



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: March 1, 2021

Re: Midland PD Plan – Rezoning & Development Plan (Case # 61-2021)

Executive Summary

Approval of this request will result in the rezoning of approximately 1.45 acres from R-1 (One-Family Residential) to PD (Planned District) with an associated PD plan to be known as “Midland PD Plan” and corresponding Statement of Intent (SOI) authorizing development of the property with 12 attached dwelling units. The subject property is located at the northwest corner of Green Meadows Road and Green Meadows Circle.

Discussion

A Civil Group (agent), on behalf of West Rock II, LLC (owners), is seeking approval of a rezoning of 1.45 acres located at the intersection of Green Meadows Road and Green Meadows Circle from R-1 to PD. Associated with this request is a PD plan to be known as “Midland PD Plan” and a Statement of Intent (SOI). Additionally, the applicant is seeking approval of three (3) design exceptions to permit development of the site. These exceptions include reduction in the required rear yard setback of the parent tract, permission to access Green Meadows Road, and placement of parking within the required front yard setback along the Green Meadows Road. Pursuant to the Unified Development Code (UDC), these design exceptions have incorporated into the attached PD development plan dated 2/17/2021.

The proposed PD Plan depicts 12 attached single-family homes, arranged in pairs around a centralized parking area, with each unit located on its own platted lot. The individual residential lots are depicted having a 25 foot front yard, 20 foot rear yard and a 5 foot minimum side yard setback. The eight northern structures front toward Green Meadows Circle and the four southern units front toward Green Meadows Road. All units have their primary entries facing their respective street frontage and each unit includes a one-car garage entered from the rear via the common driveway and parking area.

The subject property has attempted to secure development approval previously; however, has been unsuccessful. Following a 2019 concept review and public input offered during prior rezoning attempts staff concluded that the site's size, shape, and location all contribute to limiting development opportunities and the use of a planned district was likely the best designation available if development were to occur. Planned districts are intended to facilitate development on difficult sites and permit more creative designs that can accommodate context sensitive development.

The proposed PD plan design utilizes unique setbacks and lot sizes in an attempt to address circulation and proximity issues to adjoining less dense development that were voiced by



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staff as well as the public. The proposed 12 lots and common lot will be platted as individual parcels via a standard subdivision plat. The 12 residential lots will have a 25 foot front yard, 20 foot rear yard, and a 5 foot minimum side yard setback. Given these proposed setbacks, the side and rear yards are slightly less (one foot and five feet, respectively) than that required for a standard R-2 attached single-family development. Each of the proposed lots will contain no less than 3,000 square feet of lot area and a building envelope containing approximately 1,400 to 1,475 square feet.

The setbacks for Lot C1 are proposed to be 25' in the front and 6' in the rear. There are no side yard setbacks on this lot given its triangular shape. The applicant is seeking a 19' design exception in the required rear yard setback (western boundary) which is depicted on the attached PD plan. The applicant believes the reduced setback is appropriate given the use of the area within the proposed development and that of the adjoining Rock Bridge Christian Church property. To further mitigate the impact of the reduced setback, the applicant has proposed a perimeter buffer along the property line, which is consistent with what is typically required when a parking area is within 6' of a property line. Staff finds that the proposed setbacks are appropriate, given the triangular shape of the property and the necessity for maintaining sufficient onsite maneuvering room and additional guest parking spaces. Provision of the extra guest spaces is not required by the UDC, however was in response to comments from staff and neighboring property owners.

As noted, approval of three design exceptions are required in order to permit the proposed development shown on the PD plan. These exceptions pertain to setbacks and access. The first exception addresses the development's primary point of access to Green Meadows Road which is classified as a major collector. Given the single-family nature of this proposal (individual platted lots are proposed), this access is not permitted by Appendix A, Section A.9 of the UDC. The location of the access is a direct result of the applicant seeking to address concerns voiced by adjoining property owners to minimizing additional traffic onto Green Meadows Circle. Had access been provided to Green Meadows Circle the necessity of this design exception would have been moot. Staff has reviewed the proposed access and supports its location in light of the expressed concerns of the adjoining property owners.

The second exception pertains to parking located in the required front yard. Portions of the two spaces closest to the entrance of the property extend into the required front yard of Lot C1, up to 12 feet. Section 29-4.3(f)(3) prohibits this, however in an effort to maximize onsite parking the applicant is seeking relief from this provision. The location of this parking and its impact to the surrounding neighborhood is proposed to be softened by additional landscape treatments. Staff is supportive of the design exception as it addresses nearby property owner concerns as well as provides on-site parking in an area where on-street parking may pose greater traffic hazards.

The third exception pertains to the 19' reduction in the rear yard setback for Lot C1 as previously discussed. Staff is supportive of the reduction given the unique characteristics of the site and the need to ensure that adequate maneuvering areas are retained for access to each proposed residential lot. The mitigation measures proposed are appropriate and will



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result in a 4 foot wide landscaped area and a 6 foot tall screening device being installed. Typically there would be no screening or buffering required between the adjoining uses. The parking proposed within the reduced setback is only permitted per Section 29-4.3(f)(3)(iv) of the UDC, given the inclusion of landscape screening.

The Planning and Zoning Commission considered the PD plan, SOI, and design exceptions at their February 4, 2021 meeting. Staff presented its report and the applicant gave an overview. One member of the public spoke in opposition of the request citing concerns over stormwater, feasible trash collection, and a lack of affordable housing options in Columbia. Several written comments (attached) were received. The comments shared several common themes such as concern over the loss of green space, development density, and the possible increase in traffic congestion.

Following public comments, several Commissioners expressed concern over the development density, lack of green space, and questioned the justification for 3,000 square foot lots. Commissioners also commented that while the development was an improvement over previous submissions it still appeared the applicant did not adequately address neighborhood concerns through effective outreach. Commissioners questioned if the units would be sold or held as rental units by the current owner. The owner's agent indicated that the intent was to rent the properties for the foreseeable future.

Commissioners also expressed concern over on-site parking and traffic along Green Meadows Road. As a traffic mitigation measure, Commissioners proposed and the applicant agreed to the installation of a right-in/right-out delineator at the development's entrance and conditioned their approval of the request on the delineator being added to the PD plan. Additionally, the Commission requested the SOI be revised to include the rear setback between the individual residential lots and Lot C1. In response to these conditions, the applicant has submitted a revised PD plan (dated 2/17/2021) and revised SOI (dated 2/18/2021).

Following discussion, a motion was made to recommend approval of the PD plan, the associated SOI, and design exceptions, pursuant to the requested revisions as outlined above. The motion passed (6-3).

The Planning Commission staff report, locator maps, revised PD Plan (dated 2/17/2021), revised SOI (dated 2/18/2021), PD Plan (dated 1/27/2021), SOI (dated 12/20/2020), meeting minute excerpts, and public correspondence are attached for review.



Fiscal Impact

Short-Term Impact: None anticipated within the next two years. Public infrastructure extension/expansion would be at the cost of the developer.

Long-Term Impact: Public infrastructure maintenance such as roads, sewers, and water, as well as public safety and solid waste service provision. Future impacts may or may not be offset by increased user fees and/or property tax collections.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Infrastructure, Secondary Impact: Not Applicable, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:

Primary Impact: Land Use & Growth Management, Secondary Impact: Not applicable, Tertiary Impact: Not Applicable

Legislative History

| Date | Action |
|-----------|--|
| 5/21/2012 | Approved Rock Bridge Christian Church Plat 2 (Ord. # 021316) |
| 1/7/2002 | Approved Rock Bridge Christian Church Plat 1 (Ord. # 017134) |

Suggested Council Action

Approve the *Midland PD Plan* (dated 2/17/2021), *Statement of Intent* (dated 2/18/2021), and the associated design exceptions relating to site access, rear yard setback, and parking space encroachment into the required front yard as recommended by the Planning and Zoning Commission.