

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
COLUMBIA CITY HALL COUNCIL CHAMBER
701 EAST BROADWAY, COLUMBIA, MO
March 9, 2023

Case No. 60-2023

A request by Engineering Surveys and Services, Inc. (agent), on behalf of SAP Holdings LLC (owner), seeking a Conditional Use Permit (CUP) for a travel trailer park. The subject site is located directly northeast of the U.S. 63 and Route B interchange and is commonly addressed 4150 Paris Road.

MS. LOE: May we have a staff report please?

Staff report was given by Mr. Brad Kelley of the Planning and Development Department. Staff recommends approval of the conditional use permit subject to the following conditions:

1. The travel trailer park shall be limited to a maximum of 80 travel trailer sites.
2. An approved land disturbance plan will be required prior to development of the travel trailer park.

MS. LOE: Thank you, Mr. Kelley. Before we move on to questions for staff, I will again ask if any Commissioner has had any ex parte related to this case, to please share that with the Commission now so all Commissioners have the benefit of the same information on the case in front of us. Seeing none. Are there any questions for staff? Commissioner MacMann?

MR. MACMANN: Thank you, Madam Chair. Planner Kelley, please talk to me about storm water and sewage -- and sanitary sewage, the plans for this site, and anything you think this is problematic, so on and so forth.

MR. KELLEY: Let's see. Sewer here, it looks like there is sewer on site, so they would be connecting to the sewer through there. Storm water, I know with development with platting, they've already -- we've already had some discussion with our storm water utility staff of improvements they would be required to do. I think there is some drainage that comes off Route B through the site, so the storm water staff have already taken a look at it and are aware, and I think they've discussed with the applicant to some extent of -- of what they'll need to do.

MR. MACMANN: They will be addressed by building and site then; is that correct?

MR. KELLEY: Yes.

MR. MACMANN: More specifically, in regards to the sewage, number one, number -- two things. Number one, I like your new land-use maps. Those are nice. And, number two, related to this case, there's a lot of sewage that gets dumped rather quickly. Can the sewer line running on this property

handle this? How many dumps do we get a day; do we know about -- the answer to that question?

MR. KELLEY: I don't know the metrics or volume, but I do know that sewer staff reviewed this specifically and said there was capacity for it.

MR. MACMANN: All right. I'm -- that -- those are my bigger concerns. Thank -- I'll address that again with Mr. Ross. Thank you very much.

MS. LOE: Any additional questions for staff? Commissioner Placier?

MS. PLACIER: Yeah. My question was with the density because it already looks plenty dense with 50. Why did you decide to set the maximum at 80?

MR. KELLEY: So talking to Mr. Ross, for me, my main concern here was looking at it in terms of the traffic impacts that we could get from the travel trailer sites. He provided information, and our traffic engineering staff confirmed it, that around 200, may 210, something to that nature, would be what would trigger the traffic study, and would be starting to talk about improvements. Mr. Ross and the applicants proposed 80. That gives them a little flexibility above 50, should they need to, but we think 80 is well -- well under what would start the discussion of improvements in a traffic study.

MR. ZENNER: And if I may, just as a -- an experienced camper since I travel in many parks of this nature. The 80 lots in the area, so one, the lots that are shown here is their initial improvements are typically what are necessary, obviously, to attract the type of recreation vehicle that is likely going to be coming to this location. So either a driveable or towable, the width of these units -- of the lots that you see here likely are not going to change given the necessity for having the facilities that will be there. It's the interior area that you see as the open space which may, at some point, give them an opportunity along with -- that may be where you get the additional 30 units. Potentially not, because many people that come to these types of facilities are looking for a particular amenity package. However, there is the opportunity, as was discussed in your prior request that came forward, the more natural portions of this site may provide for some offsetting of recreational uses that they would potentially need a secondary conditional use for. Therefore, what may get lost and what's shown on this plan as open space may be absorbed or reaccounted for if they were to expand in the more rugged portion of the site for active type of activities, which also may be something that a traveler may be looking for in a particular campground location. So the 30 units, as Mr. Kelley points out, is what really is -- where we believe that there -- the traffic impacts are not going to be generated. But from an operational perspective for somebody that attends and uses these types of facilities, you have an open space here that may be underutilized and may be able to be better used for additional campground spaces and it is being augmented potentially by the opportunity to use other natural space that they own for those purposes to offset that loss. So that's the logic that the access can handle it and the space that's on this site would have to be -- you would have to accommodate it from a drainage perspective. If you're going to add additional impervious surface to the site, they're going to have to make sure that that additional 30 lots could be accommodated in whatever they design.

MS. PLACIER: And I'm assuming, given that this is heavily wooded, at least from the visuals we

have, that open area is wooded, so that would be sort of a cool visual for people staying there to pretend they were in the woods or something.

MR. ZENNER: Exactly. And I -- so, you know, with that, often you try to work with the assets that you have on your site. This probably would be preserved as significantly as they can. You can thin forested areas out to allow for you to be able to have clearance as well as width, but you may place limitations on slide-outs on units that expand the living space in that particular area, or it's potentially that you could create it as campsite locations, but may have services available to them, as well. So those campsites that would be more tent-like campsites still have traffic associated with them, and that's amount of traffic that is where the limitation is being drawn on.

MS. LOE: Commissioner MacMann?

MR. MACMANN: Thank you for the second bite at that apple here. Planner Kelley, I wanted to redirect a little bit. I didn't follow up as much as I could. Eighty sites would be accommodated by the sewer also; is that correct?

MR. KELLEY: Yes.

MR. MACMANN: Second question, they may in the future, and they've expressed an interest in doing this in developing these recreational amenities throughout the site, and that's by right for them; correct?

MR. KELLEY: On the M-C property, yes.

MR. MACMANN: All right. I just wanted to make sure that we didn't -- we weren't missing something. Thank you very much.

MS. LOE: Any additional questions for staff? Seeing none. We will open up the floor to public hearing.

PUBLIC HEARING OPENED

MS. LOE: If anyone has any comments that they would like to share on this case, please come up to the podium. We do need your name and address for the record.

MR. ROSS: Ben Ross with Engineering Surveys and Services, with the address of 1113 Fay Street. Could you put my screen up, please?

MR. KELLEY: Dalton, we'll get it.

MR. ROSS: There it goes. Okay. Turn this back to the sewer slide, just to answer Mr. MacMann's question. On Hinkson Creek, there's a brand-new sewer that's been built -- (inaudible.)

MS. LOE: Mr. Ross, can you -- sorry. We're going to ask to have you on that microphone.

MR. ROSS: Speak in the microphone. Sure. Okay. On the right-hand side of the screen is a pink line. That's a brand-new sewer. It's, like, 30- or 42-inch diameter. It's a big one that flows up Hinkson Creek and catches a lot of the big industries, like, 3M and Aurora Organic Dairy. Our sewer is actually a pump station and it's going to pump across Paris Road into that industrial zoned property that has another pump station that was designed for all that industrial use, and that pump station flows into a 14-inch diameter gravity line. So the fact that we've got a lift station that's going to average out the flow,

you know, it's not going to be a continuous flow, it's going to gather waste and then pump it and then stop into another pump station that's also going to average out the flow, and the 14-inch diameter pipe, that's pretty big for the uses along the area. So, like the -- I agree with staff. I don't think there's any problem with the sanitary sewer. Storm-water wise, we will have to -- as with any development in Columbia, follow the ordinances and the storm-water requirements. And the peak flow after development, you know, not just this site, but any site in Columbia, will be less than what it is beforehand. So any concern the neighbors have about development, their peak flow will be less, so I think we're helping them. The big issue is the highway, you know, Paris Road is a State highway. It's got five lanes of traffic and wide shoulders, and they have no detention whatsoever, so that water runs off and, you know, goes down that creek right there. But when development happens, we'll make it better. Here's a great picture of the site. Once you kind of get down off the road and kind of go down a slope, it really flattens out. And this is the area that would be useful for development for the travel trailers. And you see a lot of the smaller trees. But the cool part, I think, is the roads are higher. So when I was here, you really couldn't hear the sound of the traffic very much. You know, it's -- it's a nice spot. It will be a good place to go camping and it is flat, you know. There is creeks around the perimeter and the slopes, but once you get down to the middle of the site, there's these small trees and it's a pretty flat site there. It will be great for -- for development for a travel trailer park. We talked about this a little bit. This is a rough concept plan. We don't have the resources to really develop this too much right now until we get some kind of approval from the concept, a conditional-use plan. I think the sites will be more of angle to the road, so you can back your trailer in. We did negotiate with staff to settle on 80 travel trailer sites, and we think that's just good from a flexibility standpoint for their, you know, economic viability of the property. And then the traffic impact is quite small. To generate 100 trips in the peak hour, you're required 230 occupied campsites. You know, that's not -- you know, total campsites is occupied campsites, and they may not even be occupied that much very often, you know. So you're adding with -- with the 80 travel trailer sites were showing, if it's fully occupied, it would add 35 vehicles in the peak hour onto a road that has 19,000 cars a day. So this impact to the road system, I believe, is quite small. Then we just have some pictures that the -- the Paul's picked out kind of for their vision of the site. They do want to be lower density than many travel trailer parks around the country. You know, we're trying to keep the trees. We're trying to keep it nice. Some amenities here and there. Maybe some water features. But that's -- that's their vision. We hope you support it. We agree with the staff that it's a good use of the property, and we ask for your support. I would be happy to answer any questions.

MS. LOE: Thank you, Mr. Ross. Any questions for this speaker? Commissioner Stanton?

MR. STANTON: Go back to my original question beforehand. How far down the road are we going to do with the amenities, or are you still going to do those, or -- I love this project, but the 80 is scaring me because I felt like you guys did everything you needed to do. You -- you worked it out, made it where the neighbors could be happy, you know, all that. I love it. You did everything you had to do. You were also talking about a zip lines before. You were talking about all this kind of maybe trails

through there. Is that still possible? Does it have a window? Where are we at with all that?

MR. ROSS: I think it is possible.

MR. STANTON: And can it fit in this envelope that you currently have versus what you had before?

MR. ROSS: Right. You know, we would like to use the property as best we can and maintain the visual appeal at the same time. So maybe in some areas where it is a steeper ground, a zip line would be possible on the M-C zoning. But I don't know if you all want to come up and --

MS. LOE: We will need your name and address for the record.

MR. PAUL: Seth Paul, 7777 East New Haven Road, Columbia. The -- the way it works, the way you've got it to where we've got the M-C on the upper lot and we're leaving the lower lot Ag, that kind of takes all that other stuff off the table because you can't do it because that's agricultural. So I don't think there's going to be any concern with zip lines or whatever else you're worried about.

MR. STANTON: I wasn't worried. I was digging it, but I was asking.

MR. PAUL: What else -- I mean, what else -- what else is on your mind?

MR. STANTON: Okay. So you have the wiggle room of 80.

MR. PAUL: It's just a number we picked. It's way less than the industry standard per acre because we figured you guys would negotiate us down to two, you know.

MR. STANTON: I don't want it to look like a baby New York City in the middle of the woods, I guess, is what I'm getting at as far as density and the whole bunch of it. And is this just RVs or is it campsites for tents? I mean, kind of help me -- master vision?

MR. PAUL: No. Do you want to get in on this?

MS. PAUL: No.

MR. PAUL: Okay. So, no. We don't want New York in the woods because the land doesn't -- it doesn't, from a construction standpoint, allow it. And I've said that before, 364 days ago, that it's -- it's a real unique piece of property, and that's about the only good use for it. And I'm trying to convey that, and you guys think I'm lying, but that's all it's good for that we found.

MR. STANTON: No. I'm just for Missouri, you've got to show me.

MR. PAUL: All right. So -- so no on the super high density. It doesn't work, it doesn't fit the property mechanically or aesthetically. Next question was --

MR. STANTON: Not me. You've -- I love it. I just wanted to hear, you know --

MR. PAUL: Yeah. And they used just a random number. I don't think you can get 80 in there, like, the conceptual drawing that everybody gets hung up on, and they're, like, oh, there's a big park in the middle, I sketched that up in about five seconds. So this is going to change. It's going to be better because it will be perfected. I don't think you can get 80 in there, but that's the number we're going to go with as a limit. I don't think -- I think, mathematically, economically, we don't need that number to make it pay the bills. This is just something -- this is hobby for me for retirement -- you know, something to do. I don't want to dig holes forever. All right? We're good?

MR. STANTON: I know. Right?

MR. PAUL: Are we good?

MR. STANTON: Yeah. Thank you.

MR. PAUL: All right. Thank you.

MS. LOE: Any additional questions for Mr. Ross? I see none. Thank you. Any additional speakers on this case? If there are none, we'll close public hearing.

PUBLIC HEARING CLOSED

MS. LOE: Commission comments? Commissioner MacMann?

MR. MACMANN: I have a -- I have a request of staff. Yes, that's exactly what I wanted you to do. Commissioner Stanton, I'm sorry, I just want to do that little housekeeping bit before I went any further.

MR. STANTON: I wanted to commend both the City and the applicants on -- we've seen this case before. They did everything they needed to do to make a win-win, make it happen. The owners seem like they're good to go. I like the concept. I liked it from the beginning. I'm glad they worked everything out. I plan to support it.

MS. LOE: Any additional comments? Commissioner MacMann?

MR. MACMANN: Thank you, Madam Chair. If my fellow Commissioners have no other questions or concerns, in the matter of Case 60-2023, conditional use permit for 4150 Paris Road, with the following amendments as presented by staff, not to exceed 80 travel trailer sites and an approved land disturbance plan will be required prior to the development of the travel trailer park, I move to approve.

MR. STANTON: Second.

MS. LOE: Moved by Commissioner MacMann, seconded by Commissioner Stanton. We have a motion on the floor. Any discussion on this motion? Seeing none. Mr. Zenner, may we have roll call, please.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Loe, Mr. Stanton, Mr. MacMann, Ms. Placier, Ms. Kimbell, Ms. Wilson. Motion carries 6-0.

MR. ZENNER: We have six votes, the motion carries.

MS. LOE: Thank you. Recommendation for approval will be forwarded to City Council.