

BOONE COUNTY PLANNING & ZONING COMMISSION

BOONE COUNTY GOVERNMENT CENTER
ROOM 214, 801 E. WALNUT ST, COLUMBIA, MISSOURI
(573) 886-4330

Minutes

7:00 P.M.

Thursday, December 19, 2024

I. CALL TO ORDER

Chairperson Harris called the meeting to order at 7:00 p.m. with a quorum present.

II. ROLL CALL:

a. Members Present:

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| Boyd Harris, Chairperson | Centralia Township |
| Eric Kurzejeski, Vice Chairperson | Missouri Township |
| Gregory Martin, Secretary | Katy Township |
| Randall Trecha | Cedar Township |
| Rhonda Proctor | Perche Township |
| Kevin Harvey | Rock Bridge Township |
| Christy Schnarre | Bourbon Township |
| Jeffrey Ehimuh | Columbia Township |
| Jeff McCann | County Engineer |

b. Absent

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| Steve Koirtyohann | Rocky Fork Township |
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c. Staff Present:

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| Bill Florea, Director | Thad Yonke, Senior Planner |
| Uriah Mach, Planner | Andrew Devereux, Planner |
| Paula Evans, Staff | |

III. APPROVAL OF MINUTES

Minutes from the November 21, 2024, meeting were approved as presented by acclamation.

IV. CHAIRPERSON STATEMENT

Chairperson Harris gave the following statement:

The December 19, 2024, meeting of the Planning and Zoning Commission is now called to order.

Notice of this meeting has been posted in accordance with State and local laws.

The Boone County Planning and Zoning Commission is an advisory commission to the County Commission and makes recommendations on matters dealing with land use. The commission is made up of individuals representing each township of the county and the county engineer.

The Planning and Zoning Commission may follow Robert's Rules of Order or its own by-laws. The by-laws provide that all members of the commission, including the chairperson, enjoy full privileges of the floor and may debate, vote upon, or make any motion.

The following procedure will be followed:

Announcement of each agenda item will be followed by a report from the planning department staff. After the staff report, the applicant or their representative may make a presentation to the Commission. Then, the floor will be opened for a public hearing. Those wishing to speak in support of the request will be allowed to speak, then the floor will be given over to those opposed to the request. Individuals that neither support nor oppose a request may address the commission at any time during the public hearing.

Please direct all comments or questions to the commission. Be concise and restrict your comments to the matter under discussion. We ask that you please not be repetitious with your remarks. Some issues can be quite emotional but please be considerate of everyone and refrain from applause, cheers, or other signs of support or displeasure.

Please give your name and mailing address when you address the commission and sign the sheet on the table after you testify. We ask that you turn off or silence your cell phones.

Any materials that are presented to the commission, such as photographs, written statements or other materials will become a part of the record for these proceedings. If you would like to recover original material, please see the staff during regular business hours.

After the public hearing is closed no further comments will be permitted from the audience unless requested by the Commission. The applicant will have an opportunity to respond to any concerns expressed during the public hearing. Next the staff will be given an opportunity for any additional comments. The commission will then discuss the matter, and a motion will be made for a recommendation to the County Commission.

All recommendations for approval are forwarded to the County Commission. They will conduct another public hearing on Tuesday, January 7, 2025, at 7:00 PM. Interested parties will be able to comment on the requests at that time. The vote on discretionary items, such as rezonings and conditional use permits will not be taken at that hearing; those items will be scheduled for a second reading at a future date; the date and location of the second reading will be announced at the meeting on the 7th. The County Commission generally follows the recommendations of the Planning and Zoning Commission; however, they are not obligated to do so.

Requests that are denied will not proceed to the County Commission unless the applicant files an appeal form within 3 working days. Please contact the planning office to see if a request that has been denied has filed an appeal. There will be no further public notification due to the short time between the hearing tonight and the County Commission hearing.

The Boone County Zoning and Subdivision Regulations are hereby made a part of the record of these proceedings.

V. REZONING REQUESTS

1. Request by Ana Lee Grone Revocable Living Trust to rezone from Agriculture 1 (A-1) to Planned Light Industrial (M-LP) and to approve a review plan and preliminary plat for Grone Subdivision on 36.12 acres located at 2115 Rte Z, Columbia. (open public hearing)

Senior Planner, Thad Yonke gave the following staff report:

The subject property is located on the south side of St. Charles Road and the west side of State Route Z, approximately 300 feet south of the Roundabout intersection. The overall property is 36.31-acres in size and

is zoned Agriculture 1 (A-1). This is an original 1973 zoning, as are most of the surrounding zonings with the exceptions noted below.

- North – Residential Single-Family (R-S) & A-1
- Northeast – Agriculture – Residential (A-R)
- East – A-R
- Southeast – Light Industrial (M-L) rezoned in 2009
- South – Planned Recreational (Rec- P) rezoned in 2017 & A-1
- Southwest – Agriculture 2 (A-2)
- West – A-2
- Northwest – Planned Single-Family Residential (R-SP) rezoned in 2018

The property is vacant. The proposed use is for a 36-acre heavy equipment contractor compound with buildings and lay-down/equipment/materials yard. The maximum amount of office space is limited to 4800 square feet for the site. This office area is part of a single proposed building that will be a maximum of 43,200 square feet, including the office component. The remainder of this building is proposed for a vehicle maintenance shop which is to be constructed in two phases. Additional proposed structures include several pole barns comprising 13,250 square feet, and a wash-bay building that has not been dimensioned but scales to 6000 square feet, and 20+ acres of paved contractors' yard for materials and equipment.

The property to the north and northwest is in the process of being developed as Willow Creek, a residential planned development of around 200-250 units with a variety of housing units from cottages, single-family, and two-family dwellings. The first phase of this development has been approved and has houses that have been completed and sold with others under construction. The next phase of Willow Creek in the approval process is immediately north, across St. Charles Road, from this proposal. Additionally, Lee Heights is a longstanding residential subdivision of a dozen or so houses that shares a property line with the proposal and likely will be the most impacted by the new development.

This request is in the Northeast Area Transportation Plan and therefore, if approved, is subject to a transportation fee associated with the development's impact.

The Master Plan designates a sufficiency of resources test for the evaluation of zoning changes where each proposal is evaluated to see if sufficient utility, transportation, and public safety infrastructure is in place to support the change in zoning. Failure to pass the test should result in denial of a request. Success in passing the test should result in further analysis.

Utilities: The property is in Public Water Supply District #9. There is a 12-inch water main along the eastern property line along Route Z and some water improvements may be needed for the site. Boone Electric Cooperative provides service to the site and area. The Boone County Fire Protection District (BCFPD) has indicated that the project will need to meet commercial fire flows. Initial wastewater service is proposed to be from the Boone County Regional Sewer District (BCRSD), connecting into the residential development to the north across St. Charles Road with only a limited capacity secured for this project. However, the property is subject to a sewer agreement between the BCRSD and City of Columbia that designates this property as a City of Columbia customer. An annexation agreement between the City and the developer is required and is being worked on but has not worked out all the issues.

A gravity city sewer line is being extended for another project that will be able to provide direct gravity sewer in the near future. Should this proposal be approved, connection for the site to the gravity sewer for the proposed washdown system and any other sanitary sewer uses in the future need to connect to this gravity sewer. As a planned public sewer, it is likely, the site would not qualify for on-site wastewater under County rules except as a temporary system. The Stormwater plan and improvements are proposed to all be installed as part of phase 1 for the total buildout of the site despite some of these facilities seeming to be

outside of the designated phase 1 area. This is another inconsistency in the proposal that needs to be clarified.

Transportation: The property has frontage on two publicly maintained roadways and one future public roadway. The site design currently proposes one entrance upon Route Z and one onto St. Charles Road. The use itself will introduce permanent heavy equipment traffic to the area which, at a minimum, will access the proposed truck wash. Large vehicles with deliveries of materials in and out will now be commonplace. The frequency and addition of a different kind of traffic, heavy equipment traffic, does not seem to be addressed in the traffic study with enough detail as to a possible maximum volume or intensity that could occur under the allowed use as requested.

With over 20-acres of paved yard, there is no inherent limitation on intensity of use or limit of potential overuse built into the request as an enforceable limitation based on anything but an initial stated number of employees. This number, which is significantly less than what can be reasonably accommodated by a 43,200 square foot maximum main building, makes reliance upon a proposed employee number an unusable standard in this case. One must assume that if approved, over time the intensity of this use will continue to expand to utilize and maximize the development area as intensively as allowed under the approval of the site. A different contractor or changed business mode could see the number of employees at the site increase dramatically with no further review.

Another concern is how the permanent addition of this type of traffic will impact St. Charles Road, since it is the single source roadway that directly feeds both Battle Elementary and Battle High School. Heavy equipment traffic would be better not directly accessing St. Charles Road and should be introduced to Route Z closer to the interchange around the Clark Lane/Enterprise Drive Extension, such as on the property two properties to the south that is the same size and also owned by the same owner.

Public Safety: The property is in the Boone County Fire Protection District with the closest station being Station 1 at 2.2 miles away by roadway.

Zoning Analysis: The property is in the Northeast Area Plan which was adopted by the County Commission in 2010. The future land use map in the plan shows this area as suitable for "Mixed Small Industrial & Commercial Transition". The text component of the plan that provides the nuanced and detailed explanation of what is expected in terms of the type and characteristics of development states on page 7 in the section on Commercial Development : "...commercial development would generally be located south of existing St. Charles Road and north of the future extension of Clark Lane. Commercial uses envisioned within corridor should follow the "Neighborhood Commons concept as described in the Metro 2020 Plan in order to support the residential neighborhoods of the plan area." The first Goal of this section is "Develop integrated, appropriate commercial centers that contribute to the quality of life within the plan area. This proposal does not contribute to the quality of life within the plan area. This proposal shows it doesn't meet this goal when trying to argue it has no responsibility for road improvements under a traffic study effectively saying that it is not an employment center because it only has 10 employees working the site in total. The proposed use does not produce anything an area user would consume/directly or utilize to improve their quality of life.

Under this Goal is Objective 1: Promote regional commercial centers along the Route Z corridor. Of the six strategies under this objective, only the one promoting limiting the subdivision of larger tracts is supportive of the proposal. The other strategies would all direct the proposed use further south and closer to the interchange and do not support the current proposal.

The specific use as proposed will also introduce heavy equipment traffic permanently to the area that otherwise would not be there. This use is more appropriate closer to the I-70 Route Z Interchange and not at the northernmost edge of the commercial area shown in the plan. Despite being presented as initially being "low intensity" with a limited proposed first phase with few site employees, it is the possible build-out

intensity that must be weighed when considering if the use is both appropriate for the site and small in scale. What is allowed under what has been requested is neither small scale industrial as some of the supporting documentation presented claims, nor will it contribute to the quality of life within the plan area. Resource Management has also had experience with complaints from residential areas about noise from heavy equipment back-up alarms where such a use is proposed or found near a residential area. We anticipate this as a problem for which additional measures might be needed.

The Boone County Master Plan identifies this area as being suitable for residential land uses, but also acknowledges that where changes are proposed to commercial or industrial uses this should be done as a planned rezoning such as proposed here. Additionally, as a sub-area plan, the Northeast Area Plan is an updated component of the Master Plan, and it identifies this area as mentioned previously as “Mixed Small Industrial & Commercial Transition”. Some form of commercial use may be appropriate for this site to transition from the industrial park east of Route Z to the concentrated residential area across St. Charles Road and along the northern property line. This proposal doesn’t seem to be it. The proposed update to the Masterplan currently underway indicates that this would be a Regional Economic Opportunity Area, but this has not been adopted as policy at this point, and if adopted does not negate the more detailed policy of the Northeast Area Plan, which is more focused for the specific area.

Beyond the larger planning issues, there are still some major deficiencies with the proposed plan documents. The plan document incorrectly calculates the required parking and doesn’t take into account the storage buildings. The comment sheet stated the correct parking numbers to use in calculating required parking, but these were not used. No phasing plan was provided with the initial submission; only a line on a couple of the graphic pages indicating a phase 1 & phase 2. The resubmitted proposed phasing plan indicates that they want to conduct the development in multiple phases but does not provide adequate detail for any phases beyond the first phase; this discrete apportioning of the phasing must be defined now at the review plan stage and can’t be deferred to a Final Plan step. The southern property line lacks the required 25 feet perimeter setback showing only 5 feet, this is incorrect. The title in the title block and on the main graphic do not match. On sheet C2.01 the requested correction to dimension labels for the parking near the building still show contradictory information some of which does not meet county requirements. The Comment sheet indicated that the Transportation Fee analysis was needed as part of addition/clarifications to the traffic study, but this was not provided. Additional traffic information was not provided until yesterday (12/18/2024) and therefore has not been fully reviewed and has posed additional questions. The scope of the needed corrections warrant denial or at best tabling to get all technical and regulatory issues resolved.

The property scored 70 points on the rating system.

Staff recommends denial of the rezoning request and review plan because

- it is in conflict with the adopted plans of the County,
- will permanently introduce heavy equipment traffic to the area, and specifically to St. Charles Rd that would otherwise not have this type of traffic as a permanent feature
- and because the plan document has incorrect or incomplete information shown on the plan and did not provide the information requested to address questions raised during the review process by the resubmission deadline which exists in order to provide time for proper review and analysis.
- No proposal as to the amount of the transportation fee attributable to this development has been proposed by the developer as this use does not directly fit the uses proposed in the study and requires a custom analysis which has not been conducted as requested. While the County sets the amount, this starting point requested of the developer but has not been provided.

If the commission does not support denial, staff suggests there is insufficient information to support a approval and the request should be tabled to allow for corrections to the graphic and to have the applicant work with staff to address some of the outstanding questions and issues such as the quantifiable maximum

extent heavy equipment traffic and the unnecessarily vague phasing plan proposed before making a final recommendation to the County Commission.

If the commission is inclined to approve the rezoning, review plan, and preliminary plat despite the deficiencies, then at a minimum the following conditions should be considered:

1. The applicant shall prepare a new original mylar with corrections acceptable to the Director of Resource Management to address errors and deficiencies not corrected prior to the original resubmission deadline.
2. That the washdown wastewater and any further sewer needs are required to be treated by the City of Columbia sewer main being extended to the area and that should any on-site system be proposed/approved it would be considered temporary as there is a planned central system, such temporary use only until the new central system is available.
3. The proposed entrance to St. Charles Road be removed and the possibility of two entrances onto Route Z be explored. Additionally, the buffering along St. Charles be improved to mitigate noise impacts to the satisfaction of the Director of Resource Management.
4. Prior to submission of a Final Plan the developer proposes what they believe their transportation fee should be, based upon the methodology set out in the Northeast Area Transportation Study and then work with Staff to set the appropriate amount. A payment schedule will be a required component of compliance with this condition.
5. Hours of operation should be limited to Daytime Hours of Operation with no operations occurring on State Recognized Holidays.

Present, representing the request:

Matt Kriete, Engineering Surveys & Services, 1113 Fay St, Columbia

After hearing the staff report, Commissioner Kurzejeski stated that with the number of deficiencies with the request, the applicant has three options, to continue and move forward this evening and maybe get a recommendation for approval with conditions, a recommendation to deny, or to table the request until the deficiencies were worked out. The applicant stated he would like to address the comments and continue this evening.

The applicant gave a presentation which is attached at the end of these minutes.

Matt Kriete: This request was first submitted in October 2024. There is still some action to be required. The applicants received consent from the Boone County Regional Sewer District to connect to their main, subject to a third-party engineer to review that, the applicants are comfortable they can make that happen. A pre-annexation agreement was filed with the city and the applicants will have to come back with a Final Plan. The property is adjacent to industrial zoning and is in an area of industrial and heavy commercial uses. The property is located on the northern edge of an industrial area. The property is adjacent American Outdoor Brands to the southeast, it is also located next to several major roadways; Route Z and St. Charles Road and a new planned collector, it also has quick access to I-70.

The preliminary plat complies with County land use regulations, is consistent with the master plan and complies with the Major Thoroughfare Plan. Right-of-way easements have been dedicated along St. Charles Road and easements have been provided on the west side in a way that the road can be constructed. Electric, fiber and gas are available on site; there is a 12-inch waterline onsite and there will be great pressure and flow to meet fire demands. Sanitary sewer is on site and it is capable of serving the development. There will be a total of 10 full-time employees which, for the demand on sanitary needs, is the equivalent of one house; the employees are working the typical business hours.

We are directly adjacent to two emergency service routes. This development will not cause traffic congestion and we have adequate site distance; we have semi-trucks coming in and out of here and there will be

equipment being delivered at times. The driveways are positioned in a location that adequate site distance can be provided. Staff recommended we have two driveways on Route Z, that is unsafe, that was our intent initially, but we can't provide two safe driveways on Route Z; the location noted is the only adequate location on Route Z for the vehicles coming in and out of the site.

We need two access points; this is a safety issue, and we have committed to the neighbors in our public meeting that St. Charles will be a locked entrance and is just there if needed, but the main traffic is going to be on Route Z. We have future plans for a new driveway when the new collector is built. I believe parking is compliant. We have people using the maintenance building, the office, and the wash bay; the pole barns are like an agricultural lean shed, they are open buildings with shelving under it to store materials, no people are going to be in there, they don't need parking. We added additional parking to better meet the requirements after receiving comments and added quite a few stalls, well over what we really need so we are trying to be compliant with the regulations, I think the non-compliance now deals with the pole barns but they don't need parking.

In terms of the phase construction, staff wanted more detail on it so we broke out what phase 1 is. It is hard to say when you are looking at something that is a 20-year plus build out to say what the next building is going to look like. We have a good idea what it is going to look like today but is it five or ten years down the road before the next one goes up? We don't really know. This was bought with a long-term vision, it is going to be a while before you see all 20-acres of the pavement out there and it will be a while before you see all the pole barns built and before the maintenance shop is constructed.

In terms of the inconsistencies between phase 1 and the area, the line was intended to talk about the paving limits and that area will not be paved initially to the left of the bold dashed lines. This is a large footprint, however this use doesn't generate much traffic. The facility is constructed out of a need, but one the client would prefer always be empty. The material and equipment in the yard is not working and not earning any income when it is on site, but they need it. They have to have a place to maintain equipment and a place to store it. The staff is going to report directly to the job site, they aren't coming to this site, the equipment will be shipped from here to the job site and it will be there for the duration for the project. Materials that aren't used frequently will be stored here. The employees that will be here daily are a couple of mechanics and four or five people in the shop and a few people coming and going. This is a very limited traffic and wastewater generation; it is a lot of pavement and a lot of buildings but it is not that many people.

We are meeting stormwater requirements; our intent is to not only meet Boone County's but also the City's regulations. They conflict in some ways so in some cases we exceed the county's regulations and exceed the city's in some other cases so stormwater is going to be overdone. The clients want to protect Grindstone Creek downstream and the neighbors. We are preserving trees and we are buffering the creek. The north has a 65-foot wide buffer against the Karen Lane development, all the other sides have a 40-foot screen buffer, that will include an 8-foot tall berm around all four sides of the development and it will include a mix of deciduous and evergreen trees and shrubs. This is here to not only block the visibility of it but to also block the noise; there is going to be beeping out there and we don't want neighbors to have to listen to that. Generally, there will be spurts of activity on the site then it will be quiet, hopefully for weeks.

We recognize that we are coming into an established area, these houses have been there a long time and we want to respect that. This is going to go above and beyond what is required to try to be a good neighbor in the area. We talked about the gravity sewer and I am aware of the maintenance proposed, it is significantly south of this site, it is not on this property. There is no guarantee and we are one recession away from that gravity sewer not being built and for the applicants to say that they will connect to something that doesn't exist and commit ourselves to having to build that sewer is not something we can agree to do, particularly when we have adequate sewer on the property already. We have a drip field out there and adding this site into the county system is like adding another home at most. This a facility that is not used a lot, they aren't washing vehicles every day so that can be pumped back into the county force main.

There was a thought that the development needs to be closer to I-70; those properties are all cut up with streams that need conservation, and we cannot create a facility of this magnitude on those lots and that is why this site was chosen. Impact with a commercial and mixed use and in terms of that being developed you are talking about something that is going to create 200-2000% more traffic than this development will. (The applicant referred to Slide 32 which showed a comparison of traffic generation). We had an open house with the neighbors in November, everyone within 1000-feet got a mailing and I received one email; they thought it was a development across the street on St. Charles. The comments that came up were regarding the screening, noise and traffic; that is why we have the berms on the plan now, we didn't have them initially.

We also received a comment from the developer across the street that didn't like our drive on St. Charles, that is why are going to gate and lock it; we committed to him that we wouldn't use it as a primary entrance and it would only be used in emergencies, we tried to line the road up with his but we didn't have adequate site distance. Trucks need to be able to see a long way in order to turn.

This is a site that is identified for this type of use in the Master Plan. We meet all of the goals in the Master Plan land use except for housing. Our site is identified as a regional economic opportunity area which is a growth area which means it is an area priority for development and is expected to have impacts to the environment and high impervious areas and buildings and pavement. This area is also expected to have utilities available and we have those. Another principle of the Master Plan is transportation. We have provided sidewalks along the front of our property. In the traffic report we not only analyzed turning movements on cars but we took it a step further and did a thorough analysis to see what kind of gaps we are going to have for trucks to turn and what delays that will cause for traffic on Route Z; we are looking at one to two cars being impacted in the peak hour if a truck were to stop and make a left-turn there.

The next principle is in regard to economic development; this facility is relocating from Cooper County. The goal is to retain and attract work force. The next goal is farmland preservation; this site is located outside the Rural Preservation and Farmland Preservation use areas; a conservation area is provided. The next principle is natural resources; the development is intended to protect the natural resources in the area, it is located outside the ecologically significant area. We didn't go further south because the impacts would have been greater; this is a better site to protect the streams, water quality and the habitat. It is providing buffers to the stream and preserving trees and stormwater management is going to protect the water quality of Hinkson Creek. The next goal regards utilities and infrastructure; much of this goal is about building it where it needs to be but to encourage development where these utilities are already in place. In conclusion, there is no better place in Boone County for this; this is a site that is being encouraged for development in the draft of the new Master Plan, it meets the goals of that plan.

Commissioner Kurzejeski: Looking at the conditions that staff proposed should the Commission approve this, are the applicants in agreement with those conditions? If not, which ones are the applicants opposed to?

Matt Kriete: The applicants have no issues in dealing with the technical requirements. The applicants are fine with taking the washdown water to the sewer system but extending it to a main that does not and may not exist, I don't see how the applicants can commit to that. That would be unwise. If the main existed that is a different story, but it doesn't exist. I have seen all too often, the greatest plans fall apart. The applicants would be happy to connect to the county's force-main.

Commissioner Kurzejeski: I assume the applicants have an issue with Condition 3, the Route Z entrances?

Matt Kriete: For safety reasons we have to have two entrances but we don't want to use two; St. Charles will remain locked and only be secondary access. There is going to be something that will have to pull through there. Equipment being delivered to the site or offsite are coming from I-70 the majority of the time, they aren't coming from St. Charles. When the new collector is in place we could commit to closing the St.

Charles entrance and build a new one. I can't commit to putting a second entrance on Route Z that is not safe.

Chairperson Harris: The question was the possibility of two entrances on Route Z; have the applicants precluded that as an option or has MoDOT precluded it?

Matt Kriete: MoDOT will preclude it when they see it. It does not meet engineering principles, their access management guidelines or proper site distances; it is not safe. That is what we wanted to begin with but we couldn't make it work.

Chairperson Harris: There were a number of points in the applicant's presentation similar to a presentation of a colleague of Mr. Kriete's at our meeting last month; many of those points were asking the Commission to trust the applicants. The Commission isn't in the "trust me" business. The applicant made a comment that they think they have fire pressure and flow; is the applicant sure or do they just think?

Matt Kriete: If this property can serve American Outdoor Brands and Battle Highschool and we are looped into that same system; we have pressure and flow that will serve this facility.

Chairperson Harris: A definitive answer is much more appealing than "I think". The applicant made the comment that there would be no traffic congestion on Route Z if a semi with a dozer or scraper is sitting there waiting to make a left turn.

Matt Kriete: That is correct.

Chairperson Harris: How do you figure that?

Matt Kriete: That is using acceptable engineering practices and guidelines on how you analyze the delays and gaps in turning movements. We look at the gaps in between the cars and if it is adequate time for a semi to make a left turn and clear the gap. The calculations indicate that while the semi is waiting to make a turn, it says they are impacting about 1 ½ cars that might have to slow down and stop behind them which is well within an acceptable standard that MoDOT will see as acceptable. All of those calculations have been provided to MoDOT and the county.

Chairperson Harris: Has the connection to the county sewer district been confirmed?

Matt Kriete: That has been agreed to in the last Board meeting. It is on record in their last meeting as well, that they have given consent.

Chairperson Harris: Do they have the capacity?

Matt Kriete: They have capacity; we have to work out how to engineer it. The sewer district doesn't want us to use their pump so we have to tie-in downstream on their force-main. We have to look at the hydraulic analysis of our pump going into their force-main. We might need to down-grade our pump a little bit due to velocity and find something with a little less pressure. I am confident we can make it work.

Chairperson Harris: With regard to a proposed connection to the City of Columbia system, is staff saying that the applicants have to connect to that now even though it doesn't exist? Or, is staff looking for a commitment that when it is available it gets connected?

Bill Florea: That it is connected to when it is available.

(Meeting Recording Failed at this point)

Chairperson Harris asked if the applicant's will commit to connecting when it is available.

Matt Kriete stated he misunderstood the condition.

Thad Yonke stated that the Subdivision Regulations required connection to the sewer and that hasn't been worked out. Mr. Yonke stated that, and the many other issues is why staff recommended the request be tabled until these issues were worked out or denied.

Chairperson Harris stated that there seemed to be a lack of willingness by the applicants to listen to, or work with staff to iron out these issues and that these are things that should have been worked out prior to this meeting. Chairperson Harris asked about the buffer and screening.

Matt Kriete stated that there are currently rows of mature trees, the applicant intends to leave those.

Chairperson Harris asked about the 8-foot berm and if that will be built by bringing material from an outside source to the site or if it will be scraped from the site.

Matt Kriete stated it will be scraped from the site.

Chairperson Harris asked about the phasing of the development and if the applicants had any idea of how that will be done.

Matt Kriete stated there is a dashed line which shows about half of the site to be developed.

Chairperson Harris asked if there would be about 15-acres and all of the stormwater developed in the first phase.

Matt Kriete stated yes, the applicants intent is to grow into the property.

Chairperson Harris asked Commissioner McCann how wide St. Charles Road is.

Commissioner McCann stated he was unsure but likely 22-24-feet wide.

Chairperson Harris asked if it was chip-sealed.

Commissioner McCann stated it was asphalt.

Chairperson Harris asked the width of Route Z.

Commissioner McCann guessed it was about 24-26-feet wide.

Chairperson Harris asked if the proposed driveway was 60-feet wide.

Matt Kriete stated it was 40-feet.

Commissioner Kurzejeski asked about the St. Charles Road access and if the intent was intended for use only by emergency services .

Matt Kriete stated that is primarily what it is for but there will be exceptions. Trucks will be able to turn around on the site.

Chairperson Harris stated there were deficiencies in the plan and some are technical in nature.

Matt Kriete stated his questions to staff about phase 1 have never been answered.

Chairperson Harris asked how staff was supposed to answer the questions if they can't determine what phase 1 entails. In addition, the applicants haven't answered questions about the traffic fee.

Matt Kriete stated that was defined in the traffic study; it seems to be an extreme fee but it can be worked out during the Final Development Plan phase.

Chairperson Harris asked how many phases will this development be built in.

Matt Kriete stated probably four or five; but there will only be 10 employees at complete build out.

Chairperson Harris asked about the southern setback shown on the plan.

Thad Yonke stated that was a mistake and should have been listed at 25-feet; that will have to be fixed.

Commissioner Kurzejeski asked about the hours of operation.

Matt Kriete stated he didn't know what is considered "daylight hours".

Bill Florea stated it is defined in the zoning regulations. Mr. Florea read the definition of daylight hours.

Matt Kriete stated those hours may work but they may need to consider "contractor holidays" rather than State holidays.

Commissioner Trecha mentioned the transportation fee and if the applicants were prepared to do full build out calculation.

Matt Kriete stated the difference between phase 1 and the full build out is \$100,000.

Commissioner Trecha asked if the applicants could provide both numbers.

Matt Kriete stated yes.

Chairperson Harris asked staff if those numbers have been provided.

Thad Yonke stated the applicants based the number on the number of staff rather than the size of the buildings, which is what is required. Nothing in the plan limits the number of employees; staff asked for the max number for what can be on the site based on the use of the property. That needs to be worked out before this can move forward.

Matt Kriete stated the full build-out was 43,000.

Matt Kriete referred to the traffic slides in the presentation and stated the assumption is 126 trips per day with 10 employees.

Chairperson Harris asked if staff had been provided with that information.

Matt Kriete stated it would have been provided if they asked for it.

Thad Yonke stated that staff asked for additional traffic information three weeks ago and it was only provided yesterday.

Bill Florea stated that staff didn't have adequate time to analyze it.

Commissioner Kurzejeski stated that he doesn't see how this can be approved with so many outstanding issues.

Matt Kriete stated he understands that staff hasn't had time to review the information provided and that it was a misunderstanding because the applicants believed they answered all the questions.

Chairperson Harris stated there seems to be a lack of cooperation with staff, the submission dates have been on the calendar for decades and people are expected to meet those deadlines; blowing staff off doesn't get you anywhere.

Open to public hearing.

Present speaking in favor of the request:

Janell Drane, Willow Creek Division (no street address provided)

Janell Drane stated her concern was with the St. Charles Road entrance; the applicant addressed that concern.

Present speaking in opposition to the request:

Jennifer Caine, 2215 N Traveller Dr, Columbia

Jennifer Caine stated her concerns were with removal of trees, traffic impacts, not just from automobiles but from trucks backing up the traffic, the amount of concrete and the lack of enhancements to the surrounding community. Ms. Caine quoted Mr. Kriete stating "even the best plans fall apart". Ms. Caine stated that this development will change the character of the neighborhood.

Closed to public hearing.

Matt Kriete stated he wished he had an opportunity to speak with Ms. Caine before this meeting; while this does look like a massive operation, it isn't. The contractors will be working elsewhere.

Commissioner Trecha asked if there could be a provision to close the St. Charles Road entrance once the new collector is built.

Thad Yonke stated maybe; staff still doesn't have a full understanding of the development. It seems the applicants based the number on the amount of employees and not the allowed uses on the plan. This property could be sold to an Emery Sapp & Sons-type of contractor as soon as the rezoning is approved and there are no mechanisms to limit a larger scale. There is no note on the plan that guarantees the St. Charles Road access to be gated so staff looked at it as a full access. Staff just doesn't know and that is part of the problem.

Commissioner Trecha asked if the trucks going in and out of the site are owned by the company or if they are owned by outside vendors.

Matt Kriete stated he believed it would likely be a mix of both.

Commissioner Trecha asked if the trucks could be required to have white-noise back up noise instead of beeping.

Matt Kriete stated the applicants could not control what type of noises are on vendor-owned vehicles. That is why berms are proposed.

Commissioner Harvey stated there may be OSHA requirements involved with the back-up noise. Commissioner Harvey stated that the applicant indicated that the equipment is typically on the job site.

Chairperson Harris asked if the berm was 8-feet above current grade or above the newly paved grade.

Matt Kriete stated that while the type of business is similar to Emery Sapp & Sons, this is on a different scale and not a huge traffic generator.

Commissioner Proctor asked when the submission date was.

Uriah Mach stated November 25, 2024.

Commissioner Proctor asked why the applicants were reluctant to work with staff.

Matt Kriete stated he was only made aware of some of the issues this evening.

Commissioner Proctor asked the applicant called or emailed staff.

Matt Kriete stated he spoke with staff a couple of days ago.

Commissioner Proctor stated that the Commission saw these same issues with this same engineering firm last month and suggested that in the future, the applicants work more closely with staff so that the Commission doesn't have to discuss this for hours.

Matt Kriete stated he spoke with his clients and they didn't know how the phases they were going to go; it depends on the economy.

Commissioner Proctor stated that the Commission has seen like developments before without these many issues because the applicants work with staff beforehand.

Commissioner Harris asked if questions were answered in a timely manner.

Matt Kriete stated comments were received on Thanksgiving and the applicants responded to those comments.

Thad Yonke stated that the response to the question about the traffic study was that it had already been submitted; the additional traffic study wasn't submitted until yesterday. In addition, staff expected more in the way of a phasing plan. Staff tried to work with the applicants to address issues ahead of time, but the communication was not forthcoming.

Chairperson Harris stated that the applicants wouldn't start on a project of this size without a clear path; the applicants can't ask the Commission to approve something without a clear path. These questions could have been worked out with better communication and cooperation from the applicants.

Commissioner Trecha made, and Commissioner Harvey seconded a motion to table, until the February 20, 2025 meeting, the requests by Ana Lee Grone Revocable Living Trust to rezone from Agriculture 1 (A-1) to Planned Light Industrial (M-LP) and to approve a review plan and preliminary plat for Grone Subdivision on 36.12 acres located at 2115 Rte Z, Columbia:

| | |
|------------------------|------------------------|
| Boyd Harris – Yes | Eric Kurzejeski – Yes |
| Greg Martin – Yes | Randal Trecha – Yes |
| Rhonda Proctor – Yes | Kevin Harvey – Yes |
| Robert Schreiber – Yes | Christy Schnarre – Yes |
| Jeffrey Ehimuh – Yes | Jeff McCann – Yes |

Motion to table the rezoning, review plan and preliminary plat passes unanimously

This request is tabled until the February 20, 2025 meeting at 7:00 PM.

2. Request by Dale & Karen Wesselmann to rezone from Agriculture 1 (A-1) to Agriculture 2 (A-2) on 28.86 acres located at 8825 E Clatterbuck Rd, Ashland. (open public hearing)

Planner, Andrew Devereux gave the following staff report:

The subject property is 28.86 acres located off E Clatterbuck Road, approximately 1700 feet east of the intersection of E Clatterbuck Road and S Rangeline Road. The property is currently undeveloped. The property owners have submitted a petition to rezone the property from Agriculture 1 (A-1) to Agriculture 2 (A-2) to execute three family transfers to eligible family members for single family residential development.

The surrounding zoning is as follows:

- North, east, and west – A-1
- South, across E Clatterbuck Road – A-2

The A-1 zoning is original 1973 zoning. The A-2 zoning to the south across E Clatterbuck Road was rezoned in 1974.

The Boone County Master Plan designates this area as being suitable for agriculture and rural residential land uses. The Master Plan designates a sufficiency of resources test to determine whether sufficient transportation, utilities, and public safety resources are in place to support the change in zoning. Failure to pass the test should result in denial of the request. Success in passing the test should result in further analysis.

Transportation: The property has direct access to E Clatterbuck Road, a publicly maintained roadway. A 122' wide strip of land provides the access to E Clatterbuck Road. Dividing the property into three tracts would likely require a private access easement to provide future residential development access to and from the public road.

Utilities: The property is located within Consolidated Public Water Supply District #1. A 2" waterline is present along E Clatterbuck Rd. Boone Electric provides power service in the area.

The rezoning application indicates that onsite wastewater systems will be utilized to serve the future residential development, including the use of wastewater lagoons. No public sanitary sewer service is available in this area.

Public Safety: The Southern Boone County Fire Protection District provides fire protection in this area. The nearest station, station 17, is approximately 3.6 miles away.

Zoning Analysis: This proposal seeks to rezone the property from A-1 to A-2 to accommodate three family transfers. No additional public infrastructure such as a road extension or sewer service is proposed as part of this rezoning. It is important to note that this rezoning request is for an open zoning district and not a planned development. The commission does not have the ability to place any conditions on the request should it be approved.

A closer examination of the reasoning provided in the rezoning application is warranted for this request. The cover letter to the application states “Since this property has access limitations, it is self-governing on the total number of possible parcels the parent parcel can contain.” The application further states “...The current subdivision regulations regarding private drives and the shape of this property has width issues along the road frontage, it is self-limiting from needing a planned district to control aggressive land division. The only tool available to divide is with family transfer. Even with rezoning to A-2 a traditional subdivision is not possible without a change to a planned district.”

The use of a family transfer is a specific exception to the subdivision regulations and not required to meet any of the standards for administrative surveys or subdivision plats. The only limitations placed on division of land preformed under a family transfer are the zoning regulations, notably minimum acreage required for each district. Utilizing the 2.5 acre minimum required for a A-2 zoning district, the property could be divided up to 11 times assuming current or future owners had enough family members with eligible relationships. Subtracting unbuildable acreage for the lake, topography, and property stem to the public road, staff estimates that the subject property could support up to seven possible land divisions with reasonable building sites for single family residential development should this rezoning be approved.

The application indicates that three family members of the current owners will receive land via family transfer. Future owners of the property may choose to execute additional transfers should ownership or plans change. Should this rezoning be approved, there are no safeguards to prevent the property from being divided further than the three family transfers proposed.

Without any additional infrastructure or controls to limit land division by family transfer, this proposal fails to meet the sufficiency of resources test. The development potential proposed by the rezoning could lead to a higher density of single-family dwellings than intended by the application for rezoning.

The proposal scored 35 points on the point rating system. Staff notified 20 property owners about this request.

Staff recommends denial of the request.

Present, representing the request:

David Butcher, surveyor, 8951 E Logan Rd, Columbia

David Butcher stated the property can be parceled out but due to the topography it will restrict the number of lots that could be created. The applicant wants to divide the property into three lots for the purpose of transferring property to three children via family transfer. The applicants could have requested Planned Agriculture but due to the shape of the property it didn't make sense to go through that expense. The staff report indicated that a private access easement would be required; Mr. Butcher stated that is true but is not required with a family transfer. David Butcher stated he understands that Family Transfers are an exception

to the rule but situations like this is why they exist, so that family can live close to each other. This is agricultural property in a rural area and will never meet the Sufficiency of Resources test. It is a waste of time and money to go through the planned rezoning process for this request.

Chairperson Harris stated that if this rezoning is approved and the property is divided into 7-acre lots, there are no restrictions on the property from being sold after a year.

David Butcher stated that is correct.

Chairperson Harris asked if access along the stem is on the applicant's property.

David Butcher stated there are topography issues and due to that, property division is limiting.

Open to public hearing.

Present speaking in favor of the request:

Tanya Clatterbuck, 8895 E Clatterbuck Rd, Ashland

Tanya Clatterbuck stated that the applicants are great neighbors and she has no issues with this request. Ms. Clatterbuck stated that she doesn't believe the children will sell the property. Ms. Clatterbuck asked how the property will be divided.

No one spoke in opposition to the request.

Closed to public hearing.

David Butcher stated he didn't have a proposed layout at this time, the applicants were waiting to see if this request would be approved first.

Commissioner Proctor stated that she understands the need to give property to family members but the problem is in 15 years when the applicants pass away, the kids could sell the property and now it has been made a mess. Future property owners may need to come back to the Commission to fix the issues created by the family transfers.

Commissioner Proctor made, and Chairperson Harris seconded a motion to deny the request by Dale & Karen Wesselmann to rezone from Agriculture 1 (A-1) to Agriculture 2 (A-2) on 28.86 acres located at 8825 E Clatterbuck Rd, Ashland:

| | |
|-----------------------|-----------------------|
| Boyd Harris – Yes | Eric Kurzejeski – NO |
| Greg Martin – NO | Randal Trecha – Yes |
| Rhonda Proctor – Yes | Kevin Harvey – NO |
| Robert Schreiber – NO | Christy Schnarre – NO |
| Jeffrey Ehimuh – NO | Jeff McCann – NO |

Motion to deny the rezoning request does not pass 3 YES 7 NO

Commissioner Harvey made, and Chairperson Schrieber seconded a motion to approve the request by Dale & Karen Wesselmann to rezone from Agriculture 1 (A-1) to Agriculture 2 (A-2) on 28.86 acres located at 8825 E Clatterbuck Rd, Ashland:

| | |
|------------------------|------------------------|
| Boyd Harris – NO | Eric Kurzejeski – Yes |
| Greg Martin – Yes | Randal Trecha – NO |
| Rhonda Proctor – NO | Kevin Harvey – Yes |
| Robert Schreiber – Yes | Christy Schnarre – Yes |
| Jeffrey Ehimuh – Yes | Jeff McCann – Yes |

Motion to approve the rezoning request passes 7 YES 3 NO

Chairperson Harris stated that this request would go before the County Commission on Tuesday, January 7, 2025 at 7:00 PM.

3. Request by Terry & Erma Pauley to rezone from Agriculture 1 (A-1) to Agriculture 2 (A-2) on 6.03 acres located at 5361 E Deer Park Rd, Columbia. (open public hearing)

Planner, Uriah Mach gave the following staff report:

The subject property is located on the north side of Deer Park Road, approximately ½ mile west of US Highway 63, 1 ½ miles south of the city limits of Columbia. The property is 6.03 acres in size and has a house and two accessory buildings on the property. The property is zoned Agriculture 1(A-1) and is surrounded by A-1 zoning. This is all original 1973 zoning.

This proposal is to rezone the property from A-1 to Agriculture 2(A-2) for purposes of a family transfer. This family transfer is to allow the daughter of the property owners to reside nearby and provide care as needed to her parents.

The Boone County Master Plan identifies this area as being suitable for agriculture and rural residential land uses. The Boone County Master Plan designates a sufficiency of resources test for the evaluation of zoning changes where each proposal is evaluated to see if sufficient utility, transportation, and public safety infrastructure is in place to support the change in zoning. The sufficiency of resources test provides a “gatekeeping” function. Failure to pass the test should result in denial of a request. Success in passing the test should result in further analysis.

Transportation – The subject property has direct access on to Deer Park Road, a publicly dedicated and maintained right of way.

Utilities – The subject property is in Consolidated Public Water Service District #1 service area and is served by a 6” water line. Boone Electric Cooperative provides electrical service for the property and it is in the Boone County Fire Protection District. The existing house has a lagoon system. Any future development on the site after the family transfer will require a new on-site wastewater system to support a new residence.

Public Safety – The subject property is a little over two miles from the nearest Boone County Fire Protection District Station, Station 15, on Tom Bass Road.

This property scored 60 points on the point rating system.

Zoning Analysis – Existing infrastructure for the subject property can provide sufficient levels of service for the request. However, approval of the request moves the property further from the overall character of the neighborhood.

Analysis of the existing properties within the 1000' notice area (Figure 1), and a larger ½ mile area (Figure 2) indicate that the current zoning is consistent with the desired character of the neighborhood. Within the 1000' area, the subject parcel is the smallest parcel in the identified area. Within the ½ mile area, it is below half the average parcel size.

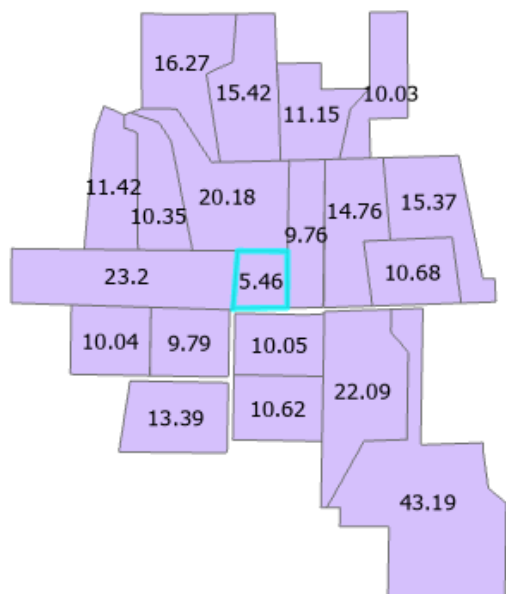
With the proposed change in zoning and family transfer, it makes the subsequent lots even smaller than any other property in the notice area and closer to the smaller end in the ½ mile area. The family transfer will also require the property to go before the Board of Adjustment for a variance to allow the barn south of the existing house to remain on a property smaller than 5 acres in size when it lies closer to the front property line than the primary structure.

This site's requested increase in density is not significant, but the precedent it sets for an environmentally sensitive area with no significant infrastructure improvements is difficult to justify. There is no significant infrastructure improvement in this area to make it more suitable for increased development. Small requests such as this one undermine the current development pattern by creating a precedent for approval. Compounding on individual approvals, nearby properties may see advantage in changing the current zoning to allow for more intense development without any improvement in infrastructure. Increasing development in an area lacking significant infrastructure improvement can lead to negative impacts on existing infrastructure, along with increased risks due to the environmental sensitivity of this area.

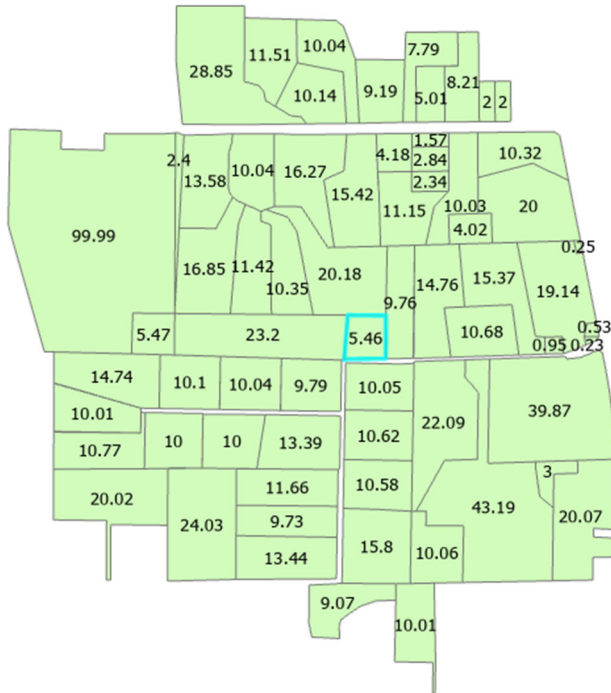
Additionally, the ability of this site to reach the desired goal without the long-term impacts of a rezoning on the surrounding areas via a process to temporarily place a single-wide on the property to care for an elderly or ill relation with the Board of Adjustment makes this request less viable.

In light of these issues, staff recommends denial of the request.

Staff Report Figure 1: Average parcel size – 14.66 acres



Staff Report Figure 2: Average parcel size – 12.92 acres



Present representing the request:

Karla Brandolese, daughter of applicants, 13412 Belmead Ave, Grandview

Karla Brandolese stated her parents are elderly and she would like to build a house on their property to be near them; they are currently independent and Ms. Brandolese would like them to remain independent but they need help. Ms. Brandolese stated that when her parents pass, their Will states that the property would be divided in half; Ms. Brandolese would get half and her brother would get the other half. Ms. Brandolese stated that the Board of Adjustment only allows a singlewide but she doesn't want to live in a singlewide, she wants to build a house.

Karla Brandolese presented an aerial photograph with the proposed split written in.

Chairperson Harris asked about the calculated acreage.

Uriah Mach stated the deeded acreage is 6.03 but the calculated acreage is 5.46 acres. This tract was created prior to zoning taking effect.

Thad Yonke informed the applicant that the property can't be divided without a rezoning, regardless of what the Will states.

Karla Brandolese asked if there were any exceptions, such as a grandfather exception.

Thad Yonke stated that the property already has a grandfather exemption but it is for the property as it currently is; any changes would require compliance with the regulations.

Open to public hearing.

No one spoke in favor of the request.

Bill Florea informed the Commission that staff received an email in opposition which was forwarded to the Commission on 12/18/24. Mr. Florea read the email into the record (attached at the end of these minutes).

Present speaking in opposition:

Jana Weitkemper, 375 E Wee Jo Ct, Columbia

Jana Weitkemper stated her property is directly east of the Pauley property. Ms. Weitkemper stated she was under the impression that all the properties in that area were 10-acres or larger. There is already a house and shop on the property and the existing house is very close to the property line. Ms. Weitkemper stated she is concerned with setting a precedent and having other neighbors in the area applying to rezone. Other concerns are property values and traffic.

Closed to public hearing.

Commissioner McCann asked if there was any other way to accomplish the applicant's goal other than a family transfer.

Uriah Mach stated the applicants could request a variance from the Board of Adjustment to place a temporary second dwelling on the property; the dwelling has to be considered temporary which is why a singlewide is required; the applicant's daughter doesn't want a singlewide. When the variance is no longer needed – IE: the parents no longer reside on the property – the singlewide would have to be removed. Before the property can be divided, the applicants will still have to go through the Board of Adjustment to request a variance for an accessory structure to remain in the front plane of a primary structure and possibly for a variance from the side yard setback for the existing house.

Commissioner Trecha asked if there could be any improvements done to the existing house, such as an addition.

Bill Florea stated the applicants could add on to the home as long as it is in compliance with the regulations.

Chairperson Harris stated there doesn't seem to be a way to make the property compliant and there may be unintended consequences

Chairperson Harris made, and Commissioner Trecha seconded a motion to deny the request by Terry & Erma Pauley to rezone from Agriculture 1 (A-1) to Agriculture 2 (A-2) on 6.03 acres located at 5361 E Deer Park Rd, Columbia:

| | |
|------------------------|-----------------------|
| Boyd Harris – Yes | Eric Kurzejeski – NO |
| Greg Martin – Yes | Randal Trecha – Yes |
| Rhonda Proctor – NO | Kevin Harvey – NO |
| Robert Schreiber – Yes | Christy Schnarre – NO |
| Jeffrey Ehimuh – NO | Jeff McCann – Yes |

Motion to deny the rezoning request does not pass

Commissioner Kurzejeski stated that in light of how the Commission just voted on the previous request, he made a motion to approve the rezoning request.

Commissioner Kurzejeski made, and Commissioner Harvey seconded a motion to approve the request by Terry & Erma Pauley to rezone from Agriculture 1 (A-1) to Agriculture 2 (A-2) on 6.03 acres located at 5361 E Deer Park Rd, Columbia:

| | |
|------------------------|------------------------|
| Boyd Harris – NO | Eric Kurzejeski – Yes |
| Greg Martin – NO | Randal Trecha – NO |
| Rhonda Proctor – Yes | Kevin Harvey – Yes |
| Robert Schreiber – Yes | Christy Schnarre – Yes |
| Jeffrey Ehimuh – Yes | Jeff McCann – NO |

Motion to approve the rezoning request passes 6 YES 4 NO

Chairperson Harris stated that this request would go before the County Commission on Tuesday, January 7, 2025 at 7:00 PM.

VI. PLATS

Plats 1 & 2 were placed on consent agenda

1. Enterprise Subdivision. M-L. S6-T48N-R11W. Smith & Wesson Corp, owner. David Borden, surveyor.

The following staff report was entered into the record:

The subject property is located approximately 600 feet north and 1000 feet east of the intersection of State Route Z and I-70 Dr NE, approximately one mile west of the nearest municipal limits of Columbia at Battle High School. The subject property is 45.15-acres in size and zoned Light Industrial (M-L). The property is currently vacant and contains a portion of Enterprise Dr that is to be extended as part of this development. M-L zoning is found to the west, north, and east; a mix of General Commercial (C-G), and Agriculture – Residential (A-R) south. These are all a mixture of original 1973 zonings and some later rezonings.

The subject property is located in Public Water Service District #9 and the Boone County Fire Protection District. The applicant will be constructing water infrastructure to meet the requirements of the fire code and subdivision regulations.

Sewer service will be provided by a public central sewer line to the City of Columbia that is being constructed by the developer. Both the sewer extension and the extension of Enterprise Drive construction will be bonded as part of this final platting. The development agreement, amounts and other paperwork associated with this plat have not been fully worked out and will need to be before this plat can go to the County Commission to be received and accepted.

The property scored 70 points on the rating system.

Staff recommends approval of the plat subject to the condition that all bonding documents and paperwork, including a City of Columbia annexation agreement be worked out to the satisfaction of the Director of Resource Management and the appropriate utility provider/authority prior to scheduling this plat to be received and accepted by the County Commission.

2. Hinton Lake. Preliminary Plat. R-S. S1-T49N-R13W. Higbee Lake Investments LLC, owner. Kevin Schweikert, surveyor.

The following staff report was entered into the record:

The subject property is located approximately 3 miles north of the City of Columbia, at the northeastern corner of the intersection of Hinton Road and State Highway VV. The property is a 38.75 acres in size and zoned Residential Single-Family (R-S). The property has one house and two large water features, one pond and a part of a larger lake, present. The surrounding zoning is as follows:

North & West – Agriculture-Residential (A-R)

East – A-R & R-S

South – R-S

This proposal sets up an 8-lot subdivision, with lots ranging in size from 1.86 acres to 15.30 acres. The 15.30-acre lot has the larger lake, and the 5.45-acre lot has the pond and existing house.

The property has direct access on to 2 publicly dedicated and publicly maintained roads, Hinton Road and State Highway VV. Lots 1-5 will use access to Hinton Road with new driveway permits through Boone County Public Works, and lots 6-8 will have access to State Route VV through Missouri Department of Transportation Access Control.

Water to the site is provided by Consolidated Public Water Service District #1, with a 6" line on Hinton Road and an 8" line on Route VV. Fire Hydrants will be required to the satisfaction of the Director of Resource Management and the Boone County Fire Protection District.

This development is proposed to be served by central sewer provided by the Boone County Regional Sewer District. Plans have been submitted to the Sewer District and they are under review.

The property scored 66 points on the rating system.

Staff recommend approval of this preliminary plat.

Chairperson Harris made, and Commissioner Schreiber seconded a motion to approve the plats on consent agenda as recommended:

| | |
|------------------------|------------------------|
| Boyd Harris – Yes | Eric Kurzejeski – Yes |
| Greg Martin – Yes | Randal Trecha – Yes |
| Rhonda Proctor – Yes | Kevin Harvey – Yes |
| Robert Schreiber – Yes | Christy Schnarre – Yes |
| Jeffrey Ehimuh – Yes | Jeff McCann – Yes |

Motion to approve the plats passes unanimously

Chairperson Harris stated that plats eligible to go before the County Commission will do so on Tuesday, January 7, 2025 at 7:00 PM.

VII. OLD BUSINESS

1. Update on Commission action

Director, Bill Florea updated the Commission on the actions of the County Commission:

The conditional use permit by MuddyMo Landing was approved as recommended.

The rezoning request by CKL Property Management LLC to rezone from C-G & C-GP to C-GP and to approve a Review Plan was approved by the County Commission with amended conditions as follows:

1. All agreements and documentation related to the provision of sewer service to be completed to the satisfaction of the BCRSD and the Director of Resource Management prior to submission of the Final Development Plan.
2. The property owner shall comply with all requirements of the Boone County Fire Protection District and provide access, at reasonable times, to the Fire District staff for periodic inspections.
3. The access to Sunny Vale Drive shall be gated and locked at all times except to allow access for emergency services and to allow semi-trucks, making deliveries to the site, to orient to the loading dock.
4. When the west driveway access is closed by the Missouri Department of Transportation, the access to Sunny Vale Drive will also be closed until improvements to Sunny Vale Drive are completed to the satisfaction of the Director of Resource Management.
5. Submit a detailed landscaping plan that includes species, size and provisions to replace dead vegetation for the proposed screening along the 6-foot security fence along I-70 Drive SE that is acceptable to the Director of Resource Management prior to submission of the Final Plan.
6. The stormwater controls for the site are required to be installed and completed in compliance with the plans previously approved for the site and must be implemented to the satisfaction of the Director of Resource Management.

The Final Development Plan by Refaat Mefrakis & Corban Ali Fadih (New Town) was approved as recommended.

The following plats were approved and accepted:

- Robbins Subdivision
- Dove Point Estates Plat 1

VIII. NEW BUSINESS

1. Proposed Revisions to Boone County Zoning Regulations, Section 28, Stormwater Ordinance

Chairperson Harris read the following statement:

The following public hearing is in regard to the proposed revisions to the Boone County Zoning Regulations, Section 2 – Definitions and Section 28 – Stormwater Ordinance. This is the third of three public hearings. The following procedure will be followed; a staff report will be given, then the public hearing will be open for those wishing to provide comment on the proposed revisions. Responses to questions may not be given this evening, however, a record of all questions and comments will be kept and responses may be made directly to the individual or by posting on our website.

The Commission may make changes to the proposed regulations as a result of comments received, or they may make a recommendation for approval or denial to the County Commission. The County Commission will hold at least one public hearing before making a final decision. The date of that hearing will be posted on the Resource Management website.

Stormwater Coordinator, Nicki Rinehart gave the following staff report:

Summary Recommendation

Section 28 – Stormwater Ordinance was adopted on February 2, 2010 and went into effect on April 15, 2010. It was proposed that Section 28 be revised one (1) year after its effective date and be reviewed every five (5) years after. Staff has proposed revisions to Section 2 – Definitions and Section 28 – Stormwater Ordinance of the Boone County Zoning Regulations. Definitions have been moved from Section 28 to Section 2 to provide consistency with other section additions or revisions.

Background

- Section 28 – Stormwater Ordinance was approved on February 2, 2010 and was effective April 15, 2010.
- Staff met internally four (4) times over the last year to discuss necessary revisions to Section 28.

Process Overview

- Staff met with the Boone County Planning & Zoning Commission on March 21, 2024 and provided an overview of the current Section 28 – Stormwater Ordinance.
- Staff met with the Boone County Planning & Zoning Commission on May 9, 2024, August 15, 2024, September 19, 2024, and October 17, 2024 to discuss the proposed revisions to Section 28 – Stormwater Ordinance.
- At the October 17, 2024 Boone County Planning & Zoning Commission meeting, the Commission indicated they were ready to move forward with public hearings.
- Public Notice of the proposed revisions to Section 2 – Definitions and Section 28 – Stormwater Ordinance was posted on the Boone County Resource Management website at www.showmeboone.com/resource-management/. Proposed changes may be found at www.showmeboone.com/resource-management/regulations/. Written comments may be emailed to stormwater@boonecountymo.org by Thursday, December 19, 2024.
- Three (3) public hearings were scheduled. The first two were held Tuesday, December 3, 2024 at 6:30 PM; City of Centralia Council Chambers and Wednesday, December 4, 2024 at 6:30 PM; Southern Boone County School Central Board Room. The third is tonight, Thursday, December 19, 2024 at 7:00 PM; Boone County Government Center Commission Chambers.
- Once the revisions are approved, Staff plans to launch an education campaign to provide information about the newly revised regulations:
 - Education Strategy #1: Provide targeted workshops and informational meetings to the agriculture and development communities. Potential groups include:
 - Boone County Farm Bureau
 - Boone County Soil and Water Conservation District Board
 - Southern Boone Economic Development Council
 - Board of Realtors
 - Homebuilders Association of Columbia
 - Education Strategy #2: Provide Lunch & Learns to civil engineers and contractors.
 - Education Strategy #3: Provide fact sheets at booths, home shows, field days, etc.
 - Education Strategy #4: Send out a press release for the general public and an email blast to developer/engineer/contractor contact lists.

Open to public hearing.

Bill Florea informed the Commission that staff received an email in support of the proposed changes to the regulations from Dee Dokken, a copy of which was provided to the Commission this evening. (attached at the end of these minutes).

No one provided comment.

Closed to public hearing.

Commissioner Harvey made a motion to recommend approval of the proposed changes to Zoning Regulations, including Section 2, Definitions and Section 28, Stormwater Ordinance, to the County Commission, Chairperson Harris seconded the motion:

All members voted in favor of recommending approval, none opposed.

IX. ADJOURN

Being no further business, the meeting was adjourned at 9:50 p.m.

Respectfully submitted,

Secretary
Greg Martin, Secretary

Minutes approved on this 20th day of February, 2025



Grono Subdivsion



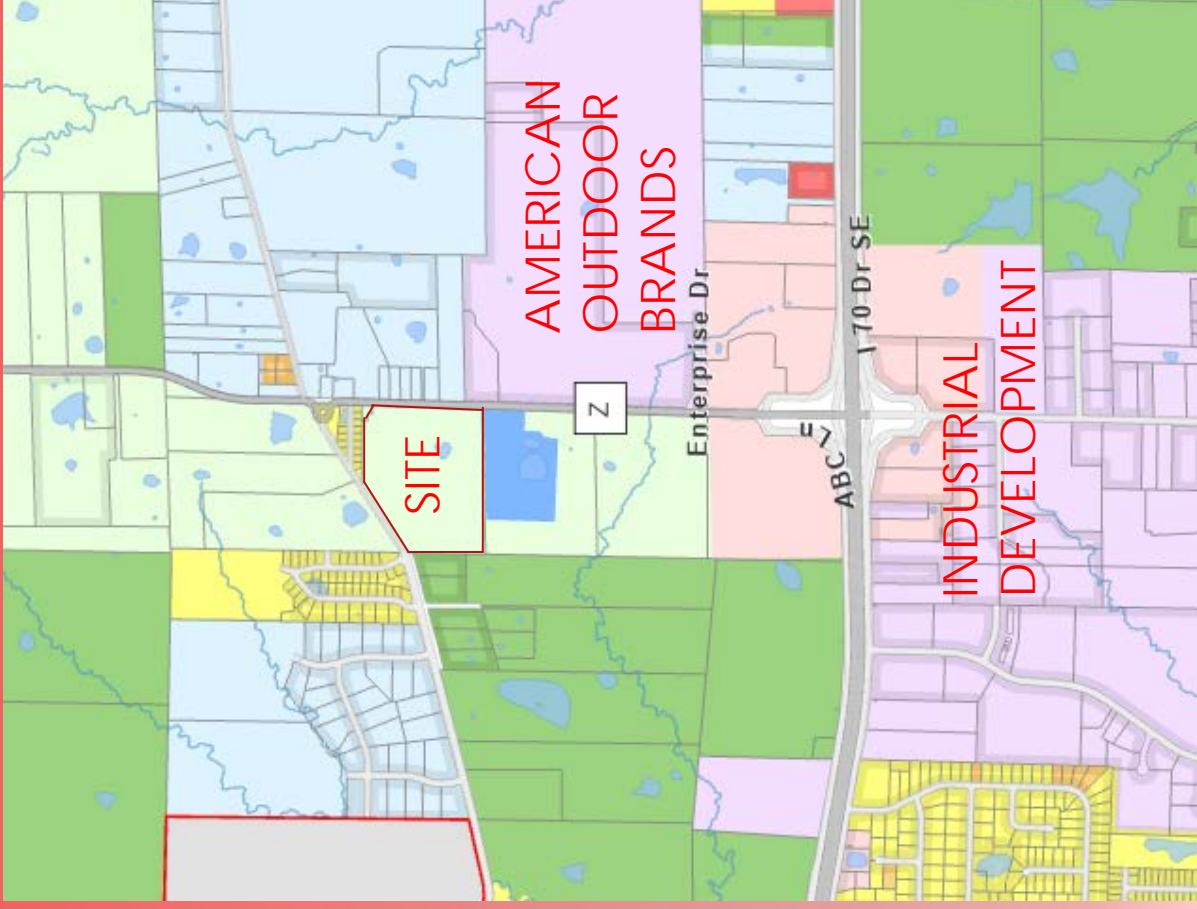
Request

- ▶ Rezone to MLP
- ▶ Approve Preliminary Plat
- ▶ Approve MLP Review Plan

Other Required Action

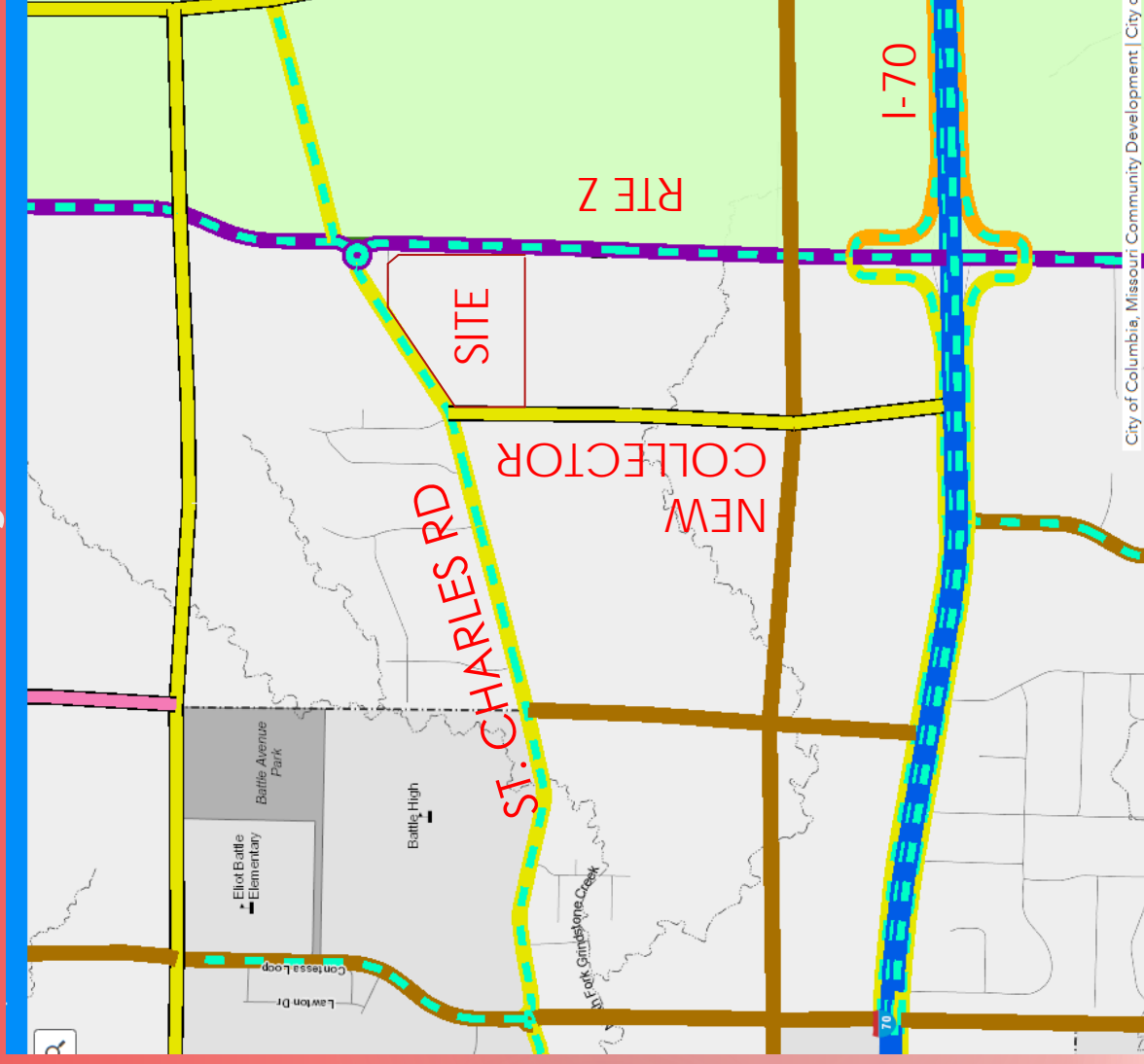
- ▶ BCRSD Consent Approved
- ▶ City annexation agreement request filed
- ▶ Final MLP Plan

Adjacent Zoning



- ▶ Adjacent to industrial zone and use
- ▶ Area of industrial and heavy commercial uses

CATSO – Major Roadway Plan



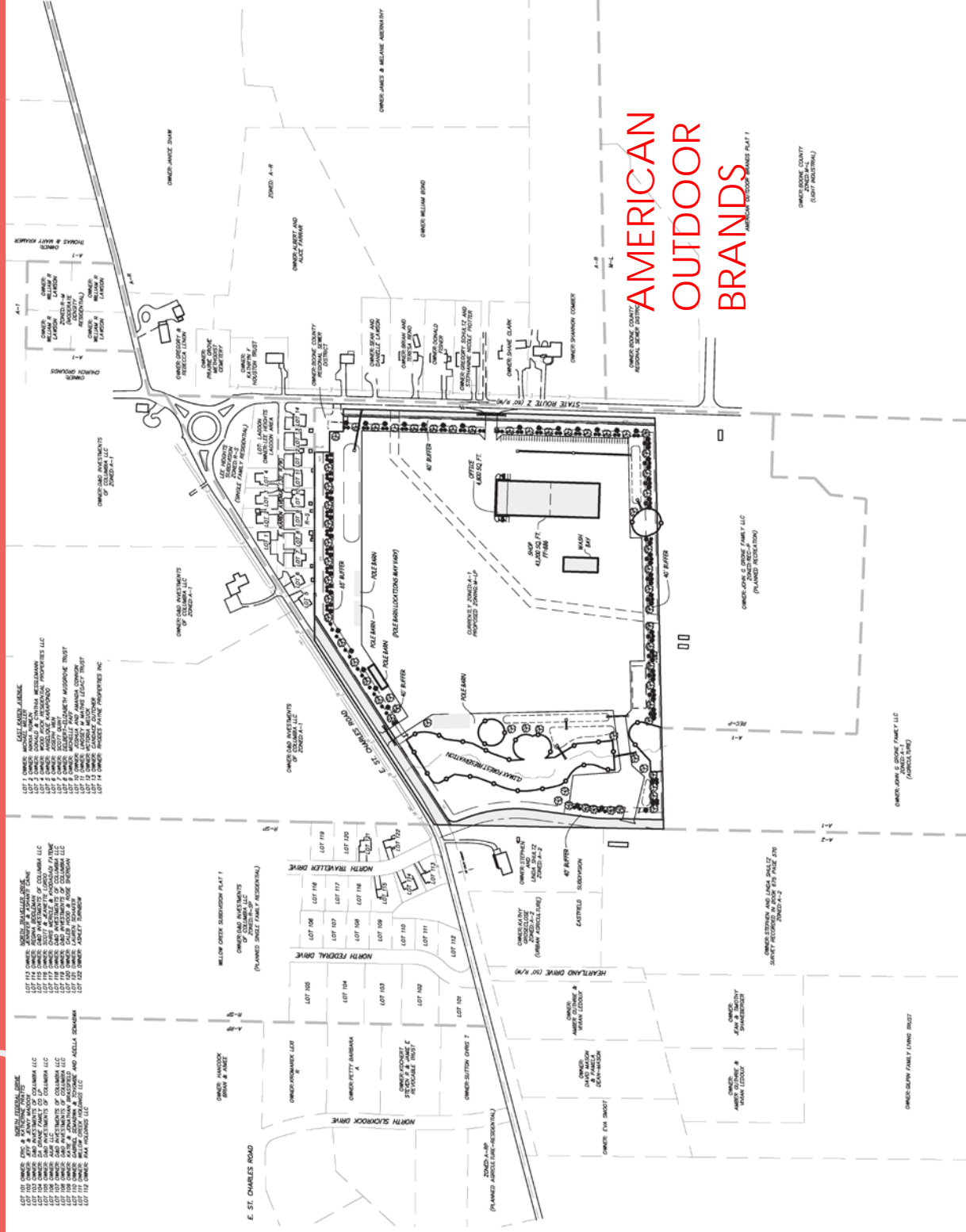
- ▲ Adjacent to:
- ▲ Arterial Road
- ▲ Major Collector
- ▲ Proposed Collector
- ▲ Access to I-70

Project Area

Adjacent industrial

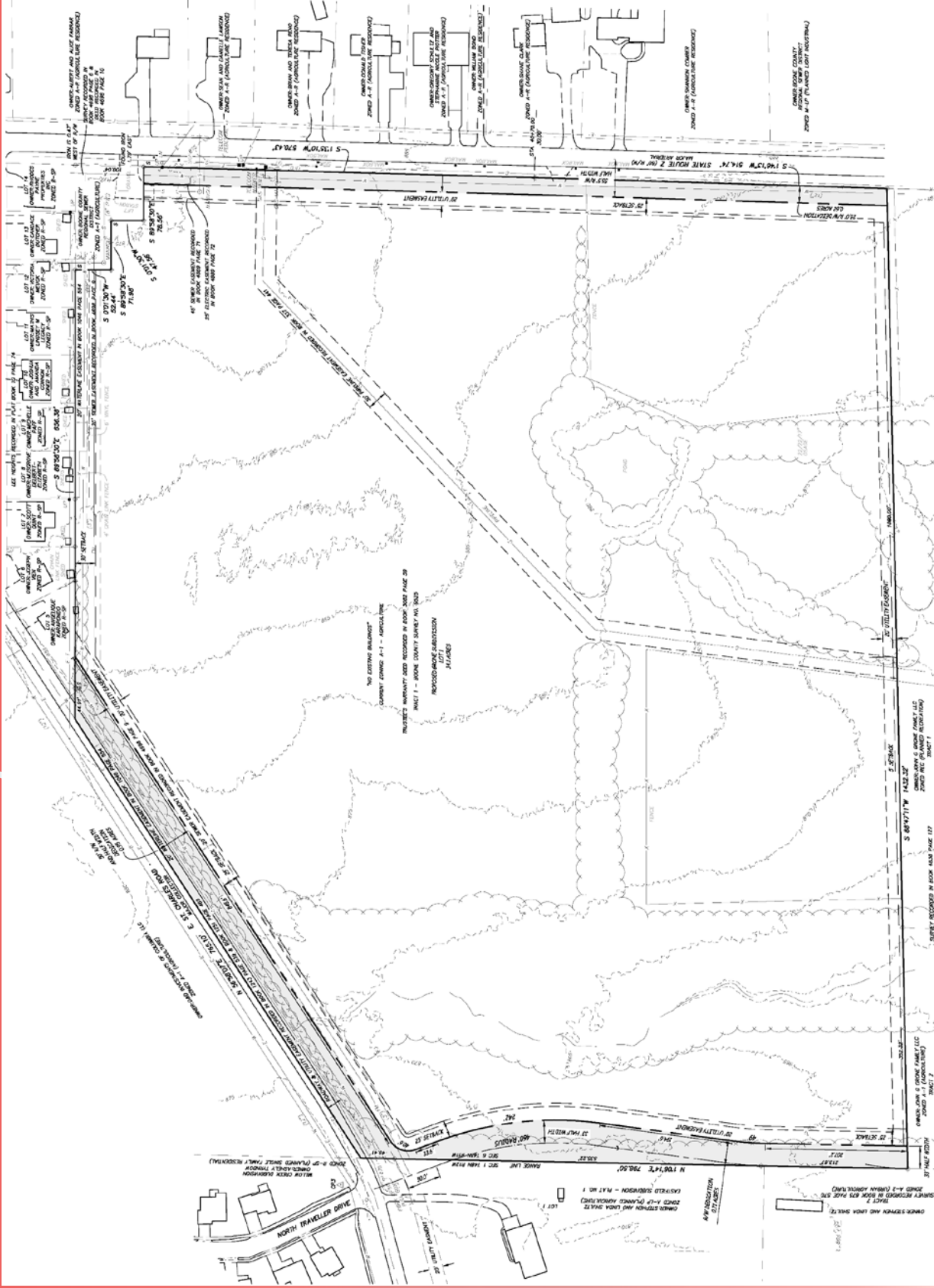
Adjacent roads

Proposed R/W



AMERICAN
OUTDOOR
BRANDS

Preliminary Plat

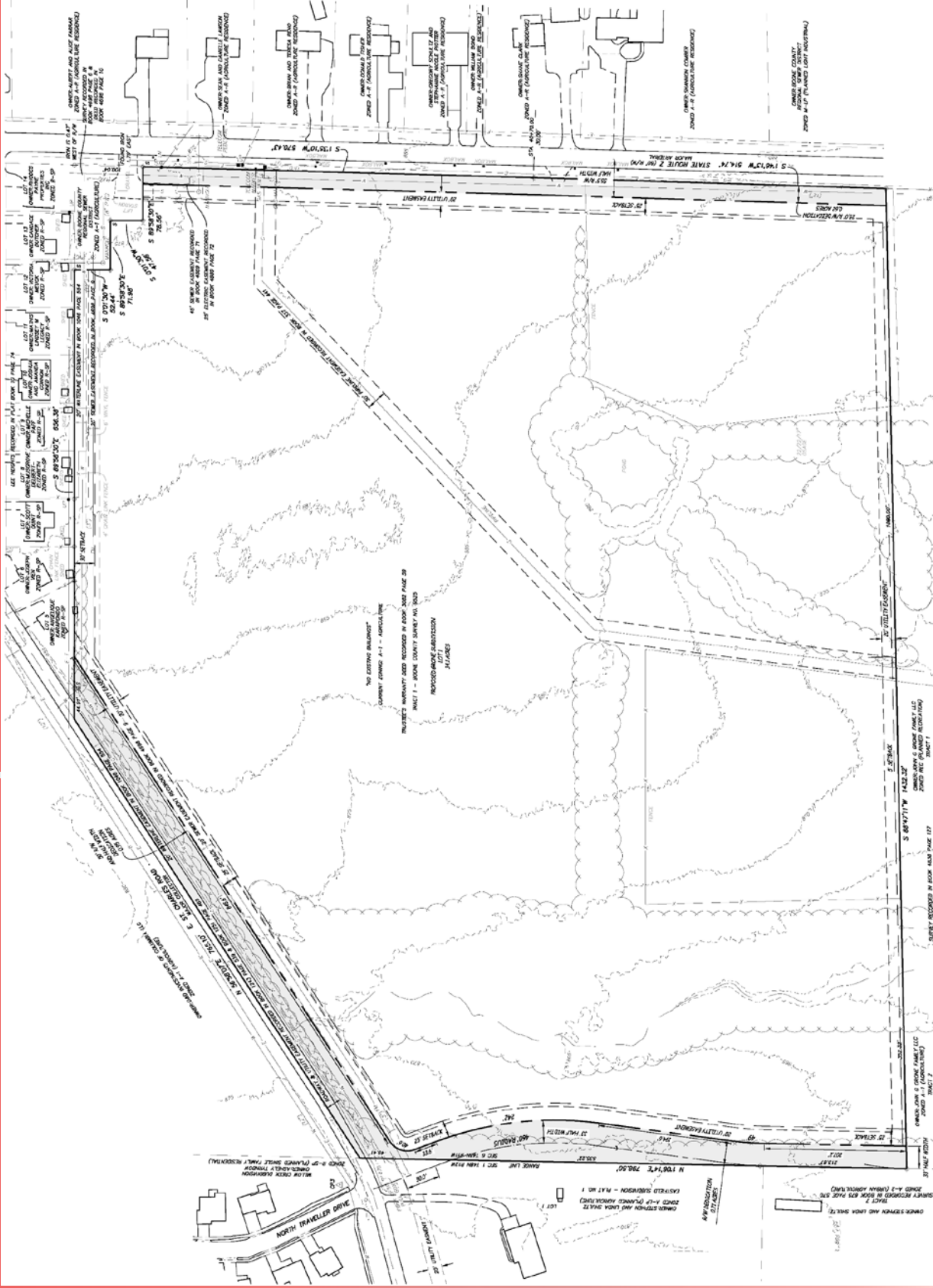


Concept Review - October
22, 2024

Complies with County Land
Use Regulations

Consistent with County
Master Plan

Preliminary Plat



Compliant with Zoning Regulations

Compliant with the Major Thoroughfare Plan

Right-of-way dedicated

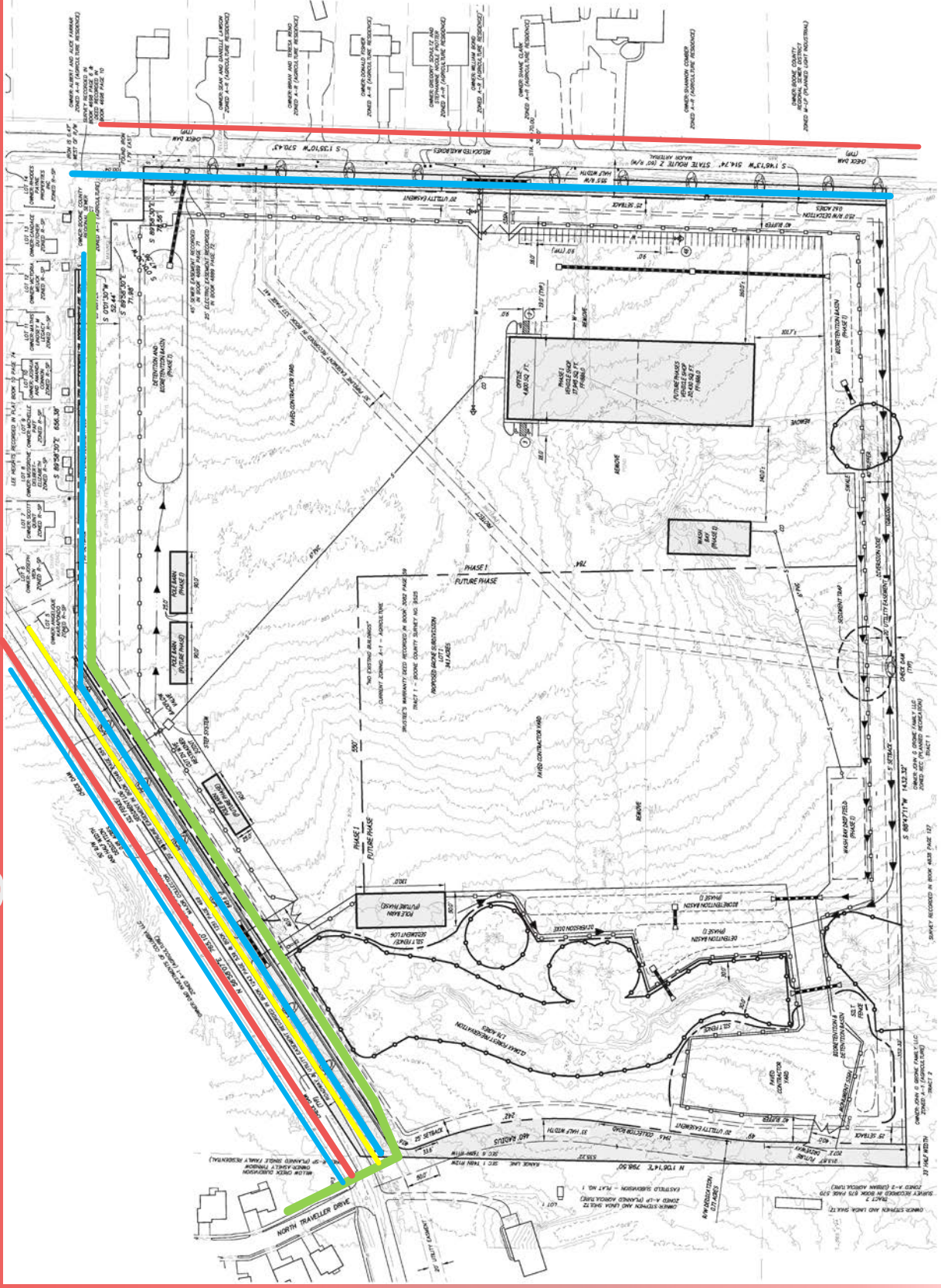
St. Charles Road - consistent with historic dedication

Route Z

Easements Provided

Rezoning & MLP Plan

- ▲ Concept Review - October 22, 2024
- ▲ 12" Water Onsite
- ▲ Sanitary Onsite
- ▲ Employees - 10 FTE
- ▲ Demand = One House
- ▲ Electric, Telecom, and Gas available.



Rezoning & MLP Plan

Along Emergency Service Route

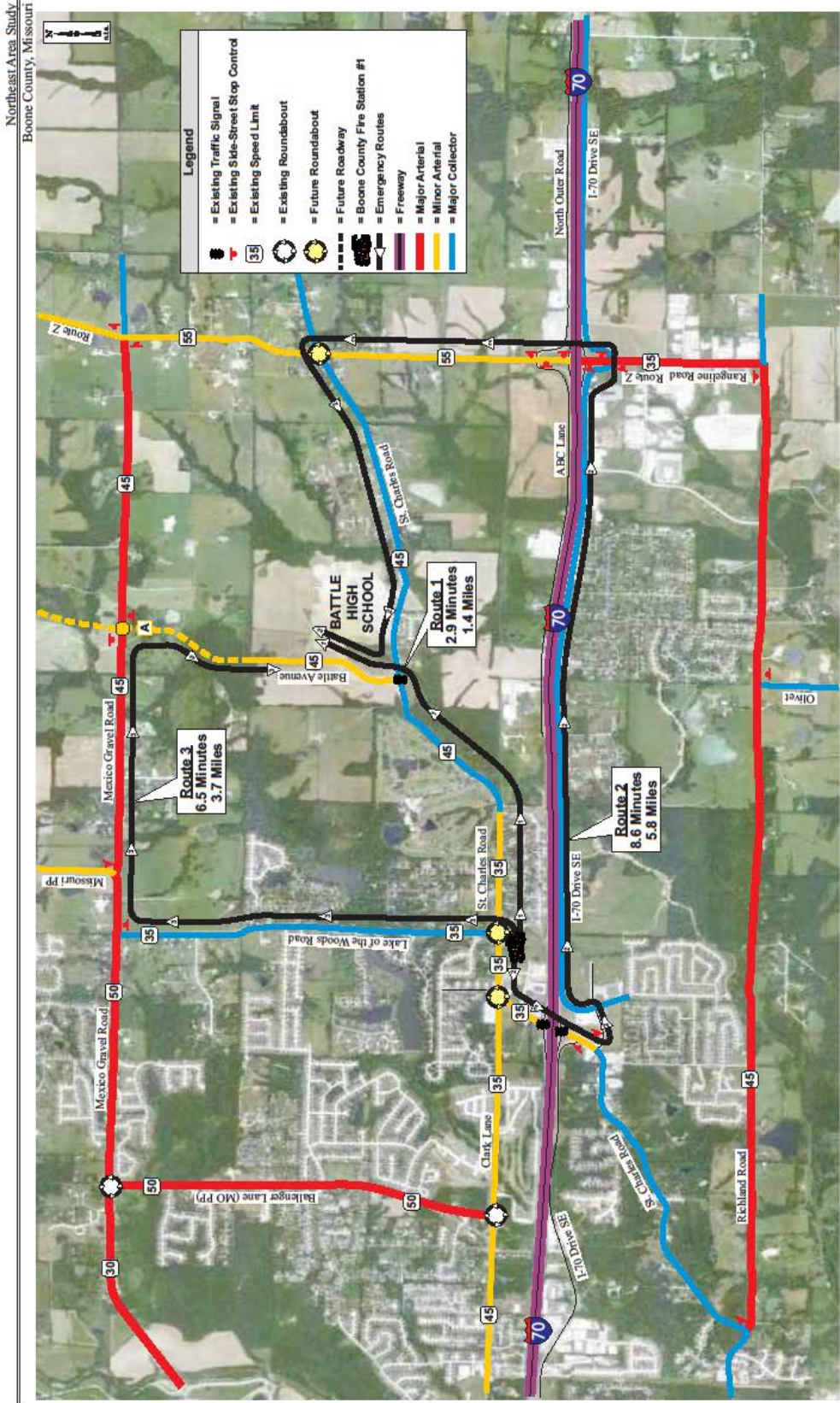


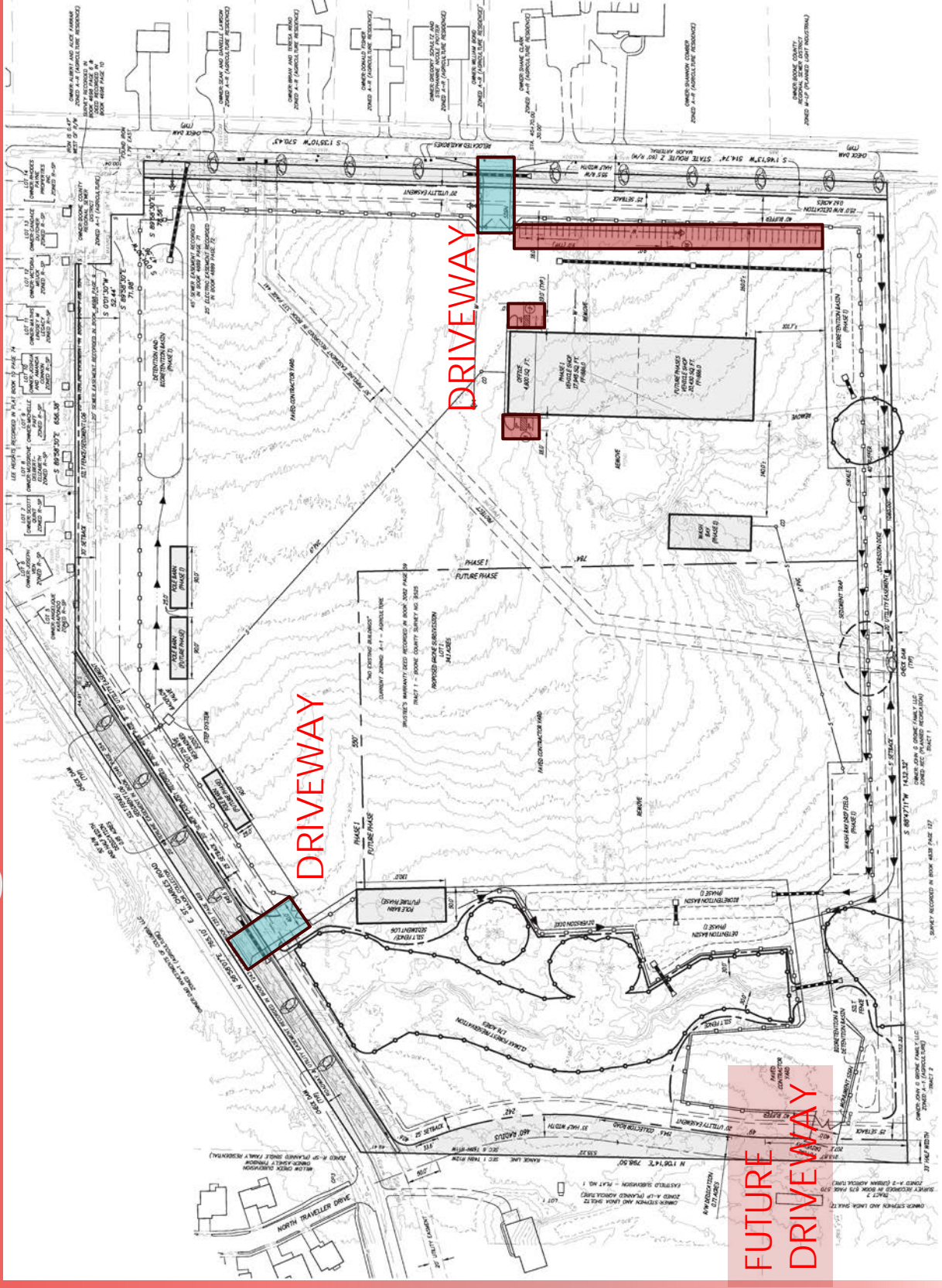
Exhibit 18: Emergency Routes for Boone County Fire Station #1

JOE 046-12-4
10/22/12

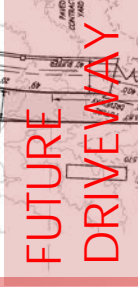
CBB Cawford, Bunte, Brammeier
Traffic and Transportation Engineers

Rezoning & MLP Plan

- ▶ Driveways
- ▶ Will **NOT** cause traffic congestion
- ▶ Have adequate sight distance
- ▶ Setbacks
- ▶ Parking
- ▶ Lighting
- ▶ Construction will be phased



**FUTURE
DRIVEWAY**



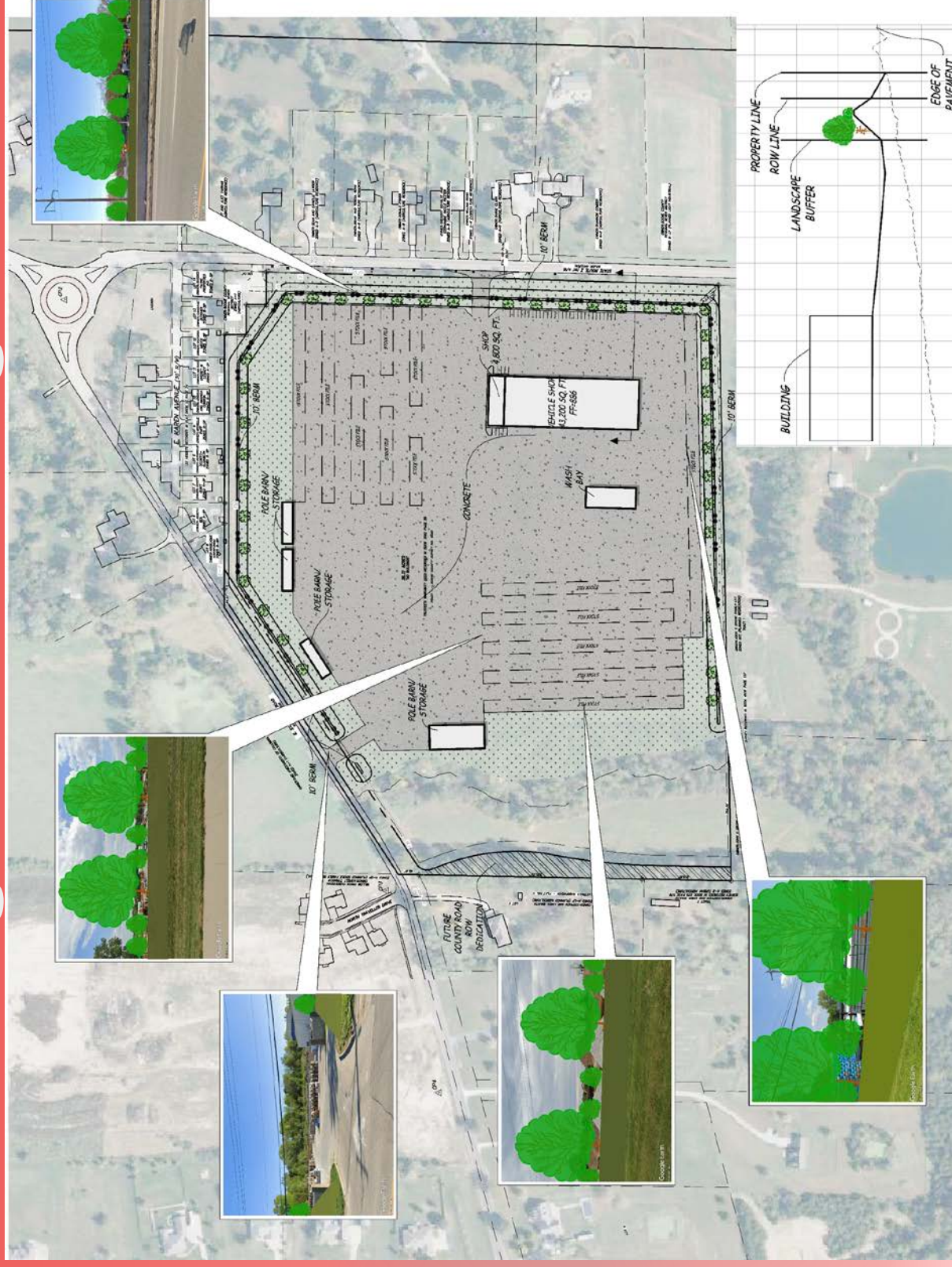


Buffering & Screening

- ▲ Not Required by Boone County Code
- ▲ Preserve existing tree mass
- ▲ Preserving Large Trees
- ▲ Buffer existing creek
- ▲ Screening along roads with 8' berm
- ▲ Screening & buffering to neighbors with 8' berm



Buffering & Screening



- ▲ Screening includes:
- ▲ Evergreen Trees
- ▲ Evergreen Shrubs
- ▲ Shade Trees
- ▲ Ornamental Trees
- ▲ Deciduous Shrubs
- ▲ Berms will block noise

Open House

- Notice to Neighbors within 1,000 ft
- Verbal and written comments taken
- Email provided for comments
- 10 neighbors attended



Route Z Property Rezoning Neighborhood Meeting

You Are Invited!

Please join the development team at an open house to discuss the proposed rezoning of a property near the corner of Route Z and E St. Charles Road. Rezoning to a M-LP would allow for a contractor's building and storage yards for Hardy Construction.

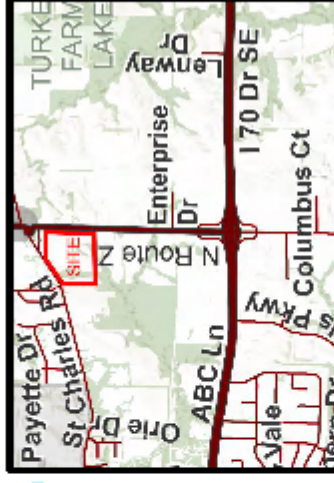
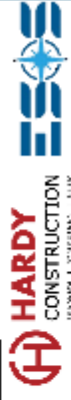
Please contact

Publicnotice@ess-inc.com

for comments and questions

Meeting Location: Battle Creek High School Cafeteria

November 7, 5:00-7:00 pm



Site Location

Boone County Master Plan

- ▶ Completed in 1996
- ▶ New Master Plan nearly complete (early 2025)
- ▶ Site selection and design based on draft plan
- ▶ Meets applicable goals in each principle:
 - ▶ Land Use
 - ▶ Transportation
 - ▶ Economic Development
 - ▶ Farmland and Rural Character
 - ▶ Natural Resources
 - ▶ Utilities and Infrastructure
 - ▶ ~~Housing~~

County Master Plan – Land Use



Draft
Master Plan

Spring - Fall
2024

Future Land Use Plan (See Chapter 4)

The **Future Land Use Plan** is a generalized policy guide for planning future growth, shaping policies, and informing decision-making, formed from the research and community engagement completed throughout this planning process. The **map** is intended to guide future land use decisions, with each land use category reflecting a range of place characteristics.

The **Future Land Use Plan** is organized into **eight** land use categories:

| | |
|-----------------------|------------------------------------|
| FARMLAND PRESERVATION | LOCAL COMMUNITY PLANNING DISTRICT |
| RURAL PRESERVATION | UNINCORPORATED VILLAGE NODE |
| CONSERVATION BUFFER | REGIONAL ECONOMIC OPPORTUNITY AREA |
| RURAL RESIDENTIAL | |
| HIGHWAY CORRIDOR | |

Preservation Areas

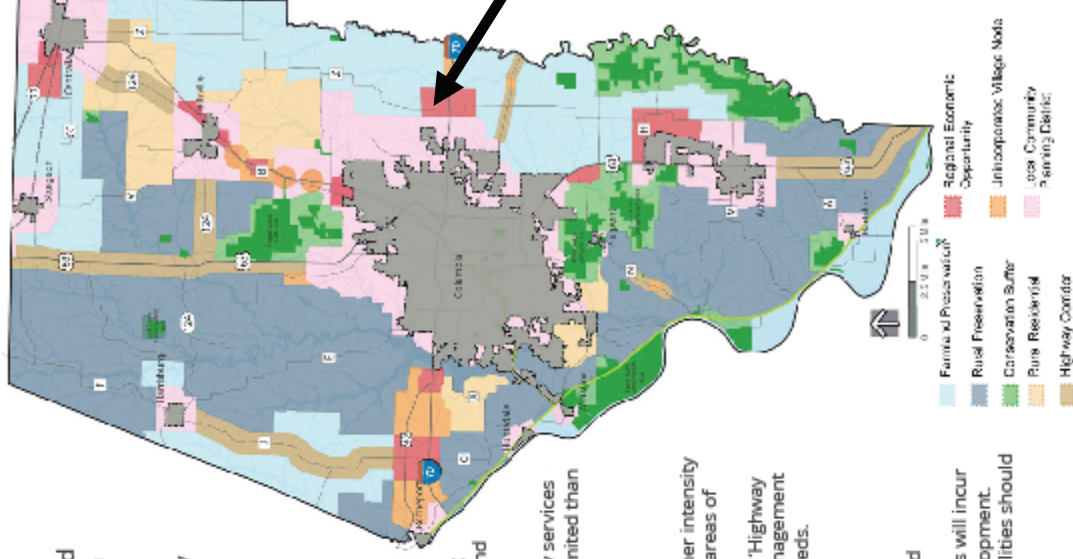
- Priority areas for preserving rural character, farmland, and natural habitats.
- Low development density.
- Recognition that community services and utilities may be more limited than growth areas.

Transition Areas

- Transitional areas from higher intensity growth areas to more rural areas of Boone County.
- Important characteristics of 'Highway Corridor' include access management and preserving rural viewsheds.

Growth Areas

- Priority areas for growth and development.
- Recognition that these areas will incur significant man-made development.
- Community services and utilities should be available or planned.



- ▲ Located in a Growth Area
- ▲ Goals:
- ▲ Access to I-70
- ▲ Conservation area provided

County Master Plan – Land Use

Draft for Review

Future Land Use Plan Categories

The Boone County Future Land Use Plan is organized into eight land use categories.

PRESERVATION AREAS

Characteristics

- Priority areas for preserving rural character, farmland, and natural habitats.
- Low development density.
- Recognition that community services and utilities may be more limited than growth areas.

FARMLAND PRESERVATION

RURAL PRESERVATION

CONSERVATION BUFFER

TRANSITION AREAS

Characteristics

- Transitional areas from higher intensity growth areas to more rural areas of Boone County.
- Important characteristics of 'Highway Corridor' include access management and preserving rural viewsheds.

RURAL RESIDENTIAL

HIGHWAY CORRIDOR

GROWTH AREAS

Characteristics

- Priority areas for growth and development.
- Recognition that these areas will incur significant man-made development.
- Community services and utilities should be available or planned.

LOCAL COMMUNITY PLANNING DISTRICT

UNINCORPORATED VILLAGE NODE

REGIONAL ECONOMIC OPPORTUNITY AREA

Goals:

- ▶ Priority for Development
- ▶ Impact expected
- ▶ Utilities available

Master Plan - Transportation

Goals:

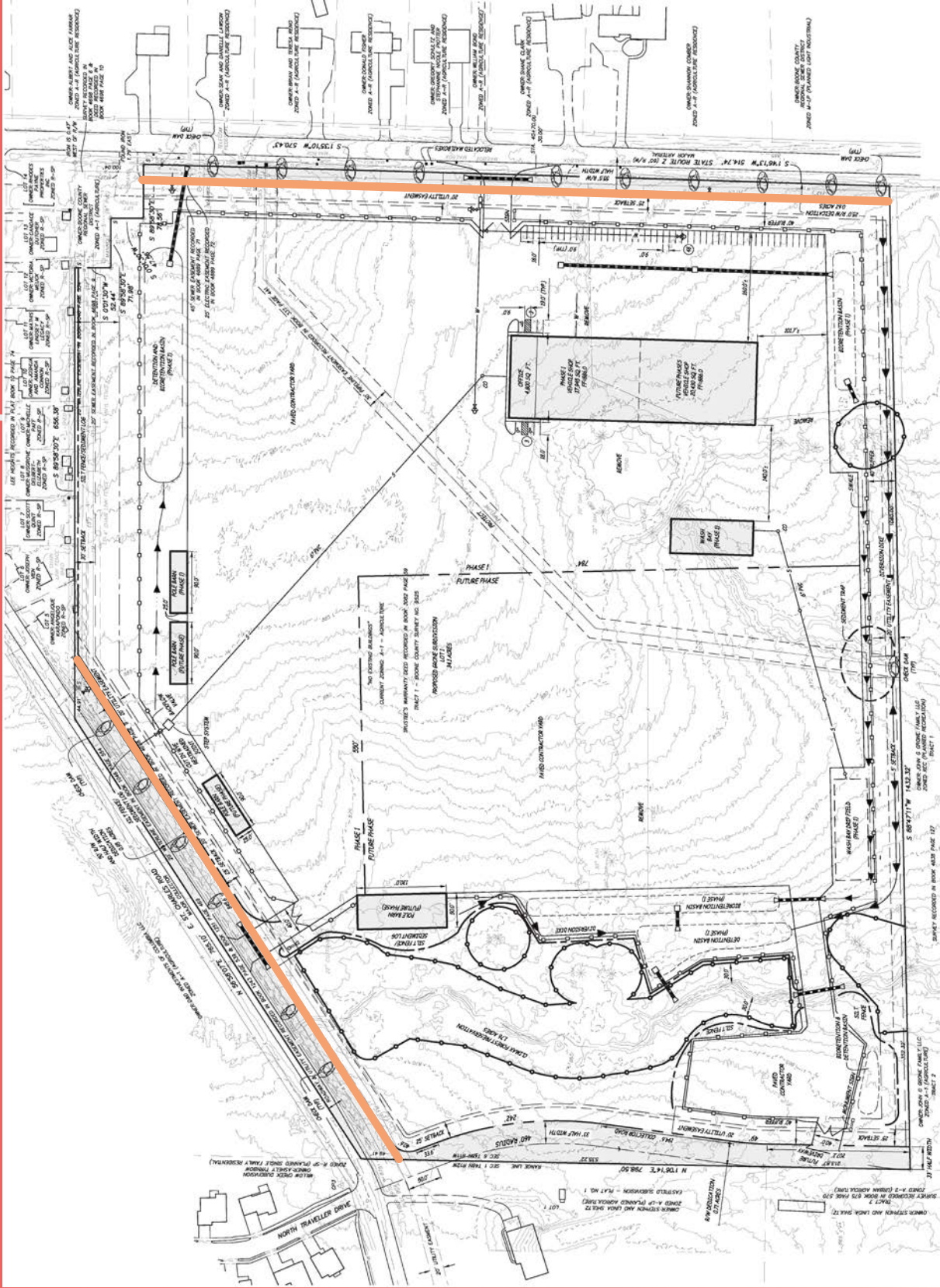
Multimodal - Sidewalks

Safe access to

Existing Road Network

I-70 access

Truck traffic safety
reviewed



Master Plan-Economic Development

Draft for Review

Job Projections

The single largest job sector in Boone County in 2022 was educational services given the prominence of the University of Missouri but also many other private and public schools. Over one fifth (21.3%) of jobs in Boone County are in educational services.

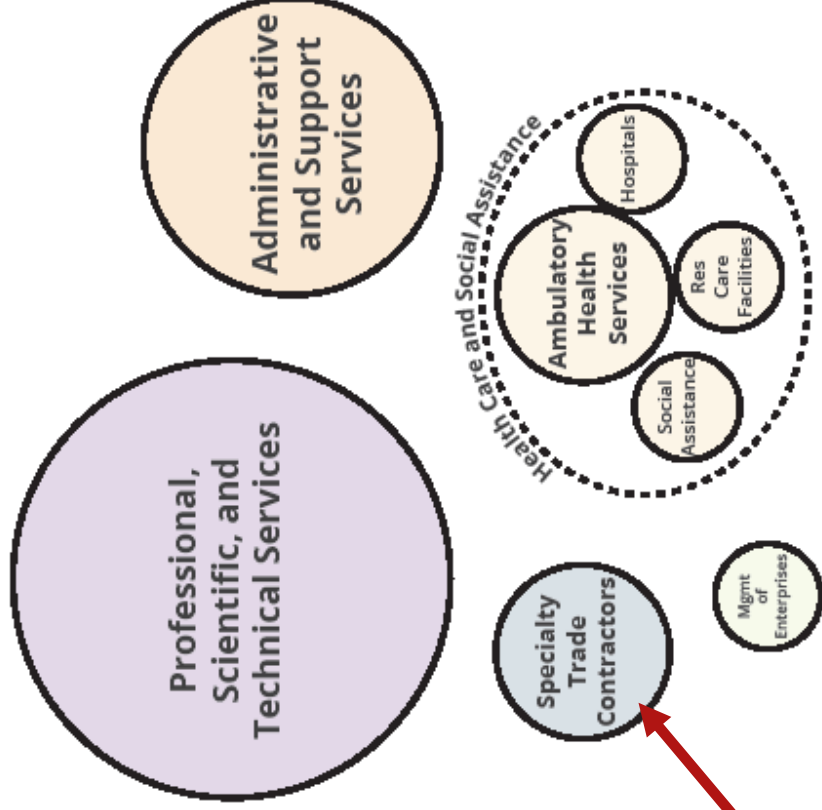
Also leading the job market in the county are the retail sector (9.4% of all jobs in 2022), the health care and social assistance sector (also 9.4%), lodging and dining (7.9%), and finance and insurance (7.7%)

Boone County as a whole is a health care center of Missouri, a higher education center, and a visitor/ shopping/dining center.

Job projections by MERIC for the central Missouri region between 2020 and 2030 include added job counts (net new) by sector. The top job sectors are shown with proportionate share of net new jobs in these sectors could realistically accrue to the Boone County economy (based on Boone County's share of central Missouri jobs in these sectors in 2020).

The largest gains are expected in the 'Professional, Scientific, and Technical' services sector along with the 'Administrative and Support Services' sector. Four of the sectors favor health care and social assistance jobs (ambulatory health, social assistance, residential care, and hospitals).

Expected Future Job Growth Sectors (Proportionate Share of Jobs)



Sources: Missouri Economic Research and Information Center, SLU Community Planning Lab

- ▶ Relocate facility from Cooper County to Boone County
- ▶ **Goal:** Retain and attract workforce
- ▶ Regional Contractors in Boone County = Residents in Boone County

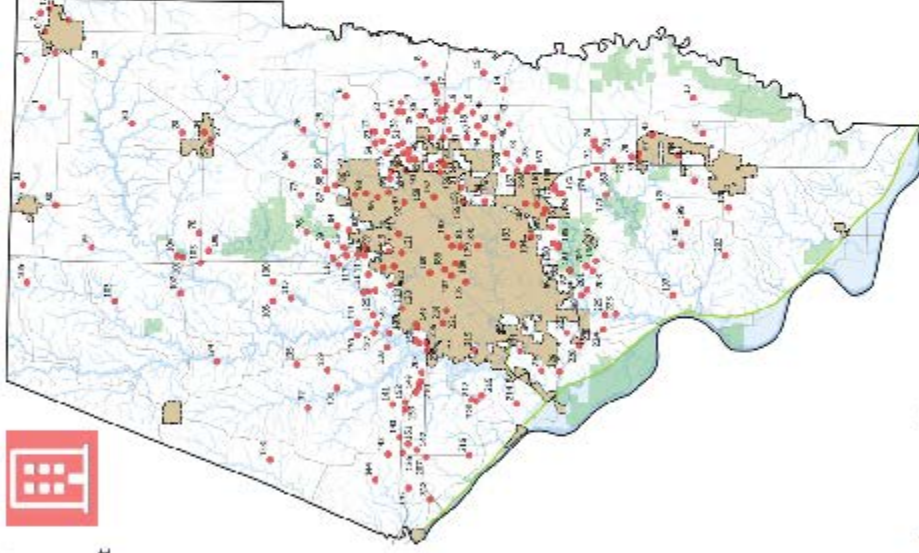
County Master Plan – Farmland

Draft for Review

"New Development"

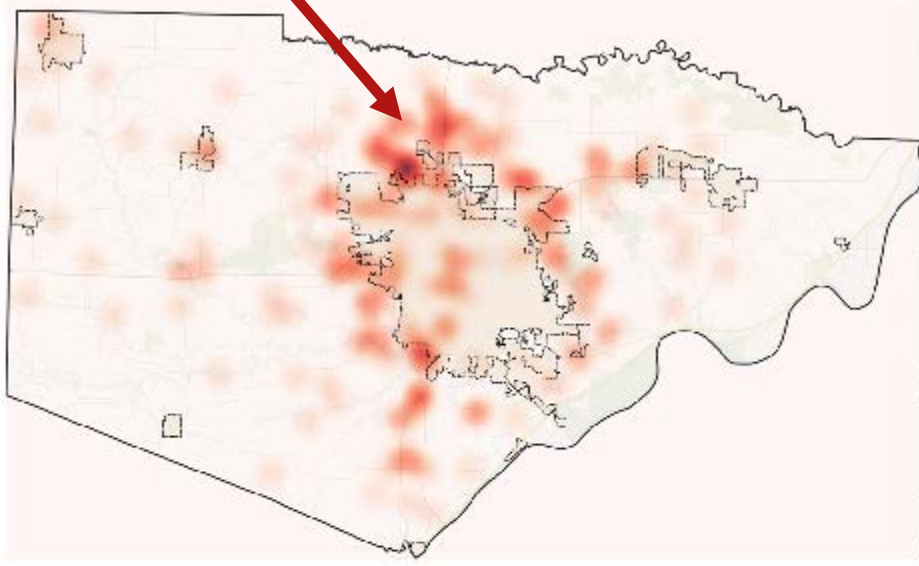


Where do you think new development should go? What type of development?



Comments

(See following pages for list of comments and corresponding identifier to map location)



Heatmap of Comments

▲ Located where development is desired

▲ **Goal:** Maintain and protect farmland

▲ Located outside "Rural Preservation" & "Farmland Preservation" use areas

▲ Conservation area provided

Master Plan - Natural Resources

Goal:

Located ecologically significant area

Provides buffer to stream

Preserves Trees

Provides Storm Water
Quality & Detention





Conclusion

- ▶ No better location in Boone County for this Development
- ▶ Meets Master Plan Principles and Goals
- ▶ Utilities can serve the site
- ▶ Safe access is provided
- ▶ Extensive screening provided along the perimeter
 - ▶ Screens roads
 - ▶ Screens Neighbors
- ▶ Green Space preserved
- ▶ Storm Water protects streams

Questions



BCRS

Boone County Regional Sewer District

Clear water for your future

1314 North 7th Street
Columbia, MO 65201
p: 573 443 2774
f: 573 499 0489
www.bcrs.com

**BOONE COUNTY REGIONAL SEWER DISTRICT
ENGINEERING REPORT UPDATE**

17-Dec-24

| Project Start Date | | Projects in Design | Work-In-Progress | Active or Inactive Project | Easements Needed |
|--------------------|------------|--|---|----------------------------|------------------|
| 10/25/2024 | 10/25/2024 | Rochepoint Trailside Pump Station (ARPA) | RFQ for engineering, legal notice, Meeting with Forvis on 10/30, Currently receiving Engineering Qualifications | Active | TBD |
| 10/21/2024 | 10/21/2024 | Prairie Meadows SSES - Wastewater System Improvements Design | Approval of Proposal for Plan Engineering issued on 10/21/24 - In Design | Active | TBD |
| 12/6/2024 | 12/11/2024 | Walnut Grove - Hinton Road | Preliminary Drawings received and awaiting final drawings and calculations for a 9-foot pressure sewer subdivision on Hinton Road | Active | TBD |
| 7/30/2013 | | Phenora North Sanitary Sewer Improvements (NID) | Environmental Clearance Letters | Active | 0 |
| 10/22/2024 | 12/11/2024 | Grove - Hardy Holding Group Connection | Consent to Serve granted at last meeting - Proposal requested from HDR for 3rd party review - P&Z meeting in December | Active | 0 |

Issues to be aware of:



Planning Commission Staff Report

CITY OF COLTON
Development Services Department

MEETING DATE:

June 13, 2023

DAP-001-774

Conditional Use Permit to operate a contractor's storage yard/corporation yard and rental of scaffolding with outdoor storage and use of an existing 16,700 square foot industrial steel building located on 2.59 acres of land zoned M-1 (Light Industrial).

Slew Cedarleaf

KPS Property LLC

ACTIONS:

APPLICATION FILED: 9/6/2022

APPLICATION REVIEW COMMITTEE: 10/11/2022 (provision of comments and conditions)

PLANNING COMMISSION MEETING: 6/13/2024 ACTION:

ENVIRONMENTAL DETERMINATION: Kzement under CEQA-Section 15301 (Existing Facilities).

Class 1. This section consists of the operation, repair, maintenance, permitting, leasing, licensing, or other alteration of existing public or private structures, facilities, mechanical equipment, or topographical features involving needful or no expansion of existing or former use.

PROPERTY INFORMATION:

1. Location:

12667 Security Ave. Colton, CA 92324

APN: 0277-033-63

53.144 square feet

Industrial Building

Light Industrial

M-1 (Tishy Industrial)

6. Surrounding Properties:

| | Existing Land Use | Zoning | General Plan Land Use Designation |
|-------|-------------------|------------------------|-----------------------------------|
| North | Vacant | M-1 (Light Industrial) | M-1 (Light Industrial) |
| South | Trucking | M-2 (Light Industrial) | M-2 (Light Industrial) |
| East | Vacant | M-2 (Light Industrial) | M-2 (Light Industrial) |
| West | Vacant | M-2 (Light Industrial) | M-2 (Light Industrial) |

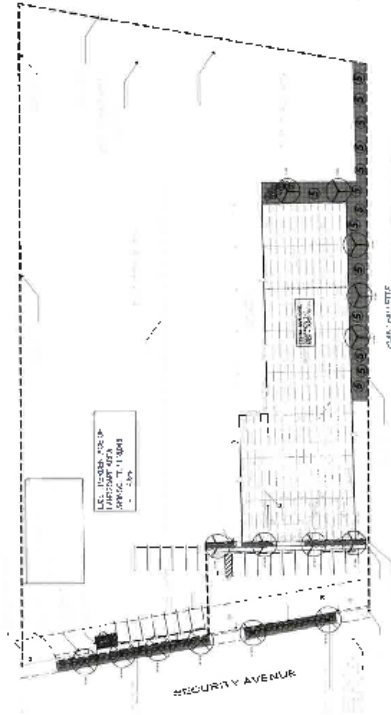
Planning Commission Staff Report
DAP-001-774 - Page 5 of 8

Access, Circulation, and Parking

The site will provide 22 additional parking spaces, as required per CMVC, Section 18.36. There will be 11 parking spaces for customers in front of the existing building with vehicular access and circulation will be along Security Avenue, a private street, with two (2) on-street access driveways, the remaining 11 parking spaces will be located within an enclosed area for staff with an access driveway along Security Avenue. The street is in need of improvements and has been conditioned to be fully improved with including curb, gutter, sidewalk and A.C. pavement (20 feet wide) as noted in Condition of Approval No. 36. This includes that all parkway and unimproved areas within the public right-of-way fronting the project shall be landscaped and maintained including any open space areas and areas between the sidewalk and the right-of-way line. Additional required improvements, including driveway aprons, handicap access ramps, streetlights, street trees, street signs and roadway striping, etc., will be reviewed through private road street improvement plans submission to the Public Works Engineering Division.

Landscape:

The project is required to have 15 percent on-site landscaping for project located within the M-1 (Light Industrial) zone. There is no existing landscape on site. With approval of the project, the site would provide 5,700 square feet (4.6 percent) of new landscaping, which is less than the required 15%, but considered legal non-conforming. Landscaping shall be provided along the frontage of Security Avenue, as noted in Condition of Approval No. 9. Current site conditions are in need of improvement; it is that there is dead vegetation. Adding landscape along the frontage will help minimize wall and building visibility.



l'raffine:

The applicant completed a Traffic Impact Assessment (TIA) for the proposed project, although the project does not meet the 50-trip threshold to require a TIA. The assessment included a traffic generation forecast to assess if the proposed project would create any potential traffic impacts or the surrounding transportation

Planning Commission Staff Report
DAP-001-774 Page 6 of 8

system. The Trip Generation concluded a total of 41 daily vehicle trips with 14 AM peak hour trips and 18 PM peak hour trips. Based the projected traffic generation, the proposed use will not significantly impact the surrounding transportation system.

In addition, the applicant also completed a Vehicle Miles Traveled (VMT) Assessment. Per San Bernardino County and San Bernardino County Transportation Authority (SBCTA) VMT Guidelines, a project can be assumed to generate a less than significant impact if it is found to attract less than or equal to 100 peak hour trips and the project is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the City's General Plan circulation system. Based on this criteria, this project is successful in that it will attract fewer than 100 peak hour trips and is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the City's General Plan circulation system. As such, the project is successful in that it will have a less than significant impact on VMT.

The City Traffic engineer has added a condition to require a red stripe on the west side of Security Avenue across from this project site between southern driveway and outer edge of the northern driveway in conjunction with the installation of "no-parking anytime" signs at applicant's own expense and subject to the City's approval prior to the occupancy permit issuance, as noted in Condition of Approval No. 43.

Architectural Design:

The building is existing and has a mid-century industrial, metal building design with brick at the base, and horizontal metal siding above with a storefront entrance to the west side of the building. The building elevations will remain as is. The planter below provides the view of approximately 100 feet of the 290 foot width along Security Avenue. This area contains a gate with parking in front of the existing building. The remaining street frontage will include a block wall with an access gate along the front with landscaping. This area leads to the interior of the property.



General Plan Consistency: The proposed project is consistent with the goals and objectives of the City of Colton General Plan. Specifically, the project is consistent with the following parts of the Land Use Element of the General Plan:

- Goal I.II-3-2: "Retain industrial land for businesses that provide jobs for manufacturing and



HARDY
HOLDING GROUP

Innovation / Collaboration / Leadership



Traffic Assessment

To: Mr. Michael Macura, President
Macura Excavating
18 Donahue Lane
Grafton, MA 01536

Reg: Warehouse Building
18 Donahue Lane
Grafton, MA

Date: May 25, 2023
Project No.: 23056

From: Shaun P. Kelly, Sr. Project Manager

INTRODUCTION

Chappell Engineering Associates, LLC (CEA) has conducted this Traffic Assessment for a proposed warehouse building to be located at 18 Donahue Lane in Grafton, Massachusetts. As currently proposed, the Project will provide 12,000± gross square feet (sf) of warehouse space to support the existing contractor yard operations on the subject site. The project will provide a total of twenty-six parking spaces, including two handicap accessible spaces. Access to the site would continue to be provided via the western terminus of Donahue Lane, a dead-end local roadway, with a new 30-foot wide driveway extension provided. The location of the site relative to the surrounding roadway network is shown on Figure 1.

This report has been prepared to estimate the project traffic generation, evaluate the safety of the site access points, and provide a qualitative assessment of the impacts of this traffic on the adjacent streets. As documented in this report, the existing site access via the intersection of Donahue Lane with Worcester Street provides the required sight distances to ensure safe operation can be expected.

Traffic increases on both Donahue Lane and Worcester Street are expected to be de minimis, amounting to approximately 1 to 2 additional trips per hour during peak hours of roadway traffic, or approximately one new vehicle trip every 30 to 60 minutes. This level of traffic increase, particularly in comparison to the level of traffic along Worcester Street, falls well within typical daily fluctuation of traffic, and is not expected to result in any notable impact to area traffic operations.

Table 2
Sight Distance Summary

| Location/Direction | Measured | Sight Distance (feet) | |
|------------------------------------|----------|-----------------------------|------------------------------|
| | | Required (SSD) ^a | Desirable (ISD) ^b |
| Minimum | | | |
| Donahue Lane at Worcester Street : | | | |
| North of intersection | 332 | 320 | 390 |
| South of intersection | >500 | 305 | 390 |

¹ Values based on AASHTO SSD requirements for the observed 55th percentile travel speeds of 40 mph northbound and 41 mph southbound on Worcester Street.

² Values based on AASHTO ISD requirements for the posted 35 mph speed limit on the corridor.

As shown in the table, the minimum required sight distances are provided in both directions at the intersection of Donahue Lane with Worcester Street, with the desirable intersection sight distance provided to the south of the intersection.

TRIP GENERATION

The traffic to be generated by the proposed warehouse facility was estimated using the Institute of Transportation Engineering (ITE) *Trip Generation Manual*.² Based on a review of the ITE data, Land Use Code (LUC) 150 – *Warehousing*, is the most appropriate category for the proposed development. As proposed, the gross square footage of the building will be 12,000± square feet (sf). Trip generation calculations were performed utilizing the LUC 150 data, as shown in Table 3. The trip generation calculations are provided in the Appendix.

² *Trip Generation Manual, 11th Edition*; Institute of Transportation Engineers; Washington, DC; 2021.

Table 3
Trip Generation Summary

| Time Period | Proposed Warehouse Facility ¹ |
|----------------------|--|
| Weekday Daily | 22 |
| Weekday AM Peak Hour | |
| Enter | 2 |
| Exit | 0 |
| Total | 2 |
| Weekday PM Peak Hour | |
| Enter | 0 |
| Exit | 2 |
| Total | 2 |

¹ ITE Land Use Code 150- Warehousing based on 12,000 sf.

As summarized in Table 3, the proposed warehouse facility is expected to generate 22 vehicle trips (11 entering and 11 exiting) on a 24-hour typical weekday daily basis. The project is expected to generate 2 vehicle trips (2 entering and 0 exiting) during the weekday AM peak hour and 2 vehicle trips (0 entering and 2 exiting) during the weekday PM peak hour.

It is noted that these projected increases in traffic, while minor, are also likely conservative as the proposed building is intended primarily to provide additional interior space to support the existing excavating operations that are currently accommodated on site, and will also involve the razing of an existing building on site. However, in an effort to provide a conservative assessment, the ITE trip generation projections were assumed to be representative of the potential worst-case increases in traffic associated with the project, with no credit taken for the elimination of the current building.

TRIP DISTRIBUTION

Given the nature of the current site operations, traffic patterns associated with the project are expected to be dependent on the location of job sites, however it is likely that traffic will be more oriented to and from the north, as this route provides connections to the Interstate 90 (I-90) and Route 20 corridors. For the purpose of this assessment, it was assumed that 60 percent of project-related traffic would be oriented to and from the north, with the remaining 40 percent oriented to and from the south on Worcester Street.

Traffic



transportation • mobility • quality | **GANDDINI GI**

December 17, 2020

Ms. Cheryl Tubbs, Vice-President
LILBURN CORPORATION
1905 Business Center Drive
San Bernardino, California 92408

RE-14835 San Bernardino Equipment Yard Trip Generation & Vehicle Miles Traveled Screening Analysis 19233

Dear Ms. Tubbs:

INTRODUCTION

Ganddini Group, Inc. is pleased to provide this Trip Generation & Vehicle Miles Traveled Screening Analysis for the proposed 14835 San Bernardino Equipment Yard project. The trip generation analysis includes the comparison of the County of San Bernardino approved land-use development code to the proposed additional land-use amendment to document the number of trips forecast to be generated by the proposed amendment adheres to the previously approved land-use trip generation. We trust the findings of this analysis will aid you and the County of San Bernardino in assessing the project.

GENERAL PLAN AMENDMENT DESCRIPTION

The Off-Family Corporation (Project-Applcmt?) has submitted a request to the County of San Bernardino for a General Plan Amendment (GPA) from RS (Single-Residential) and RM (Multiple Residential) to SC-COM (Special Development - Commercial) on 17.83 acres (19 parcels). The area is currently occupied by legal non-conforming commercial uses and single-family residences. The proposed GPA and ZC is located on the south side of San Bernardino Avenue, west of Live Oak Avenue, east of Redwood Avenue and north of El Molino Street (APNs 0234-121-02 to 0234-121-21). Figure 1 and Figure 2 show the regional vicinity map and project location map, respectively.

The proposed GPA would include the proposed redevelopment of on five parcels and no change to the additional 14 parcels west of the proposed redevelopment which are currently occupied by legal non-conforming commercial uses and single-family residences. The proposed project site plan is illustrated on Figure 3.

PROJECT DESCRIPTION

The proposed Zoning Code Amendment and a Conditional Use Permit (CUP) to allow for the redevelopment of on five parcels (APNs 0234-121-14, 15, 16, 18 and 19) totalling approximately 8.1-acre site is located at 14835 San Bernardino Avenue in the County of San Bernardino. The proposed project consists of construction and operation of an equipment and automobile storage yard including conversion of and demolition of on-site structures. Two (2) structures (a single-family residence and garage) would be converted to office space and the remaining seven (7) structures (three single-family residences, three garages and a

Ms. Cheryl Tubbs
LILBURN CORPORATION
December 17, 2020

large shed) would be demolished to allow for the proposed development. Vehicular access to the site is proposed by a new 40-foot driveway on Live Oak Avenue.

TRIP GENERATION

The trip generation is based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). Based on the ITE land use descriptions, trip generation rates for Land Use Codes ITE 210 - Single Family Detached Residential, ITE 818 -Nursery (Wholesale), and ITE 942 - Automobile Care Center were determined to adequately describe the previous and existing land uses and were selected for this analysis. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates and directional distribution by the land use quantities.

Contractor Equipment and Storage Yard

Since the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) does not include data for contractor equipment and storage yard facilities, trip rates were derived from counts of existing contractor equipment and storage yard facility in the City of Fontana. The inbound/outbound traffic counts from the contractor equipment and storage yard were conducted on three (3) consecutive 24-hour weekdays to determine the average trips for the AM peak hour, PM peak hour and daily trip generation for this land-use during typical weekday conditions. See Attachment A for contractor equipment and storage yard driveway inbound and outbound count worksheets.

Table 1 shows a summary of the contractor equipment and storage yard average weekday counts and the trip generation developed for this land uses based on the current acreage in use. Additionally, the project generated truck trips have been converted to Passenger Car Equivalent (PCE) trips based on PCE factors recommended by the County of San Bernardino Congestion Management Program based on PCE factors (1.5 PCEs for 2-axle trucks, 2.0 PCEs for 3-axle trucks, and 3.0 PCEs for trucks with 4 or more axles).

PROJECT TRIPS

The number of trips associated with buildout pursuant to the General Plan zoning code (both current Plan and proposed Plan) is determined by multiplying an appropriate trip generation rate by the appropriate residential density.

Table 2 shows the project trip generation forecast based upon trip generation rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017 and count based trip generation for the proposed Contractor Equipment and Storage Yard. Trip generation rates were determined for daily trips and AM/PM peak hour trips for the currently approved and proposed amended land uses.

The number of trips forecast to be generated by the currently approved land use are determined by multiplying the trip generation rates of single family residential by the number of dwellings permitted at the currently zoned density for 8.1-acre at 4.5 dwellings/acre. The number of trips forecast to be generated by the proposed amended land use are determined by multiplying the trip generation rates by 8.1-acres.

The key variable for estimating trip generation associated with contractor equipment and storage yard use is to compute the number of vehicle trips as well as the PCE trips. As shown in Table 2, the proposed project is forecast to generate approximately 98 daily (PCE) trips, including 14 (PCE) trips during the AM peak hour and 6 (PCE) trips during the PM peak hour.



14835 San Bernardino Equipment Yard

2

Trip Generation & Vehicle Miles Traveled Screening Analysis
19233

Table 1
Observed Site Trip Generation Rates Estimated Based on Traffic Count Data

| Contractor Equipment and Storage Yard Operational Characteristics - 14893 San Bernardino Avenue, Fontana, CA | |
|--|---|
| Number of Acres | 8 |

| Observed Traffic Count Summary (5-Day Average) ² | | | | | | | | | | |
|---|--------------|---------|-------|----------|---------|--------------|----------|---------|-------|-------|
| Trip Type | AM Peak Hour | | | | | PM Peak Hour | | | | |
| | Entering | Exiting | Total | Entering | Exiting | Total | Entering | Exiting | Total | Daily |
| Passenger Vehicle | 2 | 4 | 6 | 2 | 4 | 6 | 4 | 6 | 10 | 51 |
| Large 2-Axle | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3-Axle | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4-Axle | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5-Axle+ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Total Vehicle Trips | 5 | 5 | 10 | 2 | 4 | 6 | 4 | 6 | 10 | 74 |

| Observed Site Trip Generation Rates Based on Traffic Count Data (in Vehicle Trip) | | | | | | | | | | | |
|---|-------------------|--------------|------|-------|--------------|------|-------|-------|--|--|--|
| Trip Type | Unit ² | AM Peak Hour | | | PM Peak Hour | | | Daily | | | |
| | | In | Out | Total | In | Out | Total | | | | |
| Passenger Car | AC | 0.25 | 0.50 | 0.75 | 0.25 | 0.50 | 0.75 | 6.88 | | | |
| Truck (2 axle) | AC | 0.13 | 0.12 | 0.25 | 0.00 | 0.00 | 0.00 | 1.25 | | | |
| Truck (3 axle) | AC | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 0.38 | | | |
| Truck-Trailer (4+ axle) | AC | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | 1.25 | | | |
| Total Trips by Vehicle | | 0.64 | 0.62 | 1.26 | 0.25 | 0.50 | 0.75 | 9.26 | | | |
| Trip Generation in Vehicles | | 51% | 49% | 1.26 | 33% | 67% | 0.75 | 9.26 | | | |

| Observed Site Trip Generation Rates Based on Traffic Count Data (in Vehicle Trip) | | | | | | | | | | | |
|---|------------------|-------------------|--------------|------|-------|--------------|------|-------|-------|--|--|
| Trip Type | PCE ³ | Unit ⁴ | AM Peak Hour | | | PM Peak Hour | | | Daily | | |
| | | | In | Out | Total | In | Out | Total | | | |
| Passenger Car | 1.0 | PCE | 0.25 | 0.50 | 0.75 | 0.25 | 0.50 | 0.75 | 6.88 | | |
| Truck (2 axle) | 1.5 | PCE | 0.20 | 0.18 | 0.38 | 0.00 | 0.00 | 0.00 | 1.88 | | |
| Truck (3 axle) | 2.0 | PCE | 0.26 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.76 | | |
| Truck-Trailer (4+ axle) | 2.5 | PCE | 0.33 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 3.13 | | |
| Total Trips by PCE | | | 1.04 | 0.68 | 1.72 | 0.25 | 0.50 | 0.75 | 12.15 | | |
| Trip Generation in PCE | | | 60% | 40% | 1.72 | 33% | 67% | 0.75 | 12.15 | | |

Notes:
(1) Observed 24-hour and peak hour site traffic count summary at site Tuesday to Thursday (December 1, 2 and 3, 2020).
(2) AC= Acres; EMP = Employees; PCE= Passenger Car Equivalent.
(3) Truck trips have been converted to Passenger Car Equivalent (PCE) trips based on PCE factors recommended by the County of San Bernardino Congestion Management Program based on PCE factors (1.5 PCEs for 2-axle trucks, 2.0 PCEs for 3-axle trucks, and 3.0 PCEs for trucks with 4 or more axles).



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14835 San Bernardino Equipment Yard
Trip Generation Vehicle Miles Traveled Screening Analysis
19233



Traffic

Comparison of Other Similar Traffic Generation Reports

| | Hardy | Colton, CA* | Grafton, MA* | San Bernadino, CA* | Average* |
|------------|-------|-------------|--------------|--------------------|----------|
| AADT (VPD) | 126 | 131 | 71 | 260 | 154 |

*Generation adjusted to Proposed Hardy Holdings Development

Traffic

Traffic Generation – Comparison to Potential Property Uses

| Use | Area/Units | ITE Code | Generation Rate/day | AADT (VPD) | Comparison to Hardy |
|---------------------------|------------|----------|---------------------|------------|---------------------|
| Warehouse | 250,000 | 150 | 1.71 / 1000 sf | 428 | 340% ↑ |
| Business Park | 250,000 | 870 | 1.35 /1000 sf | 338 | 268% ↑ |
| Intermodal Truck Terminal | 155,000 | 030 | 1.97 / 1000 sf | 305 | 242% ↑ |
| Office | 200,000 | 710 | 10.84 /1000 sf | 2,168 | 1,721% ↑ |
| Multifamily (R-M) | 470 units | 220 | 6.74/ unit | 3,167 | 2,513% ↑ |
| Single Family (R-S) | 160 houses | 210 | 9.43 / unit | 1,980 | 1,571% ↑ |

Paula Evans

From: mgregory@centurytel.net
Sent: Tuesday, December 17, 2024 4:47 PM
To: resmgt
Subject: Terry and Erma Pauley rezoning request

CAUTION: This email originated outside of boonecountymo.org. ONLY use links and attachments which are familiar.

Dear Commission,

We are writing regarding the request for rezoning by Terry and Erma Pauley to be discussed in this Thursday's, the 19th, Commissioner meeting. As neighbors within 1000 ft. we were contacted and invited to discuss this request. We won't be able to attend the meeting in person.

We have known Terry and Erma for the 35 years we've been out here and love them dearly. We don't want to get in the way of family but, we do have a big concern for the precedent it could set for the future of all of our A-1 properties out here. By the Commission's definition, the A-2 zoning designation "regulates development of detached single unit dwellings on existing lots and provides design guidelines for small lot subdivisions, middle housing developments, and multiuse developments". Our concern is for the potential for other A-1 property owners down our road to rezone and put up a subdivision of 1 acre lots on their 10 m/l acres. Our reason for moving out here was for the A-1 zoning protection and the space it provides.

Thank you,
Mike and Cheryl Gregory

12/18/24 Forwarded to PZ Commission

Paula Evans

From: Dee Dokken <deedokken@gmail.com>
Sent: Thursday, December 19, 2024 5:13 PM
To: Stormwater
Subject: proposed revisions to the Stormwater Ordinance

CAUTION: This email originated outside of boonecountymo.org. ONLY use links and attachments which are familiar.

Dear Boone County Planning and Zoning Commission:

The Mid-Missouri group of the Sierra Club supports the proposed changes to the Boone County Stormwater Ordinance. These changes may be small and reflective of current practices, but they are good. For example, adding "water quality" to public health and safety as a list of benefits is important, as well as listing "ecological degradation" with economic losses as the costs of poor stormwater management. This perspective is best practice for a county that has increasing population and development.

Another positive change is requiring 14 days for a stormwater discharge permit remediation instead of 45 days. Fourteen days is a reasonable amount of time and a lot of damage could occur in 45 days. Requiring phasing for clearance of sites 30 acres and more is also reasonable and can prevent a lot of erosion and water pollution. Also reasonable is the potential for increased safeguards from Nov. 1 - March 31.

Encouraging the use of native vegetation for water quality protection and regulating discharge to an identified cave recharge area are also good things.

Flood control criteria for a 25-year 24-hour event will probably be inadequate and need to be updated in the future due to increased heavy rainfall related to climate change.

The Sierra Club supports the enforcement of the 6-year temporary abeyance for clearing land. Land disturbance permits for agricultural land should be encouraged and speculative large-scale clearing should be discouraged.

We appreciate the Boone County Stormwater Management crew. They do important work to maintain Boone County's prosperity and environmental health.

Sincerely,
Dee Dokken
Conservation Chair of Mid-Mo Group of the Sierra Club