

**NOTICE OF PUBLIC HEARING  
BEFORE THE BOARD OF ADJUSTMENT**

(Relative to an application for permit made direct to the Board of Adjustment.)  
(CONDITIONAL USE PERMIT)

Notice is hereby given that the Board of Adjustment of the City of Columbia, Missouri, will hold a public hearing at a meeting of said Board in the City Council Chamber on the First Floor of City Hall, 701 E. Broadway, in Columbia, Missouri, at **7:00 p.m. on Tuesday, the 11th day of March, 2014**, to give all interested persons an opportunity to appear and be heard in relation to the following appeal:

Request of **Nate Keller, attorney for TKG St. Peters Shopping Center L.L.C.**, for a **conditional use permit to allow uncovered, surface off-street parking** as required by **Sections 29-23 and 29-15** of the Code of Ordinances of the City of Columbia, County of Boone, State of Missouri, and further described as being:

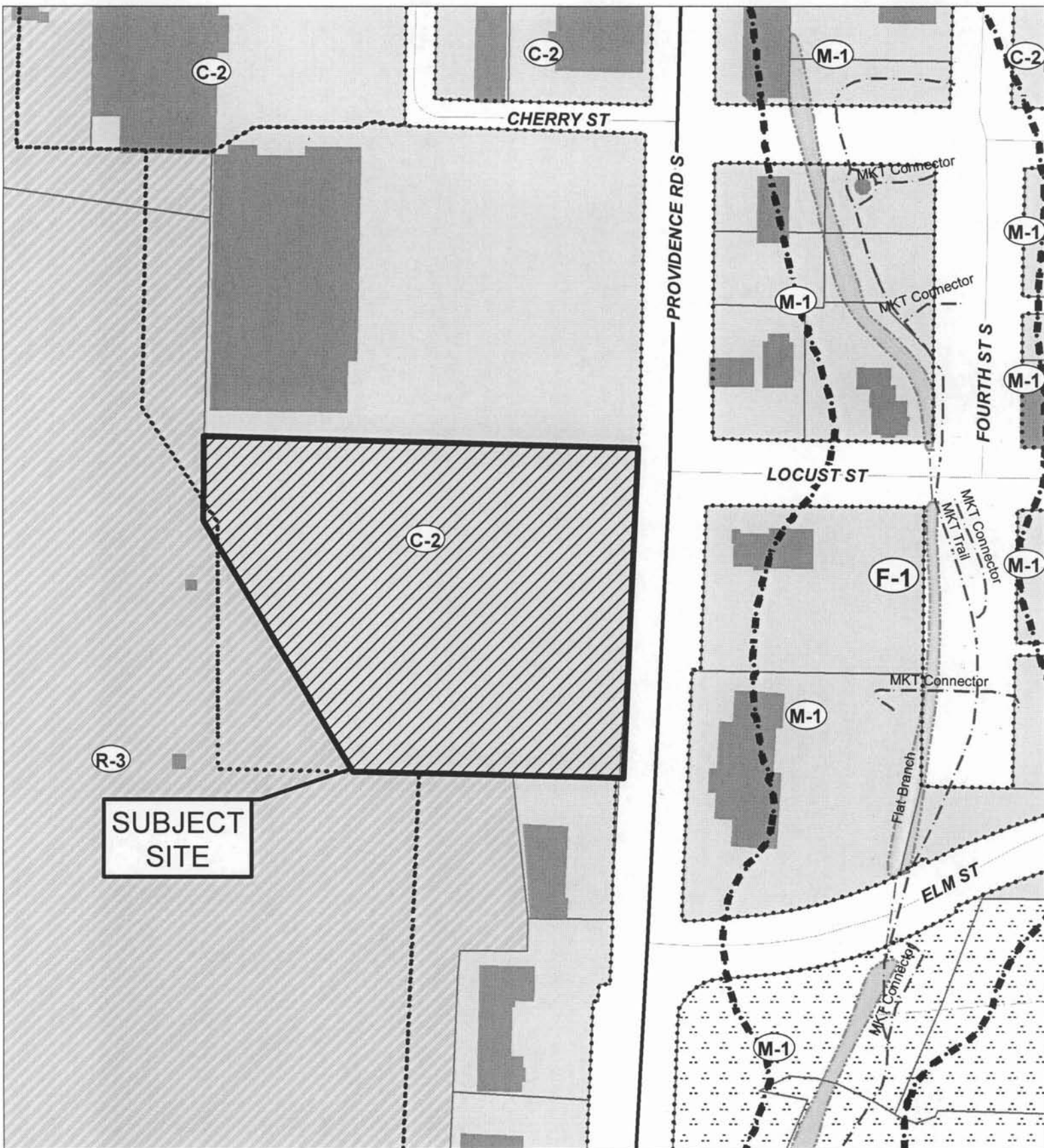
**Part or all of Lots 5 through 9; 58 through 63; vacated Second Street; Locust Street and alleys adjacent to said lots in the original town, now City of Columbia, Boone County, Missouri, more particularly described as follows: Beginning at the Southeast corner of Lot 6 in original town; thence North 32 degrees 41' West 316.25 feet; thence North 89.25 feet; thence East 468.45 feet to the West right-of-way of Providence Road (State Route 163) and being on a curve to the right having a radius of 11,424.2 feet; thence along said curve 227.5 feet to the P.T. thereof, the chord being South 1 degree 28' West 227.5 feet; thence South 2 degrees 03' West 128.5 feet to the South line of Lot 9 of original town; thence North 89 degrees 54' West 287.35 feet to the beginning**

known as, or located at **201 S. Providence Road.**

BOARD OF ADJUSTMENT  
City of Columbia, Missouri

By **David Townsend, Chair**

**INSERTION: One (1) with map, Sunday, February 23, 2014**



**Board of Adjustment:  
Case No. 1877  
201 S. Providence Road**



Hillshade Data: Boone County GIS Office  
Parcel Data Source: Boone County Assessor  
Imagery: Boone County Assessor's Office, Sanborn Map Company  
Created by the City of Columbia - Community Development Department

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001877

**NOTICE OF APPLICATION TO THE BOARD OF ADJUSTMENT  
(FOR CONDITIONAL USE PERMIT)**

**TO:** **BOARD OF ADJUSTMENT**  
**Office of the City Clerk**  
**City Hall, 701 E. Broadway, Columbia, Missouri**

**SUBJECT:** Notice of application in regard to the following described property located in the City of Columbia, County of Boone, State of Missouri (legal description):

Part or all of Lots 5 through 9; 58 through 63; vacated Second Street; Locust Street and alleys adjacent to said lots in the Original Town of Columbia, Boone County, Missouri, being the tract described by Warranty Deed Recorded in Book 1426 page 295.

which is presently zoned C-2 and known, or to be known, as University Centre - 201 South Providence Road (Street Number and Name)

County Assessor's 14 Digit Real Estate Tax Number: 16-607-00-00-001.00 01

Notice is hereby given that Applicant(s) hereby applies to the Board of Adjustment of the City of Columbia, Missouri for a Conditional Use Permit to make the following use of the above described property:

Uncovered, surface off-street parking areas, except for publicly-owned parking facilities.

The request for uncovered surface parking is for the entire described tract. Parking is shown on the attached exhibits and also included parking for the future development on Lease Parcel 2.

Authority to grant said permit is given to the Board of Adjustment by Section 29-23, Code of Ordinances of the City of Columbia, Missouri. Applicant(s) hereby acknowledges reading Section 29-23, and fully understands the provisions thereof.

Applicant(s) requests that a Certificate of Decision granting a Conditional Use Permit be issued by the Board.

Attached hereto and made a part hereof is a sheet entitled "Parties in Interest", which lists the names and addresses of all other parties in interest, to the best knowledge and belief of Applicant(s).

2/11/2014

**DATE**

**SIGNATURE(S)**

**ADDRESS**

**TELEPHONE**

*[Handwritten Signature]*

*Dale Keller*

*211 N. Stadium Blvd. Suite 201 Columbia, MO 65203*

*573-2449-8325*

**CAPACITY OR INTEREST IN PROPERTY**

*Attorney for TKG St. Peter's Shopping Center, L.L.C.  
Property Owner*

I hereby acknowledge receipt of a signed copy of the above Notice of Application, and I also acknowledge receipt of the deposit required to be made with said Notice of Application.

*Deputy*

**CITY CLERK**  
**DATE**

*Meagan Gledhill*  
*2/11/14 11:55 am*

# Boone County, Missouri

001877

Filed for record  
Document No. 110577 recorded in Book 74 Page 295 in Boone Co. Mo.  
Bettie Johnson, Recorder of Deeds

295

## WARRANTY DEED

This Warranty Deed made and entered into this 29 day of December, 1997, by and between TKG Providence, L.L.C., a Missouri limited liability (hereinafter referred to as "GRANTOR"), and TKG St. Peters Shopping Center, L.L.C. (hereinafter referred to as "GRANTEE"). GRANTEE'S mailing address is: 1001 Cherry Street, Suite 308, Columbia, Missouri, 65201.

**WITNESSETH:** The GRANTOR, for and in consideration of the sum of TEN DOLLARS (\$10.00) and other valuable consideration paid to the GRANTOR, the receipt of which is hereby acknowledged, does by these presents Grant, Bargain, Sell, Convey, and Confirm unto the GRANTEE the following described Real Estate, located in the County of Boone and State of Missouri, to-wit:

### Vacant Tract:

Part or all of Lots 5 through 9; 58 through 63; vacated Second Street; Locust Street and alleys adjacent to said lots in the original town, now City of Columbia, Boone County, Missouri, more particularly described as follows: Beginning at the Southeast corner of Lot 6 in original town; thence North 32 degrees 41' West 316.25 feet; thence North 89.25 feet; thence East 468.45 feet to the West right-of-way of Providence Road (State Route 163) and being on a curve to the right having a radius of 11,424.2 feet; thence along said curve 227.5 feet to the P.T. thereof, the chord being South 1 degree 28' West 227.5 feet; thence South 2 degrees 03' West 128.5 feet to the South line of Lot 9 of original town; thence North 89 degrees 54' West 287.35 feet to the beginning.

Subject to covenants, conditions, easements and restrictions of record.

To Have and To Hold the above described real property, together with all rights, immunities, privileges and appurtenances to the same belonging unto the said GRANTEE and to its successors in title forever; the said GRANTOR hereby covenanting that the GRANTOR and the successors and assigns of the said GRANTOR shall and will warrant and defend the title to the above described property unto the said GRANTEE, and to the successors in title of the GRANTEE, forever, against the lawful claims of all persons whomsoever, EXCEPT for real estate taxes for calendar year 1997, and thereafter.

In Witness Whereof, the said GRANTOR has executed this Warranty Deed the day and year first above written.

ML1304517XKO-PROV.WD

Boone County, Missouri  
Unofficial Document

001877

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TKG Providence, L.L.C. ("GRANTOR")

By:

E. Stanley Kroenke  
E. Stanley Kroenke, Member

By: Kroenke Group Investments, Inc., Member

By:

E. Stanley Kroenke  
E. Stanley Kroenke

State of Missouri )

) ss

County of Boone )

On this 29th day of December, 1997, before me, a notary public in and for the county and state aforesaid, personally appeared E. Stanley Kroenke, an ~~individual~~ <sup>member</sup>, known to me to be the person who executed the foregoing Warranty Deed and acknowledged to me that they executed the same as their free act and deed for the purposes therein stated.

"NOTARY SEAL"  
Sarah J. Gastler, Notary Public  
Boone County, State of Missouri  
My Commission Expires 5/12/2002  
My commission expires:

Sarah J. Gastler, Notary Public  
\_\_\_\_\_, County, State of Missouri

State of Missouri )

) ss

County of Boone )

On this 29th day of December, 1997, before me, a notary public in and for the county and state aforesaid, personally appeared E. Stanley Kroenke, Member of Kroenke Group Investments, Inc., a Missouri corporation, Member of TKG Providence, L.L.C., a Missouri limited liability company, known to me to be the person who executed the foregoing Warranty Deed and acknowledged to me that they executed the same as their free act and deed for the purposes therein stated.

"NOTARY SEAL"  
Sarah J. Gastler, Notary Public  
Boone County, State of Missouri  
My Commission Expires 5/12/2002  
My commission expires:

Sarah J. Gastler, Notary Public  
\_\_\_\_\_, County, State of Missouri

- Page 2 -

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STATE OF MISSOURI )  
COUNTY OF BOONE ) ss.

Document No. 16577

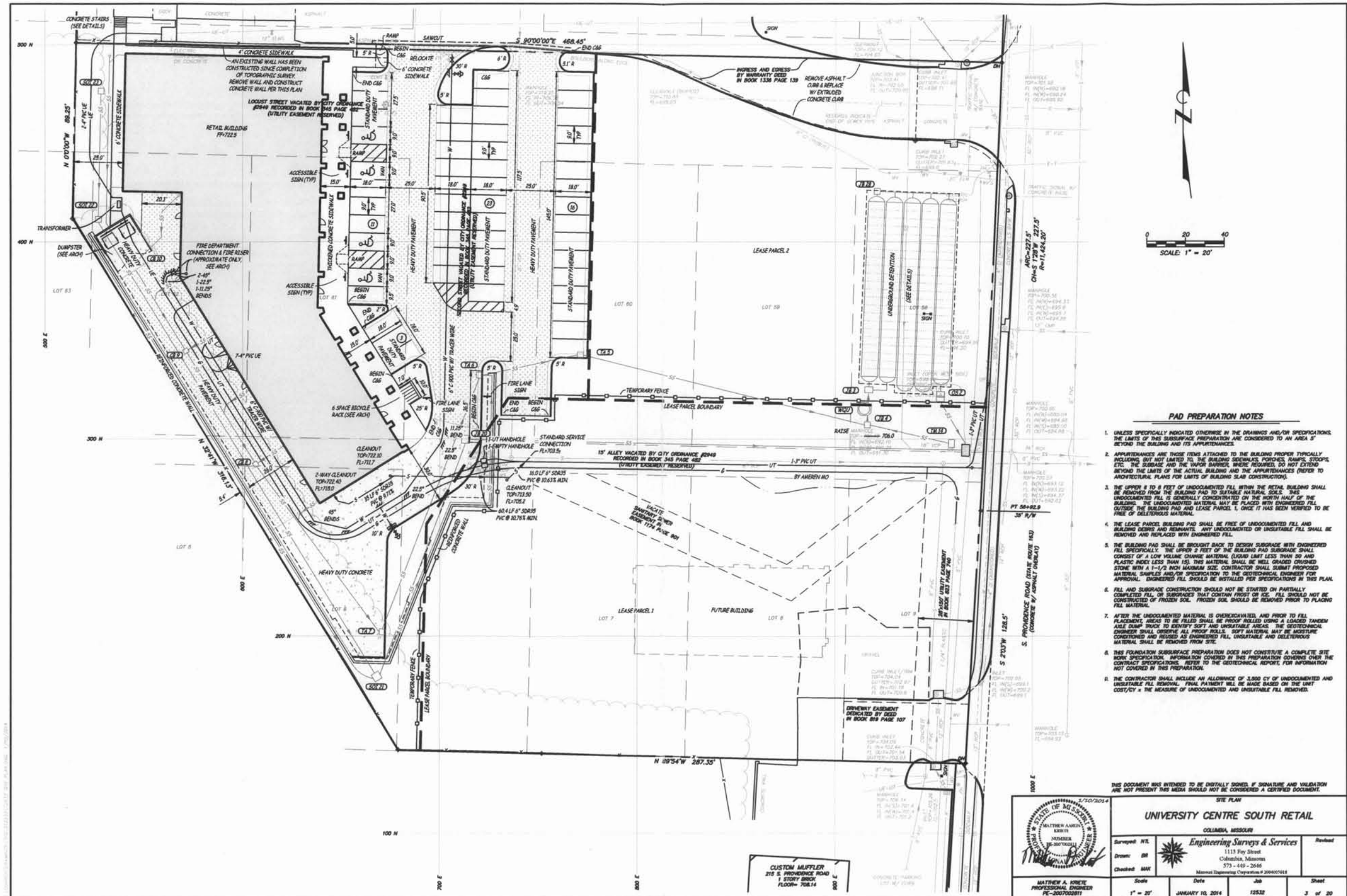
I, the undersigned Recorder of Deeds for said county and state do hereby certify that the foregoing instrument of writing was filed for record in my office on the 22nd day of June, 1998 at 3 o'clock and 23:43 minutes PM and is truly recorded in Book 1426 Page 295.

Witness my hand and official seal on the day and year aforesaid.

BETTIE JOHNSON, RECORDER OF DEEDS

by Manya Douglas-Clayton deputy  
Manya Douglas-Clayton









**LETTER OF NOTICE TO PARTIES IN INTEREST**  
(PERTAINING TO PUBLIC HEARING BEFORE THE BOARD OF ADJUSTMENT)

DATE: February 24, 2014

TO: Whom it may concern

RE: **A request by Nate Keller, attorney for TKG St. Peters Shopping Center L.L.C., for a conditional use permit to allow uncovered, surface off-street parking.**

Notice of public hearing before the Board of Adjustment of the City of Columbia, Missouri in relation to the following described property located in the City of Columbia, County of Boone, State of Missouri:

**Part or all of Lots 5 through 9; 58 through 63; vacated Second Street; Locust Street and alleys adjacent to said lots in the original town, now City of Columbia, Boone County, Missouri, more particularly described as follows: Beginning at the Southeast corner of Lot 6 in original town; thence North 32 degrees 41' West 316.25 feet; thence North 89.25 feet; thence East 468.45 feet to the West right-of-way of Providence Road (State Route 163) and being on a curve to the right having a radius of 11,424.2 feet; thence along said curve 227.5 feet to the P.T. thereof, the chord being South 1 degree 28' West 227.5 feet; thence South 2 degrees 03' West 128.5 feet to the South line of Lot 9 of original town; thence North 89 degrees 54' West 287.35 feet to the beginning**

and known as, or to be known as **201 S. Providence Road.**

Notice is hereby given that there will be a **public hearing** before the Board of Adjustment of the City of Columbia, Missouri at **7:00 p.m. on Tuesday, the 11th day of March, 2014**, in the **City Council Chamber** on the **First Floor of City Hall, 701 E. Broadway**, in Columbia, Missouri.

The person or persons requesting said hearing have listed you as a party in interest to an application or appeal to the Board of Adjustment relative to the above described property.

The filed copy of the Notice of Appeal or Notice of Application may be seen at the Office of the City Clerk, 701 E. Broadway, Columbia, Missouri. It can also be seen on City's website [www.GoColumbiaMo.com](http://www.GoColumbiaMo.com).

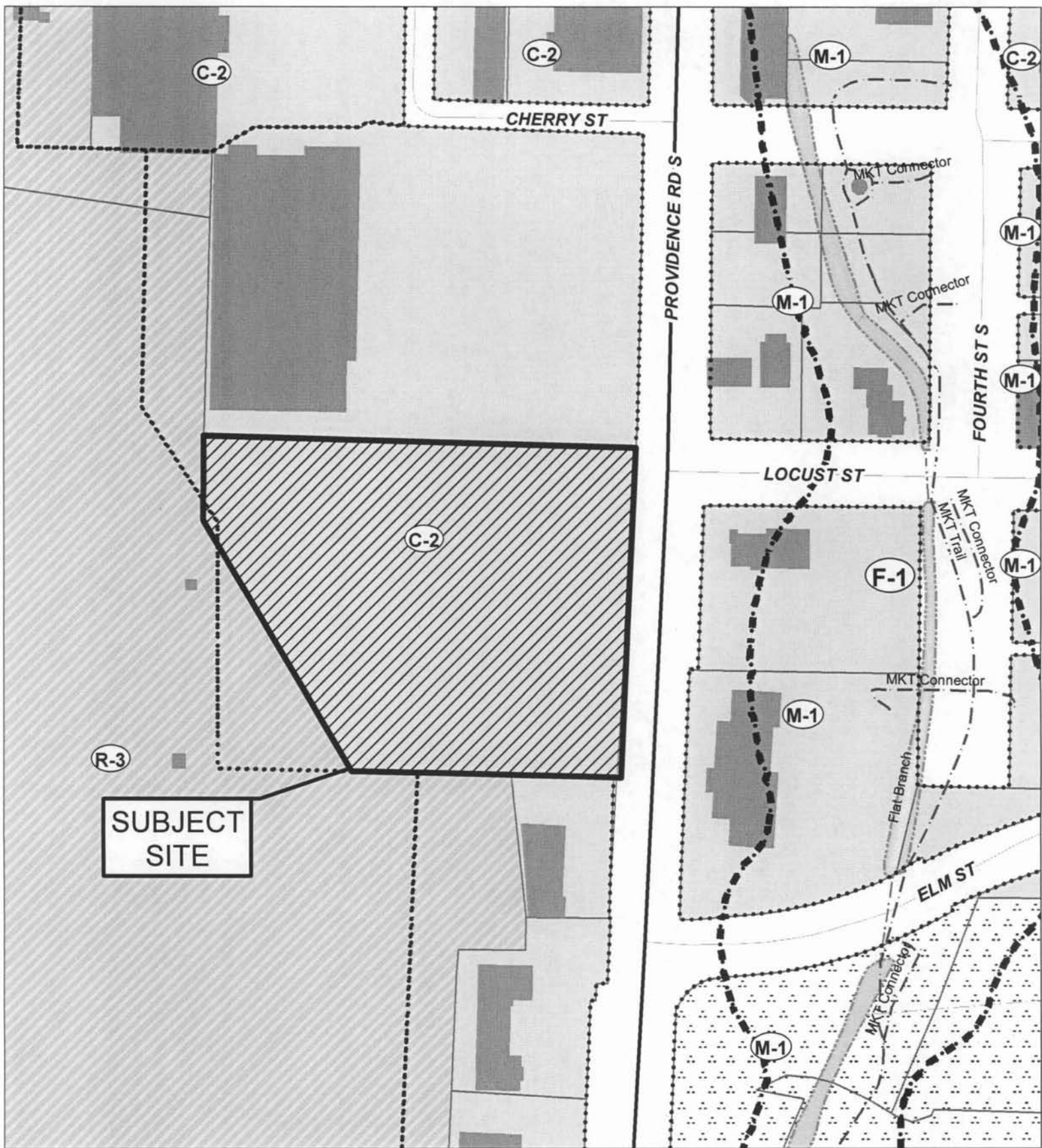
Notices of the public hearing are being published in a newspaper circulated within the City of Columbia, Missouri. The relative property is, or will be, posted with a notice pertaining to the public hearing.

The Board of Adjustment invites you to attend the Public Hearing and make known your interests in the appeal or application.

Signed: 

Sheela Amin, City Clerk and Secretary to the Board of Adjustment  
Post Office Box 6015  
Columbia, Missouri 65205  
Telephone: (573) 874-7208  
E-mail: [cityclerk@gocolumbiamo.com](mailto:cityclerk@gocolumbiamo.com)





**Board of Adjustment:  
Case No. 1877  
201 S. Providence Road**



Hillshade Data: Boone County GIS Office  
Parcel Data Source: Boone County Assessor  
Imagery: Boone County Assessor's Office, Sanborn Map Company  
Created by the City of Columbia - Community Development Department

0 75 150 300  
Feet

**"Parties of Interest"**

**Assessor #:** 1660700000010001  
**Parcel Address:** 201 S Providence Rd  
**Owner:** TKG ST PETERS SHOPPING  
**Owner (cont.):** CENTER LLC  
**Owner Address:** 211 N STADIUM BLVD STE 201  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65203

**Assessor #:** 1631900240530101  
**Parcel Address:** 111 S Providence Rd  
**Owner:** UNIVERSITY CENTRE LLC  
**Owner (cont.):**  
**Owner Address:** 211 N STADIUM BLVD STE 201  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65203

**Assessor #:** 1660700000020001  
**Parcel Address:** 30 E Broadway  
**Owner:** COLUMBIA CEMETERY ASSN  
**Owner (cont.):**  
**Owner Address:** 30 E BROADWAY  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65203

**Assessor #:** 1660700050050001  
**Parcel Address:** 215 S Providence Rd  
**Owner:** PROVIDENCE LAND  
**Owner (cont.):** INVESTMENTS LLC  
**Owner Address:** 6800 S LAKOTA RIDGE LN  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65203

**Assessor #:** 1660800020540001  
**Parcel Address:** 300 S Providence Rd  
**Owner:** CITY OF COLUMBIA ETAL  
**Owner (cont.):**  
**Owner Address:** PO BOX N  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65205

**Assessor #:** 1660800020090001  
**Parcel Address:** 200 S Providence Rd  
**Owner:** BSB-LB PROVIDENCE LLC &  
**Owner (cont.):** LEN-LB PROVIDENCE LLC  
**Owner Address:** PO BOX 4349  
**City:** ANAHEIM **State:** CA  
**Zip code:** 92803

**Assessor #:** 1660700050040001  
**Parcel Address:** 3 Addresses  
**Owner:** COLUMBIA CEMETERY ASSN  
**Owner (cont.):**  
**Owner Address:** 30 EAST BROADWAY  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65201

**Assessor #:** 1632000160040001  
**Parcel Address:** 102 S Providence Rd  
**Owner:** PROVIDENCE ROAD LLP  
**Owner (cont.):**  
**Owner Address:** 6760 SOUTHWEST AVE  
**City:** SAINT LOUIS **State:** MO  
**Zip code:** 63143

001877

**Assessor #:** 1632000160030101  
**Parcel Address:** 00000 S Providence Rd  
**Owner:** PROVIDENCE ROAD LLP  
**Owner (cont.):**  
**Owner Address:** 6760 SOUTHWEST AVE  
**City:** SAINT LOUIS **State:** MO  
**Zip code:** 63143

**Assessor #:** 1632000160050001  
**Parcel Address:** 102 S Providence Rd  
**Owner:** DELMEZ-WESTERFIELD LLC  
**Owner (cont.):**  
**Owner Address:** 101 S GLENWOOD AVE  
**City:** COLUMBIA **State:** MO  
**Zip code:** 65203

**AGENDA REPORT  
BOARD OF ADJUSTMENT  
March 11, 2014**

**REQUEST FOR A CONDITIONAL USE PERMIT**

**CASE #1877**

**Prepared by:  
Community Development - Planning & Zoning**

**SUMMARY**

A request by TKG St. Peters Shopping Center, LLC (owner) for approval of a conditional use permit to allow "uncovered, surface off-street parking areas" on land zoned C-2 (Central Business District). The 3.3-acre subject site is located on the west side of Providence Road, across from Locust Street, and is addressed 201 S. Providence Road. (BOA Case #1877)

**EXISTING CONDITIONS**

<b>Orientation from site</b>	<b>Zoning</b>	<b>Land Use</b>
North	C-2 (Central Business District)	Grocery store
South	R-3 (Medium Density Multiple-Family) & C-2	Cemetery and commercial
East	Providence Road & M-1 (General Industrial District)	Fast-food restaurant with drive-thru, and Columbia Convention & Visitor's Bureau
West	R-3	Cemetery

**DISCUSSION**

The applicant is requesting approval of a conditional use permit to allow off-street surface parking on C-2 (Central Business District) zoned land. The parking would support a proposed commercial retail building and fast-food restaurant on the subject site.

After giving due consideration to the following standards, the board may grant a conditional use permit stipulating any conditions deemed necessary to carry out the provisions and intent of this chapter:

- a. The proposed conditional use is in compliance with all regulations of the applicable zoning district.

*Off-street surface parking is eligible for approval as a conditional use within the C-2 zoning*

*district.*

b. The proposed conditional use will be in conformance with the character of the adjacent area, within the same zoning district, in which it is located. In making such a determination, consideration may be given to the location, type and height of buildings or structures and the type and extent of landscaping and screening on the site.

*The proposed surface off-street parking is in character with the surrounding C-2 uses to the north and south of the site, which include off-street parking areas to support their principal commercial land uses.*

c. Off-street parking and loading areas are provided in accordance with the standards set forth in Section 29-30.

*While site plan review has not yet been completed, the proposed surface parking areas appear to comply with the screening and landscaping standards of Section 29-30. It should also be noted that the subject site appears to include a future outlot for which no site plan has been submitted at this time.*

*Any proposed surface parking areas contained within the subject site will be required to meet minimum dimensional requirements of Section 29-30 with regard to the design of driveway entrances, aisles, parking spaces, and landscape screening from adjacent properties and right-of-way.*

d. Adequate utilities, drainage, and other such facilities are provided.

*The site has access to City of Columbia utilities; however, it is unknown whether or not existing public storm sewers, sanitary sewer, electric, and water lines have adequate capacity to accommodate impacts resulting directly from the proposed surface parking lot, or from the principal commercial uses which the parking lot would support. Any proposed improvements to the subject site will need to meet all regulatory requirements.*

e. Adequate access is provided and is designed to prevent traffic hazards and minimize traffic congestion.

*The subject site would use two existing driveway entrances onto Providence Road. The applicant has provided a preliminary site assessment of anticipated traffic impacts relating to the proposed uses associated with the requested off-street surface parking areas, which suggests that traffic flow along Providence Road would not be significantly impacted by the proposed development (see attached).*

*The City traffic engineer has reviewed the applicant's preliminary site assessment and provided a response and list of concerns relating to the ability of the site to provide adequate access that prevents traffic hazards and minimizes traffic congestion, as required under this standard of the Conditional Use Permit review criteria (see attached). The City's traffic engineer also believes that the pedestrian infrastructure may not be adequate to serve the subject site. Particular issues include the poor condition of the sidewalk along the site's Providence Road frontage, and questions about how to safely accommodate pedestrian traffic crossing Providence Road.*

*MoDOT has indicated that they will require a traffic impact study to be completed prior to issuing permits for work within their Providence Road right-of-way.*

*In addition to the standard conditional use permit considerations, the applicant acknowledges the City Council's preferences relating to development along the Providence Road corridor, as expressed within the Providence Road Corridor Policy Resolution (PR 154-05 A). The applicant has submitted a copy of the Resolution, including their intent to comply with specific design guidelines contained within it (see attached). While the land use guidelines contained in the Resolution are not enforceable given that the site has C-2 zoning and is not requesting to rezone to a planned district, staff believes that Section 1.b. of the Resolution (i.e., placement of parking) is directly applicable to the current proposal. Section 1.b. encourages parking to be placed along the side and rear of buildings, and is intended to provide a more attractive urban streetscape that emphasizes buildings as opposed to surface parking lots.*

*A review of other relevant planning documents provides further guidance for development of the western edge of downtown, which includes the subject site. The 2009 Downtown Leadership Council's (DLC) Interim Report identifies the need for pedestrian improvements to facilitate pedestrian connections across Providence Road. The 2010 H3 Studio Charrette Report echoes the DLC by identifying automobile-dominated development and a lack of pedestrian connections across Providence Road as major challenges for this area. The Charrette recommends orienting buildings toward the street and placing parking in the rear yards to establish a new western edge to the downtown.*

*The above-referenced planning documents are supported by the City's Comprehensive Plan, which shows the site as being part of the City Center District. The City Center District is envisioned as a pedestrian-oriented, high-density mixed-use district, where auto-oriented uses and surface parking areas are discouraged. Drive-thru uses are considered as being a part of surface parking areas, and are only considered acceptable if it can be demonstrated that the design and operation of the facility is compatible with the pedestrian environment. It does not appear in this case that the drive-thru would directly interfere with public pedestrian circulation since all aspects of it are contained within the subject site, and no additional curb cuts are being proposed on Providence Road to support this use.*



**RECOMMENDATION**

Staff recommends approval of the proposed conditional use permit to allow surface off-street parking on the subject site, subject to the following conditions:

1. A traffic impact study shall be completed by the applicant, the scope of which shall be agreed upon by both City and MoDOT traffic engineers. Any off-site improvements recommended by the traffic impact study shall be installed at the developer's expense, in accordance with MoDOT's Access Management Guidelines, and prior to the issuance of permits for any surface off-street parking facilities. If, in the opinion of the the City's traffic engineer, the traffic impact study fails to support the assertions of the preliminary site assessment, then the conditional use permit shall be revoked.
2. The sidewalk along the subject site's Providence Road frontage shall be reconstructed to meet current City sidewalk standards, and additional walkways shall be provided along both access drives to provide pedestrian access from Providence Road to the entrances of all buildings on the subject site.
3. No parking spaces shall be located between the front wall of any principal structure and Providence Road on either of the two outlots indicated on the applicant's attached site plan exhibits.

Report prepared by Steve MacIntyre; Approved by Pat Zenner

**PRELIMINARY SITE ASSESSMENT: Proposed McDonald's Restaurant**  
**Providence Road & Locust Street**  
**Columbia, Missouri**

A new McDonald's Restaurant is proposed to be located in the southwest quadrant of Providence Road and Locust Street in Columbia, Missouri. It is our understanding the proposed development will consist of a 4,600 ft<sup>2</sup> McDonald's Restaurant with Drive-Thru facilities. The preliminary site development plan is provided in **Exhibit 1**. As can be seen, two points of access are planned for the proposed development: (1) via the existing west leg at the signalized intersection of Providence Road and Locust Street. Patrons would travel along Locust Street west of Providence Road toward a proposed entrance (located approximately 300 feet west of Providence Road) that will intersect Locust Street from the south; and (2) via the existing access drive for the Complete Custom Automotive store, located along the west side of Providence Road approximately 315 feet south of Locust Street. The proposed McDonald's development would therefore share access to/from the existing entrance along Providence Road.

It is our understanding the City of Columbia has expressed initial concern with potential negative impacts to the adjacent roadways due to projected peak hour traffic volumes that would be generated by the proposed McDonald's Restaurant. Given the proposed site's location along Providence Road, the City has requested that a preliminary site assessment in regards to potential traffic impacts be completed for discussion at an upcoming project meeting with the City and Developer. To that end, Farnsworth Group has reviewed the preliminary site plan; existing/proposed entrance locations; current roadway geometrics and traffic control along Providence Road; and prepared preliminary trip generation forecasts that estimate the amount site-generated traffic that could be expected for a development of this size. The purpose of the following preliminary site assessment is to provide planning-level feedback on the proposed site location's potential ability to adequately accommodate the projected site-generated trips without causing negative traffic impacts to the Providence Road corridor, based on currently available information.

It should be noted that no evaluations of current, "Construction Year", or "Design Year" peak hour traffic volumes along any of the adjacent roadways were completed as a part of this preliminary site assessment, due to the fact that current peak hour data along Providence Road and Locust Street were not available during the preparation of this site assessment. Similarly, evaluations of existing and/or forecasted operating conditions at any of the intersections along Providence Road were not completed as a part of this preliminary site assessment.

Based on the size of the proposed development, traffic forecasts were prepared to estimate the amount of traffic that the proposed development would generate during each peak period. These forecasts were based upon information provided in the "Trip Generation Manual", Ninth Ed., published by the Institute of Transportation Engineers (ITE). The land use code used for the relevant peak hours for this development was "Fast-Food Restaurant with Drive-Through Window" during the a.m., midday, p.m., and Saturday peak hours, respectively. A summary of estimated site-generated trips due to the proposed McDonald's Restaurant can be found in **Exhibit 2**. The site-generated trips shown in **Exhibit 2** were then compared to the site's proposed site access configuration, as well as the current roadway geometrics and traffic control devices along Providence Road, with the following conclusions in regards to potential traffic impacts being summarized below.

As previously stated, it is our understanding this site will have two full-access drives to serve their patrons. Having two full access drives allows for the dissipation of ingress and egress turning movements amongst the entrances, thereby reducing the likelihood of an entrance becoming overloaded. Based on the site-generated traffic volumes shown in Exhibit 2, it appears these volumes do not present an imminent concern when considering that two full access drives will be provided.

Further reducing the likelihood of congestion at the site entrances is the fact that the Locust Street intersection is already signalized. Eastbound left-turning movements exiting the proposed site would have the option of utilizing the signalized intersection at Locust Street if delays at the unsignalized entrance become excessive. It should be noted that if the southern site entrance were changed from a full access drive to a Right-In/Right-Out (RIRO), the eastbound left-turning movements that would be prohibited at the southern entrance by having a RIRO at this location could then simply utilize the signalized intersection at Locust Street to enter the northbound traffic stream along Providence Road, or travel eastward along Locust Street.

In regards to the aforementioned traffic signal at Locust Street, it appears that traffic signal heads controlling eastbound movements are already in place. Additionally, it is our understanding that traffic signals along Providence Road are "pre-timed". Therefore, it appears no major traffic signal related improvements (e.g., implementation of detection loops or video detection cameras) would be needed at the Locust Street intersection to accommodate the site-generated traffic. Future evaluations of forecasted intersection operating conditions would provide guidance on how much "green time" should/could be reallocated from Providence Road to Locust Street in order to maintain acceptable levels of Service (LOS) for the overall intersection and individual approaches. Future evaluations would also determine if phasing modifications (e.g., implementation of permitted + protected phasing) would be required to maintain acceptable LOS.

The existing eastbound approach at Locust Street also appears to be wide enough to accommodate a separate eastbound left-turn lane, along with a shared eastbound through/right-turn lane, simply by adding appropriate pavement markings. This would allow for intersection uniformity in comparison to the westbound approach.

In regards Providence Road, it is unlikely the addition of southbound right-turn lanes at Locust Street and the southern entrance would be warranted. This is due to the fact that Providence Road is a four-lane roadway, as well as that southbound right-turning movements would be divided between two entrances. In regards to northbound left-turn lane needs, a center two-way left-turn lane is already present along Providence Road within (and continuing beyond) the project area. It should be noted that if southbound left-turn queues at times stack back from the signalized intersection at Elm Street (located approximately 200 feet south of the proposed southern McDonald's entrance) far enough to inhibit ingress/egress at the proposed southern McDonald's entrance, patrons of the proposed McDonald's could simply utilize the signalized intersection at Locust Street to execute their turning movement.

In conclusion, based on currently available information and the topics discussed above, it appears reasonable that a McDonald's Restaurant could potentially be built at the aforementioned project site without causing significant negative impacts to the adjacent Providence Road corridor. It is acknowledged, however, that an in-depth traffic impact study should be completed to evaluate current and forecasted peak hour traffic volumes and intersection operating conditions in order to affirmatively quantify the traffic impacts that could be expected due to the proposed McDonald's Restaurant. Prior to the initiation of a formal traffic impact study, we recommend that a meeting be held with representative of the City of Columbia and the Missouri Department of Transportation (MoDOT) for the purpose of developing a defined scope of services that would address all factors that should be comprehensively evaluated within the traffic impact study.

We trust that the above preliminary site assessment will assist the City in their decision regarding the site plan for the proposed McDonald's Restaurant. Should you have any questions or require additional information, please contact our offices.

Respectfully Submitted,

FARNSWORTH GROUP, INC.

A handwritten signature in black ink, appearing to read 'Nathan Nohren', written in a cursive style.

Nathan Nohren, P.E., PTOE

Enclosures

**To Locust Street**

PROVIDENCE ROAD

**4,600 s.f. McDonald's Restaurant**

N89°51'17"W 275.9'

N89°51'17"W 287.36' (S)

N89°54'00"W 287.35' (R)

TYPE A INLET 5

— STA 0+79  
TYPE M INLET 6

L=227.47° R=11424.20'  
CB=N1°26'10"E  
Δ=1°08'27"  
CH=227.46°

—STA 2+02  
TYPE M INLET 7  
(BY OTHERS)

— FOUND  
IRON PIPE

— FOUND  
CROSS

**EXHIBIT #2: ESTIMATED TRIP GENERATION**

Proposed McDonald's Restaurant  
 Providence Road & Locust Street  
 Columbia, Missouri

Original

	AM			MIDDAY			PM			SAT		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/ Drive-Thru (4,600 sq. ft.)	107	102	209	126	121	247	79	72	151	138	133	271
Total	107	102	209	126	121	247	79	72	151	138	133	271

Pass-by Trips (respective % deducted shown)

	AM			MIDDAY			PM			SAT		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/ Drive-Thru (4,600 sq. ft.)	54	51	105	63	61	124	40	36	76	69	67	136
Total	54	51	105	63	61	124	40	36	76	69	67	136

New Trips (Original - Pass-By)

	AM			MIDDAY			PM			SAT		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant w/ Drive-Thru (4,600 sq. ft.)	53	51	104	63	60	123	39	36	75	69	66	135
Total	53	51	104	63	60	123	39	36	75	69	66	135





Steve MacIntyre &lt;sjmacint@gocolumbiamo.com&gt;

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**columbia mcd**

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**Richard Stone** <rlstone@gocolumbiamo.com>

Mon, Feb 24, 2014 at 5:09 PM

To: Steve MacIntyre &lt;sjmacint@gocolumbiamo.com&gt;

Cc: "Jacob.Ray@modot.mo.gov" &lt;jacob.ray@modot.mo.gov&gt;, Scott Bitterman &lt;sabitter@gocolumbiamo.com&gt;, "danichol@gocolumbiamo.com" &lt;danichol@gocolumbiamo.com&gt;

Steve,

With the information provided, the question of whether "adequate access is provided and is designed to prevent traffic hazards and minimize traffic congestion" for the CUP does not appear to be satisfactorily addressed at this time.

I think the way you have phrased your 1, 2 and 3 would be ok as long as there is a component including conforming to Access Management Guidelines. It could be appropriate to include this email as well for reference material in order to establish a base level of understanding of our concerns.

There are unknowns as to what sort of improvements will be needed to satisfy that requirement. The question might be able to be resolved with a Traffic Impact Study that assigns turning movements to potential access locations and provides a plan for executing construction of improvements to mitigate any impacts. It will be key that potential access locations are evaluated so as to conform with MoDOT Access Management Guideline spacing.

Since there is currently no known public funding source for any improvements along Providence near this location, the plan would require that any improvements be funded solely by the developer.

Due to physical time and space constraints, it is possible that there is not an economically viable solution for this development that will satisfy the traffic congestion mitigation requirements of the CUP.

If the applicant wishes to obtain the CUP prior to establishing the answers to these unknowns, they should be aware of some of the anticipated risks.

The following information is provided:

If the applicant wishes to move forward with the development, they are by default taking a risk that the base conceptual shape of their parking and circulation may need to be modified in order to address issues brought to light in a TIS. It should also be noted that the City has no authority to control what MoDOT may or may not require of the applicant.

2/25/2014

City of Columbia, MO Mail - columbia.mcd

The fundamental assumption that access will be via the south shared driveway and a signalized location at Locust is somewhat flawed in that modification of access to either location might hypothetically be required to achieve LOS requirements per the Long Range Transportation Plan or Access Management Guideline spacing. It may be that permission to address access will need to be obtained by authorities beyond Columbia Public Works or MoDOT's Central District Office, such as the City Council or Highway Commission.

In the Preliminary Site Assessment, the applicant makes reference to the potential to "reallocate" green time at the Locust signal to accommodate turning movements. We concur with the applicant's acknowledgement that evaluations are necessary in order to determine whether something "should/could" or "would be required" to be done. In order to know what can be done as far as timing at Locust, all other signals that are coordinated along Providence will need to be evaluated as part of the traffic impact study. It is possible a longer cycle length or allocation of green time to other movements will not be an acceptable alternative due to impacts at signals other than the Locust Street signal.

The applicant states that right turn lanes are "unlikely" to be warranted. Turn lanes might or might not be required. Turn lanes may lead to a need to change the footprint of the applicant's drive, parking or access configuration. Turn lanes may require that the physical space now shown as driveway around the building is impacted by turn lanes. Turn lanes may also require additional right of way. This might be considered an economical barrier for the developer, but that of itself will not be a reason to negate the need for turn lane(s).

The trip generation volumes indicated by the applicant project new trips by reducing the volume due to pass-by trips. This form of representation does not indicate the full scope of all turning movements. Pass-by trips still need to be analyzed for turning movements. To clarify for non-traffic engineering reviewers, the turning movements generated by the applicant's development are probably over twice the "new volume" trip indicated. The projected volumes would need to be reviewed prior to the study.

Other components the applicant may be responsible for could be to address impacts to the parcel that shares the south driveway access if access is modified due to the applicant's additional trips.

Thank you, sorry for the delay getting back to you.

—— Forwarded message ——

From: **Steve MacIntyre** <sjpgmacint@gocolumbiamo.com>

[Quoted text hidden]

—

Richard L. Stone II, P.E.  
Supervising Traffic Engineer  
Public Works Department  
City of Columbia - Missouri  
573.874.7250

**Section 106-436; Policy Res. 154-05A; Expressing the City Council's preferences relating to rezoning and development along the Providence Road corridor**

Council Bill No. PR 154-05 A

**A POLICY RESOLUTION**

expressing the City Council's preferences relating to rezoning and development along the Providence Road corridor.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council expresses the following preferences for future rezoning actions and development along the Providence Road corridor (from Stewart Road to Interstate 70):

- a. Property owners considering rezoning for properties along the Providence Road corridor between Stewart Road and Interstate 70 are encouraged to request planned zoning so the City can better control and plan for signs, lighting, building layout, landscaping and parking.
- b. Developers are encouraged to place parking lots along the side and rear of buildings with frontage along the Providence Road corridor. Due to the shared access point with our neighbors to the north the drive aisle would be best utilized as designed for geometrics as well as safety, the front bank of parking is required for the site to meet their required number of stalls
- c. New driveway cuts along the Providence Road corridor should be limited or disallowed. No new curb cuts are being created for this development; we are utilizing the 2 existing curb cuts.
- d. The list of proposed C-P or O-P uses along the Providence Road corridor should not include large traffic generators such as "fast food" restaurants. Our traffic engineer has preliminarily looked at the ingress egress and preliminarily found this to be favorable; he is currently discussing his findings with one of the city's traffic engineer.
- e. Freestanding signs along the Providence Road corridor should not exceed standards for open commercial or office districts. Monument signs rather than pole signs are encouraged. McDonald's complies with the current district standards for pole signs.
- f. Planned district proposals along the Providence Road corridor should contain a high level of landscaping. McDonald's will be willing to comply.

g. On-site lighting along the Providence Road corridor should be designed to prevent lighting spillover onto adjacent properties. **Lighting is designed to accommodate this. Fyi neighbors are commercial and a cemetery no there will be impact on any residential uses**

h. Mixed-use developments of office or commercial on lower levels and residential on upper levels are encouraged.

i. The following elements are encouraged for planned districts along the Providence Road corridor:

1. Enhanced landscape screening; **McDonald's will be willing to provide**
2. The use of pitched roofs;
3. Efforts to reduce spillover from outdoor lighting; **current lighting plan is designed to accomplish this**
4. Relocation or screening of mechanical units, such as air conditioners; and **HVAC units are roof mounted and screened**
5. Height and proximity limitations of commercial and office buildings to residential properties. **We adjoin no residential properties**

j. Trash dumpsters should be screened and placed towards the rear of properties along the Providence Road corridor. **Our trash dumpster is towards the rear of the property and is enclosed by a minimum 6' high masonry enclosure of split faced block, painted to match the building.**





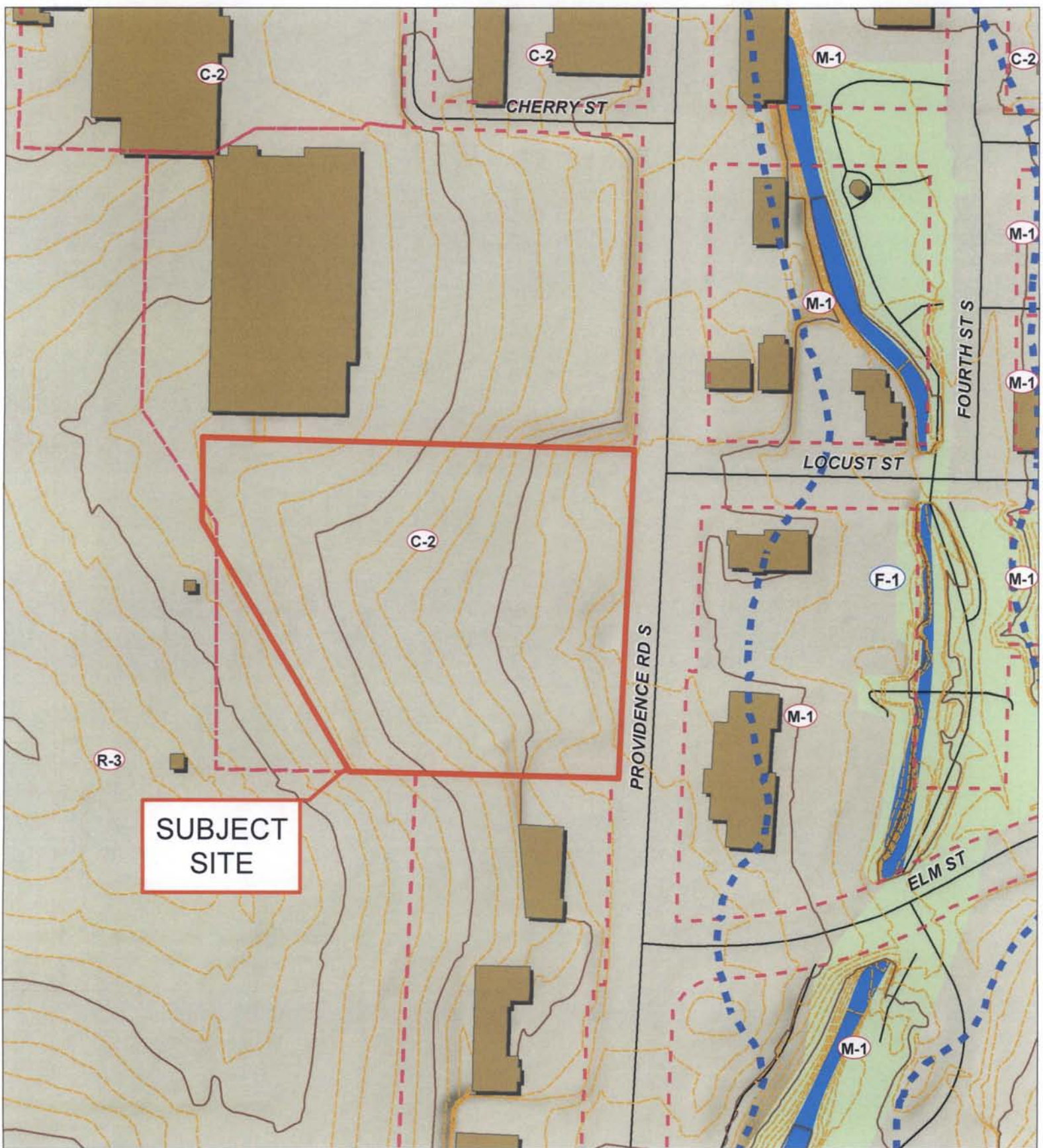
**Board of Adjustment:  
Case No. 1877  
201 S. Providence Road**



Hillshade Data: Boone County GIS Office  
Parcel Data Source: Boone County Assessor  
Imagery: Boone County Assessor's Office, Sanborn Map Company  
Created by the City of Columbia - Community Development Department

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Feet





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