

PLANNING & DEVELOPMENT DEPARTMENT STAFF REPORT

Request for Zoning Change

HEARING DATE: May 7, 2026

CASE NUMBER: 2026-0067

APPLICANT: Tilman-Watkins Land / Dennis Zimmerman

CURRENT ZONING: R-1 (Suburban Residence)

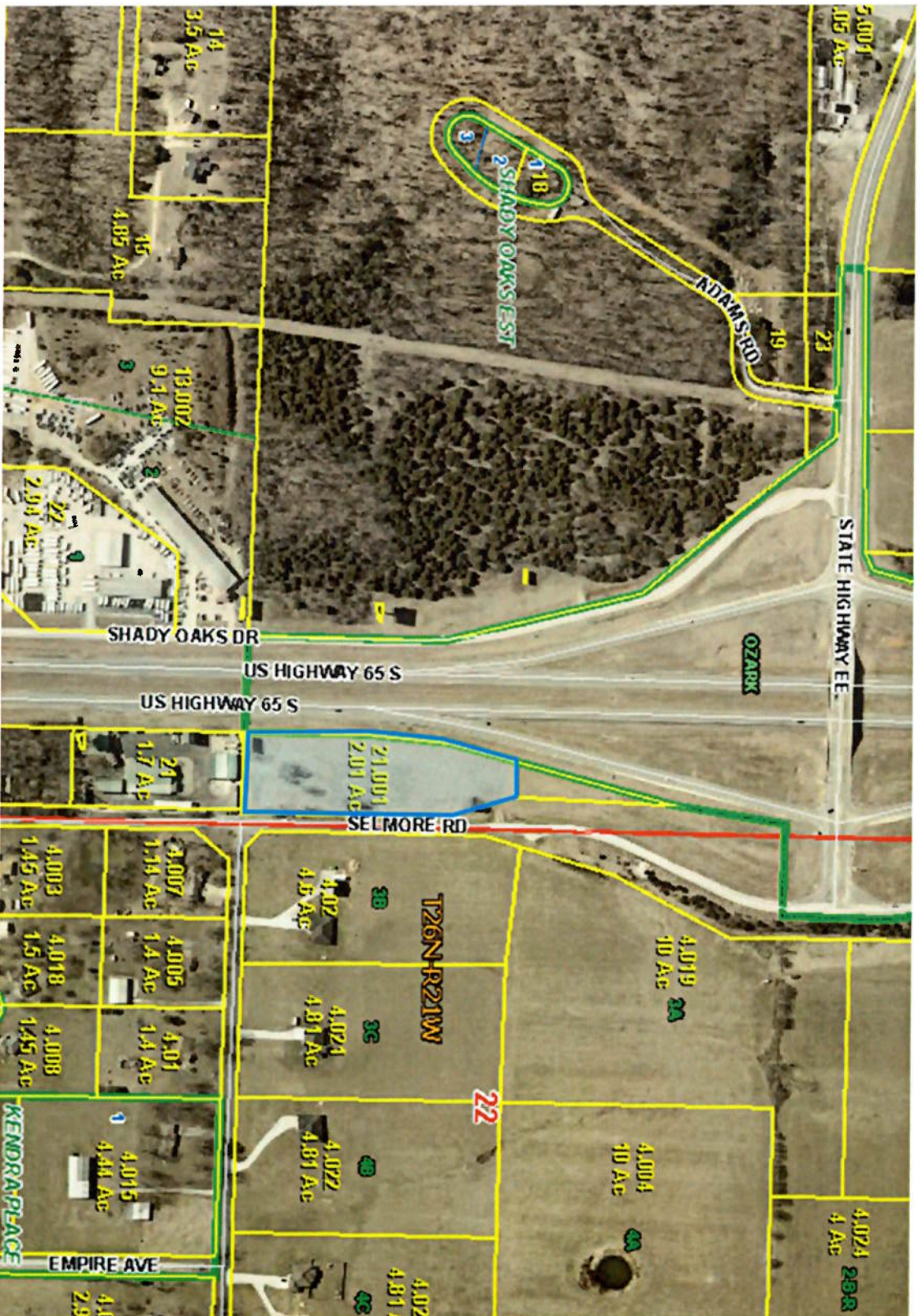
REQUEST: C-2 (General Commercial District)



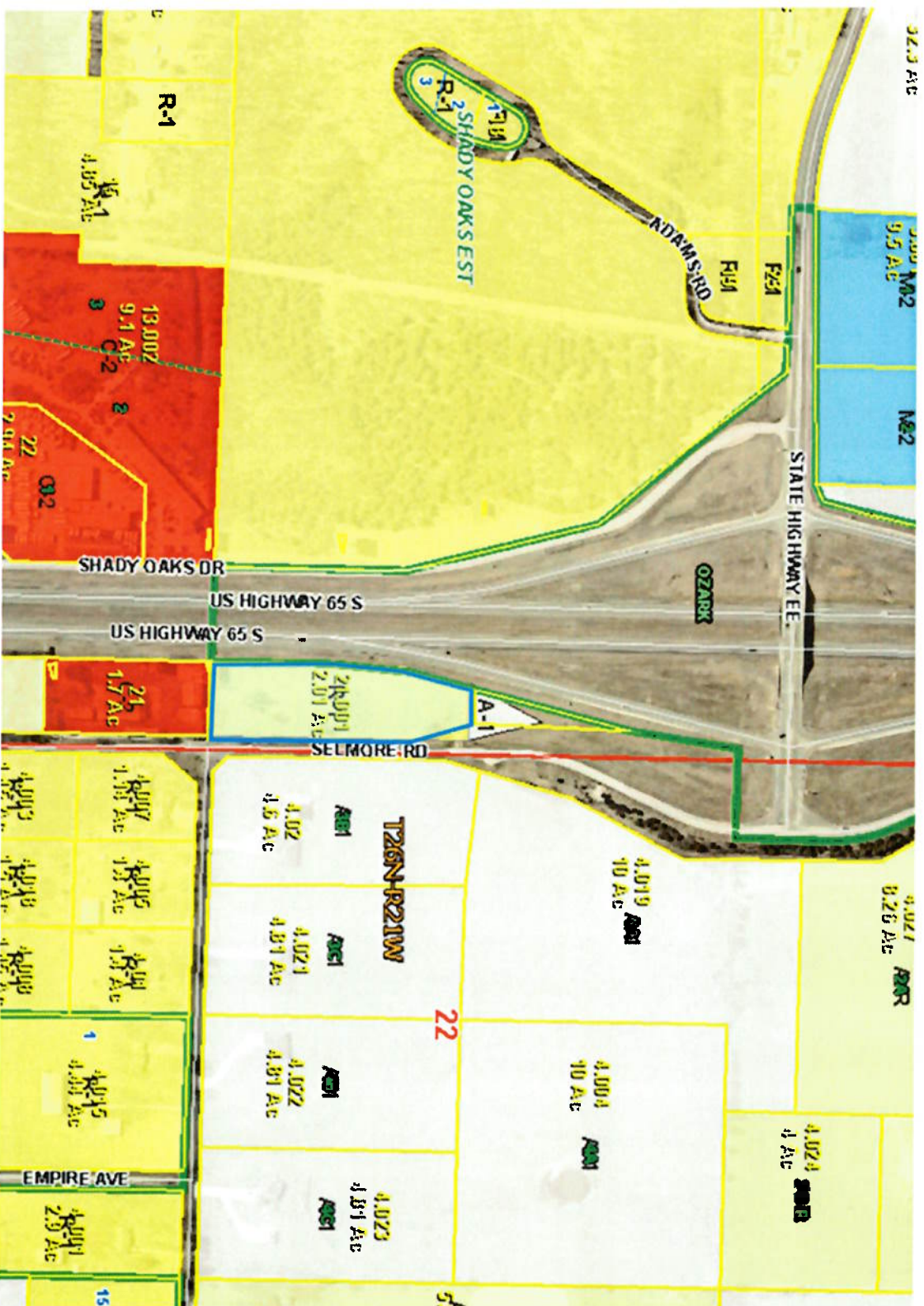
1106 W. Jackson St., Ozark, MO 65721 (417) 581-7242



LOCATION: SE Corner of Selmore Rd. at State Hwy EE, Ozark
Parcel 18-0.5-21-0-0-021.001



Surrounding Zonings: North: A-1, East: A-1, South: C-2, West: Hwy 65 & R-1



PROJECT DESCRIPTION: The applicant proposes the change in zoning classification for a 2.01 +/- acre tract to C-2 in order that it can be lawfully developed and utilized as a location for a future primary use which would be acceptable within the C-2 district.



BACKGROUND AND SITE HISTORY:

The property being considered is vacant and was created through the development of US 65 many years ago. The applicant will be purchasing this property pending the outcome of this rezoning request. Mr. Zimmerman has expressed his intent to develop the site with a structure to house a business which makes canvas boat covers.

PLANNING / LAND USE ANALYSIS:

Land Use Plan:

Christian County's future land use plan shows this area as appropriate for dispersed residential and agricultural uses. It should also be noted that the County's Comprehensive Plan recognizes that commercial and industrial uses would typically be seen as appropriate along major transportation corridors such as US HWY 65 which adjoins these subject properties.



PLANNING / LAND USE ANALYSIS cont.:

Compatibility:

The subject parcel is located adjacent to a commercial use to the south and the US 65 intersection to the north. Generally, commercial and industrial uses would be seen as appropriate along major transportation corridors such as this. Development tends to act as a buffer between the high intensity use of the highway decreasing toward lower intensity uses such as residential and agricultural located eastward.

The property located directly to the east is zoned A-1 Agriculture and developed with a single-family residence with the home located 250 feet from the subject parcel property line. It should be noted that in 2022, Mr. James Denney progressively broke up the farmland east of the subject property through a series of administrative minor subdivisions. While these parcels were created in a lawful manner, he chose not to request rezoning of any of the property from agriculture to a residential district. As a result, these parcels do not carry the same buffering/distancing requirements as properties which have a residential zoning designation which might otherwise have some level of impact on the development of this parcel.



PLANNING / LAND USE ANALYSIS cont.:

Connectivity:

The subject property has 506' +/- of frontage along Selmore Rd. and currently appears to have no established points of access from Selmore onto the property.

Access to US 65 is about 920 feet to the north along Selmore Rd to the intersection of US 65 and State Hwy EE.

MoDOT controls this section of Selmore Rd. Any requests for driveway access would need to be approved through MoDOT and developed in compliance with their standards



PROJECT/SITE ANALYSIS:

Site Characteristics:

The site is bordered to the west by the exit ramp from US 65 to State Hwy EE and bordered on the east by Selmore Rd. The parcel is 194 feet wide at its widest point. The site is relatively flat with little to no elevation change from north to south.

Landscaping and Buffering:

No specific provisions for landscaping or buffering have been offered or will be required at this time. It should be noted that the Zoning Regulations pertaining to the C-2 District identify certain uses which require minimum distancing from Residentially zoned property. The property located at the southeast corner of Selmore and Jackson Spring Rd. is the nearest R-1 zoned property. The proximity of that property to the subject creates some inherent limitations to the types of commercial activities and/or the possible location of certain activities which may be possible in a small portion near the southeast corner of the subject property.

Additionally, the C-2 District has certain yard setback requirements which may impact the extent to which the parcel can be developed. These criteria are applied administratively when a site plan for development is presented for review.

The applicant has shared a preliminary site plan for the project. The general location of the proposed building as described appears to meet all required setbacks.



PROJECT/SITE ANALYSIS:

Building Design:

Any new construction would be subject to permitting and inspection by the Building Inspections Department.

Maximum structure height in the C-2 District is 45 feet for principal buildings and 25 feet for accessory structures.

Applicable setback requirements for the C-2 district include 50 feet for the front yard and 20 feet for the rear. When these constraints are applied to the size and shape of the subject parcel, influences the maximum footprint of any structure that can be built.

Utility Services:

There are no known utilities in place at this location.



PROJECT/SITE ANALYSIS:

Access:

The parcel currently has an existing point of access to Selmore Rd. near the northern end of the property. This point and/or any other access points intended for commercial use would need to be properly developed in compliance with MoDOT standards. Any building permits or subsequent Certificates of Occupancy would be dependent upon approval of access improvement plans and completion thereof. The applicant has been in contact with Dusty Sears from MoDOT regarding this issue and they are working toward a preliminary approval.



ENVIRONMENTAL ANALYSIS:

Stormwater Impact:

Rezoning to C-2 comes with a requirement that 30% of this parcel be maintained as open space. Any commercial development would also be expected to meet the County's Stormwater and Erosion Control Regulations. The act of rezoning in and of itself would not be expected to create any significant impacts to stormwater concerns. Future development is when this analysis would be triggered.

Groundwater Impact:

The rezoning request itself would not be expected to create any significant groundwater impacts. Future development of the site will likely create the need for water and wastewater management improvements. These issues would be addressed under the purview of MoDNR and the Christian County Health Department and the time of development.

Floodplain/Sinkhole Impacts:

There are no mapped floodplain or sinkholes on the property.



TRANSPORTATION ANALYSIS:

Traffic Impact:

There are no specific traffic impacts due to the rezoning. The section of Selmore Road fronting and providing access to this property is approximately 22 feet in width. To the south of this property, past Jackson Spring Rd., the road surface narrows to about 13-16 feet in width.

MoDOT maintains this section of road and would administer any requirements for access or road improvements once the specific use and development plans are formally proposed. During the applicant's initial discussions with MoDOT, no significant issues have been identified other than assuring appropriate driveway spacing.



PUBLIC COMMENTS:

Multiple residents expressed concerns or opposition to this request. These included:

1. Fear that development on this property might add to periodic stormwater issues which occur to the south during heavy rain events.
2. Traffic safety concerns related to sight distance and possible driveway placement along Selmore Rd.
3. Opposition to any development at the site which might take away from the “rural atmosphere” in the area.

Kristen Haseltine from ShowMe Christian County also spoke in favor of this request. She explained that the applicant is consolidating his operations hoping to relocate to Christian County. In doing so, he will be bringing a new business to the county which may employ up to 20 people.



ANALYSIS/ RESPONSE TO PUBLIC COMMENTS:

- 1. Fear that development on this property might add to periodic stormwater issues which occur to the south during heavy rain events.:*

In the site's currently undeveloped state, stormwater is uncontrolled and moves freely across the property. The development of this site will ultimately require stormwater management (likely detention) to limit that free flow of water. While this will not resolve the issues being experienced to the south, it will likely improve the situation by adding some degree of control to the area within the subject parcel.



ANALYSIS/ RESPONSE TO PUBLIC COMMENTS:

2. Traffic safety concerns related to sight distance and possible driveway placement along Selmore Rd.:

Both MoDOT and Selmore Special Road District seem to agree that the location of the northern access point would be acceptable. The applicant has expressed that if only one point of access is deemed appropriate, he would be able to make the project work. There was also some apparent confusion regarding the number and frequency of customers who would be visiting the proposed business. Residents seemed to infer that the proposed business would be generating in excess of 20 trailers with boats per day. Mr. Zimmermann explained that clients typically drop off boats to be fitted with covers. The process usually takes about a week to complete. Due to the length of the work involved, he really only receives about two new boats per day. This confusion is likely related to a statement made by the applicant regarding the number of jobs being created which he estimated at 20.



ANALYSIS/ RESPONSE TO PUBLIC COMMENTS:

3. *Opposition to any development at the site which might take away from the “rural atmosphere” in the area..*

The concerns expressed related to rural atmosphere are understandable but also subjective in nature. The four new homes built nearby on Jackson Spring Road over the past 3 years could also be seen as something less than rural in nature.

This site is located at the intersection of a US Highway and a State Route exit ramp. The land serves no purpose agriculturally and is inappropriate for residential use. While development of this site will add to the existing commercial development directly adjacent to the south, it also would provide a physical buffer between residential homes and the highway and may also provide a small improvement to the volume and flow rate of stormwater runoff currently impacting areas to the south.



RECOMMENDATION:

After reviewing the staff report and hearing public comment at its April 20, 2026 public hearing, the Planning and Zoning Commission agreed to forward a recommendation to approve this zoning change request by a vote of 6 aye to 1 nay. (The chair did not vote)

