

**BOONE COUNTY PLANNING & ZONING COMMISSION**  
BOONE COUNTY GOVERNMENT CENTER - COMMISSION CHAMBERS  
801 E. WALNUT ST, COLUMBIA, MISSOURI  
(573) 886-4330

**Minutes**

**7:00 P.M.**

**Thursday, March 20, 2025**

**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:

Boyd Harris, Chairperson	Centralia Township
Eric Kurzejeski, Vice Chairperson	Missouri Township
Gregory Martin, Secretary	Katy Township
Steve Koirtyohann	Rocky Fork Township
Kevin Harvey	Rock Bridge Township
Robert Schrieber	Three Creeks Township
Jeffrey Ehimuh	Columbia Township
Ken Butler	Perche Township
Jeff McCann	County Engineer
- b. Absent:

Randall Trecha	Cedar Township
Christy Schnarre	Bourbon Township
- c. Staff Present:

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

**III. APPROVAL OF MINUTES**

Minutes from the February 20, 2025, meeting were approved as presented by acclamation.

**IV. CHAIRPERSON STATEMENT**

Chairperson Harris entered the following statement into the record:

The March 20, 2025, 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, April 1, 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 1<sup>st</sup>. 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.

Chairperson Harris welcomed Commissioner Ken Butler representing the Perche Township.

## **V. CONDITIONAL USE PERMITS**

**1. Request by Bechtold Properties, LLC for a conditional use permit for a package delivery service in the General Commercial (C-G) zoning district on 160 acres located at 6385 W Hwy 40, Columbia. (open public hearing).**

Planner, Andrew Devereux gave the following staff report:

The subject property is located at the northwest corner of the intersection of I-70 and W Highway 40. The property is approximately 160 acres in size and split zoned with the following zoning districts:

- Commercial General (C-G)
- Light Industrial (M-L)
- Planned Commercial General (C-GP)
- Agricultural Residential (A-R)

The C-GP portion of the property was rezoned in 1989. The southwestern portion of the C-G zoning was rezoned in 1980. The M-LP portion of the property was rezoned in 2008. All other zoning is original 1973 zoning. The surrounding zoning is as follows:

- North, across HWY 40 – C-G
- East, across HWY 40 – C-G
- South, across I-70 – Agriculture 2 (A-2), Moderate Density Residential (R-M), and A-R
- West – Single Family Residential (R-S), Planned Single Family Residential (R-SP), A-R

The site is developed with several different commercial uses including a truck stop, fuel station, convenience store, consignment shop, retail sales, trailer sales, automotive repair, and motel. Onsite wastewater lagoons under the jurisdiction of the Department of Natural Resources provides sanitary sewer. An internal drive provides vehicular access to the various businesses to W Highway 40.

The proposal is to utilize a portion of the building addressed as 6385 W Highway 40 for a small parcel delivery service. The applicant has provided a site diagram showing the building as the intended location for the delivery service. The building is located within the C-G portion of the property and is applying under the conditional use for a *wholesale establishment or warehouse in a completely enclosed building*.

The Boone County Master Plan designates this area as being suitable for commercial land uses. The subject property is located within Katy Township.

The following criteria are the standards for approval of a conditional use permit, followed by staff analysis of how this application may meet those standards. Staff analysis of the request is based upon the application and public comments received following notification of the surrounding property owners.

- (a) Establishment, maintenance or operation of a conditional use permit will not be detrimental to or endanger the public health, safety, comfort or general welfare.

If developed in accordance with current county regulations, and with appropriate conditions, this proposal can meet this criterion for approval.

- (b) The conditional use permit will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted by these regulations.

The proposed delivery service will be located within the interior of the Midway complex. The neighboring development to the west, Ravenwood, is approximately 1500 feet away. Utilization of the property for a

delivery service is unlikely to create any negative impacts for the use and enjoyment of surrounding property owners.

- (c) The conditional use permit will not substantially diminish or impair property values of existing property in the neighborhood.

Most of the property is zoned for commercial development with several businesses currently operating on site, including those catering towards tractor trailers and larger vehicles. The addition of a small parcel delivery service is unlikely to impact property values.

- (d) All necessary facilities will be available, including, but not limited to, utilities, roads, road access and drainage.

The property contains an existing driveway access onto W Highway 40, a publicly maintained roadway. An internal driveway allows vehicular access to various businesses contained within the property, including the proposed building for the small package service. An onsite wastewater lagoons permitted by the Missouri Department of Natural Resources provides sanitary sewer for the property.

- (e) The establishment of a conditional use permit will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the zoning district.

Neighboring properties, such as Ravenwood to the west, have continued to develop in a normal and orderly fashion with the existence of Midway's commercial operations. The proposal for a small package delivery service is to utilize an existing building and commercial driveway entrance. The applicant has not proposed to increase the size of the building and will utilize the existing footprint.

- (f) The establishment of a conditional use permit will not hinder the flow of traffic or result in traffic congestion on the public streets. This will include the provision of points of access to the subject property.

Traffic for the proposed business will utilize an existing commercial driveway entrance already in use for truck stop traffic. An exhibit provided by the applicant demonstrates that truck traffic for the business will utilize this entrance. Commercial loading spaces will be provided to service the truck traffic to the site. Any parking or drive surfaces for the delivery service must continue to comply with the dust free minimum chip seal requirement of the zoning code.

- (g) The conditional use permit shall in all other respects conform to the applicable regulations of the zoning district in which it is located. The County Commission shall find that there is a public necessity for the conditional use permit.

This proposal can conform to the applicable regulations of the zoning district that it is located in.

Zoning Analysis: This request is to allow small parcel delivery service located in a C-G zoning district, that can be permitted as a conditional use for a *wholesale establishment or warehouse in a completely enclosed building*. The addition of a delivery service within an established commercial node already catering to large truck traffic will likely have minimal impacts on surrounding property owners and future development of the site.

The proposal scored 73 points on the point rating system. Staff notified 57 property owners regarding this request.

Staff recommends approval of the request with the following conditions:

1. All drive and parking surfaces associated with the use of the delivery service maintain a dust free surface, minimum chip and seal.
2. Any alterations or renovations to the building identified as 6385 W Highway 40 are proposed by a design professional licensed to practice in the state of Missouri and completed under a building permit issued by the Director of Resource Management.
3. Any future enlargement of the building footprint identified at 6385 W Highway 40 for the use of a small parcel delivery service will require a modified conditional use permit.

Present representing the request:

Tim Crockett, Crockett Engineering, 1000 W Nifong, Columbia

Tim Crockett: The applicant received an inquiry from Speedy Delivery Service, a small, family-owned small parcel delivery service based out of St. Cloud, Minnesota. They are expanding their operation to the south and new facilities include locations in Iowa, Kansas, and Nebraska; Columbia is one of the locations they are interested in expanding to. They are currently operating in St. Louis and Kansas City. They want to utilize one of the existing buildings and will start out relatively small with about eight employees and bring in about one truck per day in the morning and another truck in the evening. The company wants to grow and if all goes well they want to grow to 20-30 employees at this location which will all be handled in the existing building. If they bring in 1-4 trucks per day, the existing Midway Truck and Travel Plaza currently brings in about 150 trucks per day so it will be a very minimal impact. The applicants have reviewed the staff conditions and agree to them. Access will be maintained through the site with paved and dust-free surfaces.

Chairperson Harris: What business is currently in the building.

Tim Crockett: The consignment sales is going away.

Commissioner Kurzejeski: Will the existing road (drive) that goes to the north be utilized for the business?

Tim Crockett: No, we will use the main entrance.

Commissioner Ehimuh: How big are the trucks coming in?

Tim Crockett: Some may be the full 53-foot trailers, others may be the tandems but I believe most of them will be the 48 – 53-foot trailers.

Commissioner Ehimuh: Where will they be parking when they come in?

Tim Crockett: They will come in the main drive and will circle around and back into loading bays on the west side of the building. The applicant provided a diagram. (Exhibit 4 attached at the end of minutes). This is not a truck depot where they will have trucks and trailers sitting there permanently, the trucks will come in and back up to the bay, unload and maybe take more packages and leave. There won't be trucks coming and going all day, there will just be one in the morning and one in the evening to start with.

Chairperson Harris: Is this going to operate more like a transload type of facility or will they have small route trucks at some point?

Tim Crockett: They will have route trucks, it will be a delivery service, it is not a transfer station. What they really want to do is come in with small packages, unload, sort, load onto delivery vans and deliver to the public.

Chairperson Harris: Those vans will be on site?

Tim Crockett: Yes.

Commissioner Ehimuh: They have flea market days there and there will be a lot of traffic at those times, how will that be mitigated?

Tim Crockett: We asked Speedy to provide an overview; they are going to bring in their trucks between 7:30 AM – 9:00 AM and leave again between 5:00 PM – 7:30 PM. We are only looking for one to two trucks coming and going. They are going to start with eight employees on the site so the number of employees and vehicles in that area will be minimal and very low impact to the other operations on the site.

Open to public hearing.

No one spoke in favor or opposition to the request.

Closed to public hearing.

Commissioner Kurzejeski made, and Commissioner Schreiber seconded a motion to approve the request by Bechtold Properties, LLC for a conditional use permit for a package delivery service in the General Commercial (C-G) zoning district on 160 acres located at 6385 W Hwy 40, Columbia with the following conditions:

1. All drive and parking surfaces associated with the use of the delivery service maintain a dust free surface, minimum chip and seal.
2. Any alterations or renovations to the building identified as 6385 W Highway 40 are proposed by a design professional licensed to practice in the state of Missouri and completed under a building permit issued by the Director of Resource Management.
3. Any future enlargement of the building footprint identified at 6385 W Highway 40 for the use of a small parcel delivery service will require a modified conditional use permit.

Boyd Harris – Yes  
Greg Martin – Yes  
Kevin Harvey – Yes  
Jeffrey Ehimuh – Yes  
Jeff McCann – Yes

Eric Kurzejeski – Yes  
Steve Koirtyohann – Yes  
Robert Schreiber – Yes  
Ken Butler – Yes

Motion to approve the conditional use permit passes unanimously.

Chairperson Harris informed the applicants that this request would go before the County Commission on Tuesday, April 1, 2025 at 7:00 PM and the applicants need to be present for the hearing.

## VI. REZONING REQUESTS

**1. Request by Mary Williams on behalf of Sinclair & Heather Lester to rezone from Agriculture 2 (A-2) and Recreation (REC) to A-2 on 7.07 acres located at 7601 W Hwy 124, Harrisburg. (open public hearing)**

Planner, Andrew Devereux gave the following staff report:

The subject property is located off W HWY 124, approximately 750' west of the intersection of W HWY 124 and N RTE E. The property is approximately 7.07 acres in size. The property is currently split zoned Agriculture 2 (A-2) within the northern portion and Recreation (REC) to the southern portion. An existing single wide mobile home and onsite wastewater lagoon are present on the property. Both the single wide mobile home and onsite wastewater lagoon are located within the area of the property zoned REC.

The surrounding zoning is as follows:

- North – A-2
- East – A-2
- South, across W HWY 124 – A-2
- West – A-2 and REC

All surrounding zoning is original 1973 zoning except for the neighboring property to the east. The eastern property was rezoned from REC to A-2 under county commission order number 546-2022.

The proposal is to rezone the entire property from A-2/REC to A-2. This will allow the existing mobile home and onsite wastewater lagoon to come into compliance with the zoning ordinance for single-family dwelling.

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 if adequate utilities, transportation, and public safety resources are in place to support the change in zoning. Failure to pass the test should result in a denial of the request. Passing the test should result in further analysis.

Utilities. The property is located within the Public Water Supply District #10 service area. Boone Electric Cooperative provides power service. An onsite wastewater lagoon is utilized for sanitary sewer. No publicly operated sanitary sewer facility is nearby.

Transportation. An existing driveway provides direct access to W HWY 124, a MoDOT maintained roadway.

Public Safety. The Boone County Fire Protection District provides fire protection for the area. The nearest station, station 4, is approximately 0.6 miles away.

Zoning analysis: The proposal to rezone A-2/REC to A-2 meets the sufficiency of resources test. The rezoning to A-2 will allow the existing conditions of the single wide mobile home and onsite wastewater lagoon to be compliant with the zoning ordinance. The change in zoning from REC to A-2 will match surrounding A-2 zoning and be consistent with neighboring development for a single-family dwelling.

The property scored 73 points on the rating system. Staff notified 15 property owners about this request.

Staff recommends approval of the rezoning request.

Present representing the request:

Mary Williams, 7601 W Hwy 124, Harrisburg

Mary Williams: I reached out to the owners of this property, who live out of state, and asked them about renting the property. The owners said I could rent but none of us knew that it had to be rezoned first.

Chairperson Harris: There is an indication that you are going to replace an existing singlewide with a new home.

Mary Williams: No. The singlewide is new but it has never been lived in.

Andrew Devereux: There is an existing singlewide on the property now that Ms. Williams is attempting to rent and the building does not have power; it didn't go through the building permit process to grant that. In order for our office to move that permit to completion it has to get compliant with the zoning first.

Chairperson Harris: Didn't we deal with this property before?

Andrew Devereux: This is original 1973 zoning; the property was used as a horse facility. There was an applicant for the property to the east to rezone from REC to A2 in order to move forward to execute family transfers.

Open to public hearing.

No one spoke in favor or opposition to the request.

Closed to public hearing.

Chairperson Koirtyohann made, and Commissioner Harvey seconded a motion to approve the request by Mary Williams on behalf of Sinclair & Heather Lester to rezone from Agriculture 2 (A-2) and Recreation (REC) to A-2 on 7.07 acres located at 7601 W Hwy 124, Harrisburg:

Boyd Harris – Yes	Eric Kurzejeski – Yes
Greg Martin – Yes	Steve Koirtyohann – Yes
Kevin Harvey – Yes	Robert Schreiber – Yes
Jeffrey Ehimuh – Yes	Ken Butler – Yes
Jeff McCann – Yes	

Motion to approve the rezoning request passes unanimously.

Chairperson Harris informed the applicants that this request would go before the County Commission on Tuesday, April 1, 2025 at 7:00 PM and the applicants need to be present for the hearing.

**2. Request by Fred Overton Development Inc to rezone to Planned Single-Family Residential (R-SP) and Planned General Commercial (C-GP) and to approve a Revised Review Plan and Preliminary Plat for Ravenwood on 57.3 acres located at 1948 N Booker Dr, Columbia. (open public hearing)**

Planner, Uriah Mach gave the following staff report

The subject property is located on the east side of Rollingwood Boulevard, at the intersection of Rollingwood & US Highway 40. The subject property is approximately 57.3 acres in size. The property is



split-zoned under a Planned Residential Single-Family (R-SP) and Planned General Commercial (C-GP) Final Plan. The subject property is currently vacant. The surrounding zoning is as follows:

- North – Planned Light Industrial (M-LP) and General Commercial (C-G)
- South – R-SP and Agriculture-Residential (A-R)
- East – A-R and C-GP
- West - Neighborhood Commercial (C-N), Moderate Density Residential (R-M), Single-Family Residential (R-S) and R-SP

The Boone County Master Plan identifies this area as suitable for residential land uses.

This request is for the existing phasing plan, which identifies the remaining four development phases and off-site improvements, to be modified and a new phase, labeled 2-B, to be created to take advantage of unexpected sewer availability. This phase is proposed to be carved out of phase 3, allowing for the construction of Renwick Circle and the development of 10 lots.

The Boone County Master Plan also identifies a sufficiency of resources test for determining if there are sufficient resources available for the needs of the proposed rezoning. The sufficiency of resource test provides a “gate-keeping” function. Failure to pass the test should result in denial of a request. Success in passing the test should result in further analysis. The resources used in the test can generally be broken down into three categories: utilities, transportation and public safety services.

Utilities: The subject property is served by Consolidated Public Water Service District #1 for water, the Boone County Regional Sewer District for wastewater treatment, and Boone Electric for electrical service. The reconfiguration of this property was prompted by the discovery of additional availability in the existing Boone County Regional Sewer District facility. Phase 2B’s development is possible because of this discovery. Further phases will be served by improvements identified in Phase 3.

Transportation: The proposal includes one new public street connection to US Highway 40. All lots within the development will have direct frontage on and direct access to the internal street network.

A traffic study was conducted by Crawford, Bunte, & Brammeier, a firm specializing in traffic analysis. The study recommended improvement of US Highway 40, specifically eastbound and westbound turn lanes at the access point for Hummons (previously identified as Renfield) Drive. The amount of traffic generated by the proposal would require Hummons Drive to US Highway 40 to be built to County Commercial standard along the proposed commercial lots, and then to a County Collector standard to Hummons’ connection to Ravenwood Drive.

Proposed Phase 2B delays the construction of Hummons Drive, the connection to US Highway 40. In response to the needs of the Boone County Fire Protection District, a temporary secondary access for fire protection is proposed. Design for this access will be approved by the Boone County Fire Protection District, The Missouri Department of Transportation, and the Director of Resource Management. This access will connect to US Highway 40 and be solely for fire/emergency access to the site until Hummons Drive is constructed. The construction of Hummons Drive remains in Phase 3, along with the turn lanes on US Highway 40. The location of this temporary emergency access will be reflected on the Final Development Plan and it will be constructed as a part of Phase 2B as necessary infrastructure prior to the approval of the Final Plat containing Phase 2B.

Per staff consideration of the existing conditions, sufficient transportation infrastructure exists to meet the needs of this proposal.

**Public Safety:** The property is approximately ½ mile to the west of the Midway Boone County Fire Protection District Station. Infrastructure upgrades to Consolidated Public Water Service District #1 water lines will be sufficient to provide fire flows to the property at required levels of service. The original phasing plan proposed by this development was structured such to meet the access point requirements of the Fire Code. Under this revision, a temporary access drive will be established to allow for connectivity and remoteness needs of the fire code to be met until the construction of Hummons Drive and associated turn lanes have been completed.

**Stormwater:** The proposal is subject to the requirements of the Boone County Stormwater Regulations. The plan shows potential detention/bioretenention sites on the common areas of the property. The area proposed is based on preliminary stormwater calculations. If additional area is required at the time of final design, the proposed sites will be modified to meet those requirements.

**Zoning Analysis:** The proposal is located in an area described by the Boone County Master Plan as suitable for residential use. It is located to the east of an established residential area and the density is comparable to the density of that area. The availability of existing utility infrastructure, specifically sewer, and a major transportation node make this location suitable for development with reasonable investment in infrastructure improvements.

The phasing revision proposed in this plan creates a difficulty for the fire code and its requirements for access and remoteness of access points. Conditions requiring the identification and construction of a temporary emergency-only gated access to US Highway 40 is proposed to resolve this difficulty until Hummons Drive is built. This access will serve to meet the needs of the fire code and allow the additional lots to meet the code's standard of protection.

The property scored 73 points on the rating system.

Staff recommends approval of the rezoning request and the review plan with the following conditions:

1. The applicant shall submit a design for the fire/emergency access including both location and level of improvement for review and approval by the director of Resource Management and the Boone County Fire Protection District with the Final Plan submittal.
2. The Final Plan of Phase 2B shows a temporary gated fire/emergency access to the subject property that is acceptable to the Boone County Fire District and The Director of Resource Management.
3. The Final Plat of Phase 2B shows a temporary gated fire/emergency access to the subject property via US Highway 40 and that improvement shall be constructed prior to or as part of the required infrastructure for that final plat.

Present representing the request:

Tim Crockett, Crockett Engineering, 1000 W Nifong, Columbia

Tim Crockett; The plan before the Commission tonight is the exact same Review Plan that was approved in 2014 or 2015 for this development. Nothing about the plan as far as the layout, lots, lot configuration, or roads has changed; what has changed is the phasing plan. Originally, when this project came through there was no available sanitary sewer for the northwest corner, the Sewer District has since done some additional improvements and now the sewer is available to a portion of the lots in question. All we are asking is a change in the phasing. We worked with the Boone County Fire Protection District (BCFPD) with regards to how to provide proper fire access to the site that would conform to their codes. They, along with county staff came up with the proposed conditions that the applicants agree to.

Chairperson Harris: The temporary access is supposed to be gated, is it going to be where Hummons Drive is?

Tim Crockett: It will probably come a shorter route from Hwy 40 to right into the teardrop.

Chairperson Harris: Will the teardrop be built fairly soon?

Tim Crockett: It will be built as part of the entire development.

Chairperson Harris: The access will be a gravel base?

Tim Crockett: Yes; it will hold an 80,000 lb. vehicle.

Commissioner Butler: At the worksession we had last week, staff mentioned an issue about withholding information. I think having been part of development in other parts of the country, there has to be a strong working relationship between the people who develop projects like this and staff. Can you explain why the term "withholding information" was used?

Tim Crockett: I don't know what was withheld.

Thad Yonke: It was more along the lines of what we were asking for in terms of the financial information; what we were expecting and what we were getting weren't meshing. That is why we had to have a meeting in order to work it out.

Tim Crockett: Staff was asking for financial information; they were looking at how much the developer was going to make on the property. That is not really something the applicant felt was really purvey to the county to provide all the financials for a development. I am not purvey to that information either; that is between my client and his financial institution. We have never been in a situation where that kind of information has ever been disclosed to a county or a city for a development like this.

Bill Florea: That is not exactly accurate; we were not asking for detailed financial information about profitability, we were looking to make sure that there would be enough wealth left in the development that when it came to the phasing scheme it wouldn't eliminate the possibility of being able to fund the off-site improvements with the remaining portion.

Tim Crockett: That is correct and the way we took that was we have to provide what all the costs are. Providing that information, as Mr. Florea indicated, is there enough wealth left in the development and part of that is not just the undesire to provide it but also we don't know what the future brings so that information may or may not be correct and that is kind of why we are slow-rolling this. If we knew what the future was we would develop the entire phase 3 at one time but that will bring out a hyper-sensitive walkout lot that just aren't on the market right now that are desirable. It is a little bit of both; the inability to give the exact information and also desirability to provide what lots are going to sell for. That is the kind of information that developers keep close to their chest.

Chairperson Harris: This development looks like it is off to a good start. The south part of the development looks like it will be harder to work with in regard to the terrain.

Tim Crockett: It was all a little tricky but the piece that has already been developed, there has been a lot of dirt work and earth moving that has taken place. The whole property looked like the rest of it before we got started. There were ravines and steep grades to contend with on the first phase.

Chairperson Harris: From a developer standpoint, if I were in Mr. Overton's shoes I wouldn't want to show all of my cards either. But from a Commissioner standpoint, what assurance does the county have that these lots to the back that something doesn't happen at the tail end and that never gets built and you only have one way in and one way out?

Tim Crockett: We have two ways in and out; we are still conforming to the county standards as it sits today, we aren't asking to be nonconforming with what is there today. What is there today is in full conformance with the county regulations. What we are asking for is to add an additional 10 lots. If fully built out that would push us over that number, so that is where the BCFPD has come up with a solution that is workable that would conform to their code. There aren't assurances in any development. Keep in mind that when we take the other road out to Hwy 40 there are some improvements that need to be made to Hwy 40 per the traffic study and part of those improvements are being funded by the commercial properties up front.

Open to public hearing.

No one spoke in favor or opposition to the request.

Closed to public hearing.

Commissioner Kurzejeski made, and Commissioner Koirtyohann seconded a motion to approve the request by Fred Overton Development Inc to rezone to Planned Single-Family Residential (R-SP) and Planned General Commercial (C-GP) on 57.3 acres located at 1948 N Booker Dr, Columbia:

Boyd Harris – Yes	Eric Kurzejeski – Yes
Greg Martin – Yes	Steve Koirtyohann – Yes
Kevin Harvey – Yes	Robert Schreiber – Yes
Jeffrey Ehimuh – Yes	Ken Butler – Yes
Jeff McCann – Yes	

Motion to approve the rezoning request passes unanimously

Commissioner Kurzejeski made, and Commissioner Harvey seconded a motion to approve the request by Fred Overton Development Inc to approve a Revised Review Plan and Preliminary Plat for Ravenwood on 57.3 acres located at 1948 N Booker Dr, Columbia with the following conditions:

1. The applicant shall submit a design for the fire/emergency access including both location and level of improvement for review and approval by the director of Resource Management and the Boone County Fire Protection District with the Final Plan submittal.
2. The Final Plan of Phase 2B shows a temporary gated fire/emergency access to the subject property that is acceptable to the Boone County Fire District and The Director of Resource Management.
3. The Final Plat of Phase 2B shows a temporary gated fire/emergency access to the subject property via US Highway 40 and that improvement shall be constructed prior to or as part of the required infrastructure for that final plat

Boyd Harris – Yes	Eric Kurzejeski – Yes
Greg Martin – Yes	Steve Koirtyohann – Yes
Kevin Harvey – Yes	Robert Schreiber – Yes
Jeffrey Ehimuh – Yes	Ken Butler – Yes
Jeff McCann – Yes	

Motion to approve the Review Plan and Preliminary Plat passes unanimously.

Chairperson Harris informed the applicants that these requests would go before the County Commission on Tuesday, April 1, 2025 at 7:00 PM and the applicants need to be present for the hearing.

## VII. PLATS

### 1. **Barthel Subdivision Plat 2. A-2. S18/19-T47N-R12W. Melvin & Myrna Roberts, owners. Kevin Schweikert, surveyor.**

The following staff report was entered into the record:

The subject property is located approximately 540' north of the intersection of S Barry Rd and E Bluebird Ln. The property is zoned Agriculture 2 (A-2) and is surrounded by A-2 zoning on all sides. An existing home, accessory building, and onsite wastewater lagoon are present on the property. The proposal is to subdivide the 10 acres identified as lot 2 of Barthel Subdivision into two lots. The existing home, sheds, and wastewater lagoon will be contained on the proposed northern 5.79-acre lot. The proposed southern 4.21-acre lot is currently undeveloped.

The subject property has direct access onto S Barry Rd, a publicly maintained roadway. An existing driveway provides access to S Barry Rd. The applicant has requested a waiver from the traffic study requirement. Creation of another single lot is likely to have minimal impacts on existing transportation infrastructure. Granting a waiver to the traffic study requirement is appropriate in this case.

Consolidated Public Water Supply District #1 provides water service in this area. An existing six-inch water line is present. Boone Electric Cooperative provides power service. The Boone County Fire Protection District provides fire protection in this area. The nearest station, Station 8, is approximately 4.4 miles away. The subdivision of existing lot 2 will create the fourth platted lot from the parent parcel. Installation of fire protection in the form of hydrants will be required for this plat.

An onsite wastewater lagoon serves the existing home. The applicant has provided a wastewater exhibit showing a complaint lagoon location for the proposed undeveloped lot. The applicant has provided a written request for a waiver from the sewer cost benefit analysis. No public sanitary sewer facility is nearby to provide sewer service. It is unlikely that creation of an additional lot for single family residential development will be economically viable for a public sanitary sewer system. Granting a waiver from the sewer cost benefit analysis is appropriate in this case.

Lot 2 of Bathel Subdivision was vacated under County Commission order #141-2025 with the condition that the property is replatted and is recorded in the land use records of Boone County. The approval and recording of this plat will satisfy the condition of order #141-2025.

The property scored 33 points on the rating system.

Staff recommends approval of the plat and granting of waivers with the following condition:

1. Fire hydrant or hydrants are installed along S Barry Rd before the plat can be received and accepted by County Commission. The location of the hydrant must be to the satisfaction of the Boone County Fire Protection District, Consolidated Water, and the Director of Resource Management.

Chairperson Harris made, and Commissioner Koirtyohann seconded a motion to approve Barthel Subdivision Plat 2 with the following condition:

1. Fire hydrant or hydrants are installed along S Barry Rd before the plat can be received and accepted by County Commission. The location of the hydrant must be to the satisfaction of the Boone County Fire Protection District, Consolidated Water, and the Director of Resource Management

Boyd Harris – Yes	Eric Kurzejeski – Yes
Greg Martin – Yes	Steve Koirtyohann – Yes
Kevin Harvey – Yes	Robert Schreiber – Yes
Jeffrey Ehimuh – Yes	Ken Butler – Yes
Jeff McCann – Yes	

Motion to approve the plat passes unanimously

Chairperson Harris stated that if eligible, this plat would go before the County Commission on Tuesday, March 11, 2025 at 7:00 PM.

## **VIII. ORDER OF BUSINESS**

### **1. Order of Business**

The Planning & Zoning Commission changed the order of business to hear New Business and then Old Business.

## **IX. NEW BUSINESS**

### **1. Public hearing for the Boone County Master Plan**

Chairperson Harris read the following statement:

This is the third of three public hearings. The public hearing will be open for those wishing to provide comment. 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.

After the public hearings are completed, Resource Management will review and organize the comments and questions and forward them to the Planning & Zoning Commission. The Commission will discuss the comments and may recommend changes, or they may make a recommendation for adoption 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.

Open to public comment.

Present to provide comment:

Denny Stephenson, 1854 N Rte J, Rocheport

Mr. Stephenson provided a written statement which is attached at the end of minutes.

Carl Freiling, 17300 Burnett School Rd, Ashland

Carl Freiling: Stated his concern was with regard to private roads. Under Transportation Goals 2.4.B in the Plan there is an indication that any new roads, regardless of proposed ownership, it states “public roadways”. Does this apply to private access driveways? Will private access driveways be required to meet county road design standards?

Bill Florea: You will have to define that, this plan doesn’t change anything, this says that Subdivision Regulations should also be looked at and the road standard required should match the types of subdivisions. You are asking a question that can’t really be answered at this time. These are policy statements that says this is something we should work on, it isn’t changing anything.

Carl Freiling: But I know that if it is in the Master Plan and a proposal comes through for a regulatory change that would declare that private access roadways fall under this 2.4.B, that is a huge change and if that is the implication and the Master Plan can be pointed to as a reason to make this regulatory change I have considerable concerns about that. There has to be a balance between choices that people make about where and how they live and cost; I would hate to see us take development options off the table. I know staff gets harassed about citizens wanting their private road taken over by the county, but that is a relator mistake, or someone just didn’t ask the right questions. If notices were required to be given on these private access spots it would take away the honest misunderstandings and the ability to say “I didn’t know”. What happens with family transfers if I wanted to have my driveway to be used by my grandson to build a house on one of my lots do I have to improve my driveway to a public road standard because it becomes a shard drive?

Thomas Trabue, 4750 N Boothe Ln, Rocheport

Tom Trabue: The plan is well put together. Something that was highlighted was the COLT line railroad and the opportunities that presents to us. The plan also highlighted that Boone County will need about 37,000 new homes in 25 years. For many years, the county has left the housing to the cities and to meet the housing needs, the County Commission is going to have to take a more aggressive role and the Master Plan provides the framework for them to do that. It is important that the Master Plan identifies that this is a fluid plan and it should be reviewed and updated as necessary on a five to ten-year basis. It comes back to the housing need that we have.

Lexi Linsenman, 4301 W Gibbs Rd, Columbia

Lexi Linseman: Farming is extremely important. We are on the city border and with development it is worrisome with development being upstream. We sometimes pull water from the creek to feed cattle but with construction that has recently gone on that has trickled down to muddy creeks that we can’t pull water from.

Closed to public comment.

Chairperson Harris: The purpose of the public hearings is to hear comments and concerns rather than engage. The engagement will come in the next couple of steps as this information is gathered. With regard to Mr. Freiling’s concerns about the roads, the Commission was almost to the end of revising the Subdivision Regulations and one of the wrinkles was private roads. After reviewing the Master Plan, we will probably have to go back and revisit and rework the Subdivision Regulations. We will get these comments summarized and the Commission will review them along with the i5 Group. The County Commission will have their own public hearing.

## **X. OLD BUSINESS**

## **1. Update on Commission Action**

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

The rezoning request and review plan for Grone were approved with the following conditions:

1. Hours of operation should be limited to Daytime Hours of Operation as defined in the Zoning Ordinance with no operations occurring on State recognized holidays.
2. The Trip Generation Fee of \$90,092 shall be paid at the time of the building permit application, assuming the building permit application comes in within a year of the approval date of the Final Plan. Should the building permit be applied for after the year it should be adjusted by the CPI accordingly to the satisfaction of the Director of Resource Management. The remainder of the traffic mitigation fee should be paid when the second building permit is applied for and should be adjusted from the proposed base of \$36,767 by the CPI to the satisfaction of the Director of Resource Management.
3. All exterior lighting shall be directed inward and downward to prevent glare from projecting offsite.
4. Prior to approval of a Final Plan and/or Final Plat, the developer shall enter an annexation with the City of Columbia related to the provision of sewer service.

The rezoning request for Terry & Erma Pauley (December PZ meeting) was denied.

The following plats were accepted:

- McHatton Subdivision
- Bluebird Acres
- Locust Grove Subdivision Plat 3

## **XI. ADJOURN**

Being no further business, the meeting was adjourned at 8:41 p.m.

Respectfully submitted,

Secretary  
Greg Martin, Secretary

Minutes approved on this 17<sup>th</sup> day of April, 2025







Denny Stephenson

Which of the three land use concept plans is slated to be used?

My farm is currently zoned A2, will the adopting of this Master Plan change that or could I ever be **forced** to change my zoning so long as I owned this land?

Areas:

**Preservation Area:**

Farmland preservation: My farm is terraced for erosion prevention This farm has been in either row crop, open pasture or hay ground since 1968. Why would that be overlooked by the group proposing this plan by not considering it "prime farm land"? I have planted over 400 trees on this property, all from 6 inch seedlings from the Missouri Conservation Department, most are over 30 feet tall now. Our farm supplies food for the community. We support a local bee keeping operation by giving them a free area for honey production. We have freezer beef market program developed over the last 10 years to provide the community with drug free and hormone free beef.

Were all these items taken into consideration when designating my farm in an "Economic Opportunity Area" instead of rural preservation or "prime farm land"?

The "Economic Opportunity Area". Could you identify what business types that you are trying to place in this area? How many acres in Boone County are planned to be labeled "Economic Opportunity Area".?

In my area (Rural Rocheport) are we looking for industry to match up with the existing distribution center? **Why would we do that again** – there is not that much in it for Boone County. A promise from the company and from the Boone County Commissioners of "1200 good paying jobs". Don't believe we have hit 50 percent of that promise. And...4.5 million dollars in new taxes – haven't hit 20% of that figure. **Is our goal to have more of the same?**

Yet we are trying to reserve more land for "Economic Opportunity" by taking away farm land, conservation areas, small farm food sales and people's comfort, community culture, and way of life-- in a trade.

I read in the proposed master plan that we should protect "prime" farmland. What was the criteria for identification of "prime" farmland. What is the soil type and the land slope in these "prime farmland areas"?

Prime farmland is **land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and that is available for these uses.**

Where is the background information for this and who processed it? Prime farmland is not just “row crop”. Last year good hay ground showed a very competitive profit as compared to row crop.

### **Summary**

I can support a well thought out growth plan that is not slanted or prejudiced. The growth plans should drive and support the future state. The “imagined” future state should not drive the master plan.

It was stated in the information concerning the Master Plan that 90% of respondents said that "Future Growth in Boone County should better balance development with the preservation of farmland, rural character and natural areas."

WHERE is this “balance”?