Okay. Can we finish public comment first, please, and then during Commissioner comment, you can ask? Any other public comment? Seeing none. I will close public comment.

PUBLIC HEARING CLOSED

MS. GEUEA JONES: Commissioner comment? Commissioner Carroll?

MS. CARROLL: The MoDOT improvements, MoDOT changing the location of the drive, adding the signalization, the sidewalks, changing the location of the entrance to Woodstock, that is going to happen regardless of this application. Correct? That's a MoDOT action?

MR. KELLEY: Yes. I believe so. And then just kind of add on to this topic, I have spoken with a representative of Woodstock Mobile Home Park. Didn't give me any comments for the rezoning of the

preliminary plat. She just had comments for MoDOT, so I connected her with the MoDOT project manager. I know they've had a lot of lengthy discussions.

MS. CARROLL: So our votes on this subject won't change the placement of any sidewalks to Woodstock?

MR. KELLEY: I think the -- the right-of-way associated with this preliminary plat is pretty integral to MoDOT's project. So I think if there's not an avenue for right-of-way here, that may impact MoDOT. But I would -- that's my better question for the applicants.

MS. CARROLL: And secondly, I -- commissioner comment. I guess my understanding was that the intention was to provide a sidewalk along that frontage in place of the existing path that students use, which may not be as preferable, but may be more substantial; is that correct? I'm seeing nods.

MS. GEUEA JONES: I'm going to reopen public comments so we can get your questions answered, Commissioner. Please come forward, Jay.

PUBLIC HEARING REOPENED

MR. GEBHARDT: Thank you. Jay Gebhardt, civil engineer, A Civil Group. Could you repeat your question, just so I can make sure I answer it correctly?

MS. CARROLL: The intent is to provide a sidewalk either by yourselves or by MoDOT. I'm assuming -- I'm understanding MoDOT, along the frontage by Woodstock so that the movement of the existing walkway that the students are using, they will now be using a public sidewalk?

MR. GEBHARDT: Yes.

MS. CARROLL: Thanks.

MR. GEBHARDT: And also I just want to point out that the entrance is being removed. I don't know if that's going to remain green space, but it certainly could, and -- and provide access down to the intersection and -- and the sidewalk system, so --

MS. CARROLL: Okay. Thanks.

MR. GEBHARDT: Thank you.

MS. GEUEA JONES: Thank you. I'm going to close public comment and reopen Commissioner comment.

PUBLIC COMMENT RECLOSED

MS. GEUEA JONES: Any Commissioner comments? Commissioner Placier?

MS. PLACIER: Yeah. Our speaker who mentioned Clark Lane gave me pause because these intersections on major highways do create a lot of intense use and traffic and they're -- they are autocentric. And I was trying to imagine a public school on Clark Lane around where Home Depot is, or something like that. Or a -- a residential area along there, and that -- you know, I'm probably just speaking into the wind or something, but does every one of these intersections need to be so intensely developed, especially when there are already existing uses that could potentially be jeopardized? I just -- probably just blabbering.

MS. GEUEA JONES: Are you finished, Commissioner Placier? Sorry.

MS. PLACIER: Yes.

MS. GEUEA JONES: Commissioner Carroll, and then Commissioner MacMann.

MS. CARROLL: Yeah. I'm so sorry. I -- I just spend so much time in this area. The use and the traffic situation there is already quite bad. We have people darting across an outer road with no traffic flow, no signalization, no direction. It's bad. And moving that intersection farther away from the interchange is important. That needs to happen regardless of whether or not this plat happens because the existing conditions are not safe. The intensity already exists. It doesn't look like it when you drive that plat, but the intensity right across the street from there with the hotels, with the exchange that already exists with a lot of employment down that outer road, that already exists. And those employment scenarios are driving a lot of traffic. What's concerning to me here is that we have heavy traffic demands due to employment, due to shopping, directly next to heavy pedestrian demands due to the existence of the mobile homes, due to the existence of Lenoir Woods. These are both populations that have a higher incidence of non-drivers. And even due to the employment, the people who work in that area tend to walk. People are trying to walk over to the shopping centers that are not at all set up for pedestrian use. We have heavy pedestrian use here. We have heavy traffic here. We don't have any infrastructure here to support that. So, yeah. It's already a heavy use. I -- I want to see the infrastructure to support the already existing heavy use placed.

MS. GEUEA JONES: Commissioner MacMann, and then Commissioner Wilson?

MR. MACMANN: Thank you, Madam Chair. I'd like to respond to Commissioner Placier's comment, and I think it's -- it's valid to -- and Ms. Sherrece, I'm sorry, ma'am. I don't remember your last name. I apologize. Clark was -- a couple of things. Clark was built out before anyone even thought of sidewalks. And it's really problematic because it's so heavily built. And as we all know here, the State failed miserably with intersections so bad that we're going to rebuild it again. I think the State has learned from that, and the number one thing that Commissioner Carroll presented was that moving Lenoir away from the major highway intersection is a big benefit. I'm up at the intersection of Clark Lane all the time. It's pretty much a nightmare, and it's very dangerous, and we have people jolt and killed there on a regular basis. This is dangerous. I'm down here a lot, too, because we have a lot of civilian traffic. Whether this development goes forward or not, MoDOT is going to address the immediate footprint, which I think is a benefit. So whether these folks do their thing, what MoDOT will do, and the fact that this can't open until those traffic side and pedestrian are addressed, I think this is a real benefit. Is it the optimal solution? It certainly is not. We have an autocentric -- and I deal with this every day with affordable housing issues. We have an autocentric society. The highways, CATSO Plan, where that school is, where Lenoir is, were laid out based upon traffic flow with almost no consideration for Sherrece and her neighbors, or me dropping off a kid at -- and it's really problematic because we're shoehorning stuff in. I think this is a decent shoehorn. I really -- I really do, because they moved the intersection. One of the problems on the north side of Clark Lane is that they have five -- three to five options no matter which way you go at one intersection. It's not efficient, it's dangerous, whereas this will split -- that will cut those in half. So I'm not

as -- I appreciate your concerns and I don't want another Clark Lane, because that's really problematic. But I think that MoDOT, whether our applicants move forward or not, is moving forward to address it, and I just wanted to address those issues. Thank you very much, Madam Chair.

MS. GEUEA JONES: Thank you. Commissioner Wilson?

MS. WILSON: I tend to agree with Commissioner Carroll. Having been a person who works, I do still work on Lemone Industrial Drive. The traffic is a nightmare going to work, coming from work. It is very difficult to get back out onto the street when you're coming off of Lemone Industrial Drive. It's -- if not impossible, because you really can't see the traffic coming from the left. So having some type of signal there is really needed and necessary. And to Commissioner Carroll's point, going there in the morning is a nightmare because a lot of times people are trying to go straight, but the people who are getting on the highway clog up all the traffic. So something needs to be done, and this may not be ideal, but it's going to be better than what's going on now.

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

MS. PLACIER: Yeah. If I could just respond to that because I have no problems with the improvements in sidewalks, the signaling, the movement of Lenoir. There is a traffic problem there, obviously. I'm just saying it's not going to get better with the addition of all of these M-C uses. It's most likely to get worse. It's just that these improvements might make it flow better. We weren't going to make those improvements, I guess, just for the sake of the school and people who live there. We were -- there's profit to be made in developing this area, and I think that motivates a lot of this. But, you know, I just want to be clear. I'm not opposing doing something about the traffic there since it's obviously a problem. But I'm trying to separate -- I mean, we can't separate it. It's one proposal. We can't separate -- we can't say we want the good stuff from MoDOT and we don't want the drive-through, convenience mart, car wash, yadda, yadda, yadda. So I don't know. I'm going to be torn about this. Go ahead.

MS. GEUEA JONES: Commissioner Loe? I'm sorry. Commissioner Carroll?

MS. CARROLL: Twice now.

MS. GEUEA JONES: We can't -- that's true. That is twice tonight. We also can't take a vote until Commissioner Loe returns, so --

MS. CARROLL: That's very flattering. I rather like Commissioner Loe. So there is a silver lining to this, and there's something that -- you know, the comment that I -- we kind of lost here, and Commissioner MacMann briefly alluded to was the food desert. And, granted, there are quite a few grocery stores a bit down the way. They're very difficult for the residents of Woodstock and the residents of Lenoir to reach. I can also attest to the fact that the folks that work at Radel and the folks that work at Eurofins get a 30-minute break at best, and they can't make it to the restaurants that are around -- mostly circled up around Nifong and Grindstone. So, you know, it's actually a lot of traffic in a 30-minute hike out there. They can't get there, and there's -- there's nowhere to grab a quick bite. And, you know, I get that quick food is not a healthy option, and it's not the best. I do think that this makes the grocery stores more reachable for the walkers, for the bikers, for the non-drivers. I also think that it puts food where people

need it, even if it's maybe not the best food, I would hope.

MS. GEUEA JONES: Thank you, Commissioner Carroll. Any further comments, and if not, I would entertain a motion. Commissioner MacMann?

MR. MACMANN: I have a comment, and then I have a motion. Thank you, Commissioner Carroll, because I brought the grocery stores up -- grocery store up for that very reason. There is not one on that side of the highway. And I just want us all to keep in mind, as we see more and more cases on the east side. We work on a west area plan, we've got a northeast area plan, the south sort of has a plan. We're doing a lot out here and there's no plan, and we're going to need some grocery stores. Hint, hint to our developer friends. We need some grocery stores out here. With that in mind, if there are other -- no other questions or concerns, I have a motion. In the matter of Case 50-2023, South Rock Preliminary Plat, I move to -- before I say that -- do you need any technical questions on this?

MR. KELLEY: No. They were --

MR. MACMANN: They've evolved -- they've integrated into the paperwork. Yes, we're good?

MR. KELLEY: Yes.

MR. MACMANN: I move to approve.

MR. STANTON: Second.

MS. GEUEA JONES: Approval has been moved by Commissioner MacMann and seconded by Commissioner Stanton. If there is no discussion on the motion, Commissioner Carroll, may we have a roll call.

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

MS. CARROLL: The vote is six to two; the motion carries.

MS. GEUEA JONES: Is that the final vote count?

MS. CARROLL: I will vote no. So it goes to Council.

MS. GEUEA JONES: Thank you. For those of you who are wondering what just happened there. That recommendation will be moved to Council. But not having a unanimous vote, by having three no votes, this is moved off of the consent calendar for City Calendar, so that they will have to consider it as a separate case.

MS. CARROLL: I will suggest that it is a very significant development, that does have broad meaning warranting Council consideration.

MS. GEUEA JONES: Thank you.