

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
December 10, 2020**

SUMMARY

A request by Crockett Engineering Consultants (agent), on behalf of Wendling Development, LLC (owner), for a major amendment to the Providence South Plaza C-P/O-P development plan for Lot 3 of the Providence South Plaza Plat 1. Revisions include adding multi-family dwelling units to the updated statement of intent and a revised layout. A design modification from Chapter 29-4.3 is requested to permit a drive through window in the front yard adjacent to Green Meadows Road. The PD (Planned Development) zoned property is located on the east side of the intersection of Green Meadows Road and Carter Lane and is addressed 651 E. Green Meadows Road (**Case # 09-221**).

DISCUSSION

Crockett Engineering Consultants (agent), on behalf of Wendling Development, LLC (owner), seeks approval of an amended planned development (PD) plan and an updated statement of intent (SOI) for Lot 3 of the Providence South Plaza Plat 1 (approximately 2.57 acres). The existing PD plan for this property, the Providence Village South OP/CP Development Plan, was approved in 2009 and amended in 2010, 2012, 2014 and 2016 (the current version approved in 2016 is attached). The Providence Village South OP/CP Plan includes Lot 1 and Lot 3 of the Providence South Plaza, Plat 1 and Lot 1A of the Providence South Plaza, Plat 3; at this time, the applicant only seeks revisions to Lot 3. As such, should the proposed plan entitled "PD Planned Development of Lot 3 of Providence South Plaza, Plat 1" be approved, it will only be for Lot 3, and the other two remaining lots will remain under the Providence South OP/CP PD plan. In equal measures, the revised SOI per this request would pertain to Lot 3 only and Lots 1 and 1A will remain under the existing SOI. Lot 1 is presently improved with a multi-tenant office building.

The property is generally located on the east side of the Green Meadows Road and Carter Lane roundabout. On all sides of the property is PD zoning, with various entitlements for office, residential and commercial uses per each property's respective PD zoning. To the southeast and across Green Meadows Road is property zoned O-P (Mixed Use- Office) and M-N (Mixed Use- Neighborhood).

To the west, addressed 555. E. Green Meadows, is the previously mentioned multi-tenant office building developed under the existing PD Plan, and to the south and southwest across Green Meadows Road are retail strip centers. The northeast corner of the property carries forward the existing climax forest tree protection area from the Providence South OP/CP Plan that runs on the north side of the plan to provide a buffer to the Huntridge neighborhood. To the east of the plan area is vacant property subject to a City drainage easement and a trail connection. On the other side of the drainage easement and trail are the Deer Valley Apartments.

The previous SOI per the 2000 zoning ordinance (attached) was geographically split into OP (planned office) and CP (planned commercial) uses. The CP uses, which were permitted on Lot 3, include all uses in District C-1, which is now generally considered analogous with the M-N district. The revised SOI (attached) is in the post-UDC format and includes the following uses: Dwelling, Multi-family; Restaurant with Drive Thru; Office; Personal Services, General; Alcoholic Beverage Sale; Retail, General; Artisan Industry; Indoor Recreation or Entertainment; and Physical Fitness Center.

All of the uses listed in the SOI are permitted in the M-N district with the exception of a drive-thru for the restaurant, restaurants are permitted, but a drive-thru require a conditional use permit in the M-N zone. By listing the restaurant use in the SOI with a drive-thru called out, it is a permitted use without a CUP.

Unless specifically exempted, and this is not the case here, a drive-thru is subject to the use-specific standards of Chapter 29-3.3 (jj).

When the original zoning for the site was approved in 2000, a drive-thru was a permitted customary accessory use in the C-1 district. Additionally, the 2,500 sq. foot restaurant location and drive-thru design has been consistently shown on the original OP/CP Plan and throughout all revisions (see notes in the parking calculations that reference the number of drive-thru parking stalls). The location of the drive-thru facing Green Meadows is discussed in more detail in the Design Exception section of this report.

The SOI carries forward the same building height limit (40 feet) and perimeter setback (25 feet) from the previous SOI. The multifamily dwelling units added to SOI and PD plan include 12 1-bedroom units and 16 2-bedroom units, for a total density of 11 dwelling units per acre. The required parking for the mix of retail, restaurant and multi-family units is met at 128 auto parking spots and 12 bicycle parking spots. A minimum of 15% of the site will be landscaped, and the landscape plan is believed to meet all code requirements.

In terms of the revised site plan, the revisions are generally minimal in terms of building footprints, with the greatest change being the addition of two stories of multi-family apartment units on a single 21,047 building footprint previously shown as two adjacent, one-story buildings of 12,000 square feet. The basement storage of these buildings has been replaced with parking for the apartments, and the first floor remains in retail use. The parking and internal circulation on the site has been modified to go from 119 to 128 parking spots to fit the new use-mix, and a by-pass lane (which is now required for a drive-thru per the UDC) has been added to the 2,500 square foot restaurant site. The proposed shopping center sign remains in the same general location at the northwest corner of the site. Consistent with the provisions for shopping center signs per Table 4.5-5 of the UDC, the shopping center sign will be 24' tall and have an area of 160 sq. feet.

DESIGN EXCEPTION:

The applicant has requested a design exception to permit the drive-thru window for the restaurant to be located adjacent to the Green Meadows Road frontage. The relief requested is from Chapter 29-4.3(i)(2)(iii) of the UDC which states:

No service shall be rendered, deliveries made, or sales conducted within the required front yard or corner side yard; customers shall be served in vehicles through service windows or facility located on the non-corner sides and/or rear of the principal building.

The applicant has provided supplemental information (attached) in support of this request. They state the design of Lot 3 takes into account the connectivity with the existing office building and parking lot to the west, and takes into account safety and stacking concerns by circulating drive-thru traffic in and out of the site from Green Meadows instead of through the site and in conflict with the retail site and residential traffic. The applicant also indicates that given the existing conditions, a complete redesign of the site may be challenging and induce other issues should the drive-thru location be revised from what has consistently been shown on previously approved plans.

In reviewing the applicant's supporting documentation and considering the history of the site and connectivity to the adjacent development, staff does not generally have concerns with the location of the drive-thru as shown on the plan, and believes alternative designs are not likely to provide enhancement in terms of safety or aesthetics. No safety concerns were identified by staff for pedestrians or automobiles using the drive-thru in this location. While certainly not grandfathered as major amendments to PD plans are required to meet any new code requirements, staff does carefully

weigh the pros and cons of bringing a site up to full compliance to a newer requirement when a feature was otherwise approved as compliant in previous plans during previous public approval processes. Additionally, a bypass lane has been added to the design to better circulate the drive-thru traffic and prevent stacking issues. Overall, there does not appear to be a compelling concern for the drive-thru location as presented, and staff does not see a reason to deny the design exception as requested.

Overall, staff believes the revisions to the SOI and site plan promote an enhanced site design with a wider variety of mixed uses on the site. The addition of apartments provides natural customers to support the retail and may allow for live-work opportunities. The site is on a designated bus route (Black Route), allowing for multi-modal transportation opportunities. Additionally, the apartments are a mix of one and two bedroom units, which has been identified as a need in recent years to help provide a more balanced stock of housing options. The SOI has been updated to the most current format as well, and the uses for the site have been clearly identified and are no more intensive than what was previously permitted.

The PD Plan has been reviewed and is believed to be compliant with the parking, landscaping, setbacks, lighting and signage provisions of the UDC, with the exception of the single design exception.

RECOMMENDATION

Approval of the revised PD Plan for the Lot 3 of Providence South Plaza, Plat 1, the associated revised Statement of Intent, and the associated design exception to Chapter 29-4.3(i)(2)(iii).

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- PD Plan
- Statement of Intent Worksheet
- Design Exception Correspondence
- Approved Zoning and SOI (Ord. #16642)
- Original OP/CP Plan (2010)
- Current (amended) OP/CP Plan (2016)

SITE CHARACTERISTICS

Area (acres)	2.57 acres
Topography	Rolling
Vegetation/Landscaping	Grass, wooded areas
Watershed/Drainage	Perche Creek
Existing structures	Vacant

HISTORY

Annexation date	1969
Zoning District	PD
Land Use Plan designation	Commercial
Previous Subdivision/Legal Lot Status	Lot 3 of the Providence South Plaza Plat 1

UTILITIES & SERVICES

All utilities and services provided by the City of Columbia.

Green Meadows Road	
Location	South side of site
Major Roadway Plan	Major Collector (Improved & City maintained)
CIP projects	Recent sidewalk construction on Carter Lane
Sidewalk	Existing

PARKS & RECREATION

Neighborhood Parks	Approx. 1/3 mile southeast of Highpoint Park
Trails Plan	Not included in trails plan but there is an existing 16' trail and utility easement running along the eastern side of the property
Bicycle/Pedestrian Plan	Existing pedway along west side of Providence Road; recently built Carter Lane sidewalk project was in 2012 Sidewalk Master Plan

PUBLIC NOTIFICATION

All property owners within 200 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of this pending request via advanced notice on October 15, 2020, again on November 11, and a follow-up letter on November 19, 2020. 15 postcards were distributed.

Public information meeting recap	Number of attendees: N/A (No meeting held due to COVID-19) Comments/concerns: N/A
Notified neighborhood association(s)	Huntridge and the Meadows Homeowners Associations
Correspondence received	None.

Report prepared by Rachel Bacon

Approved by Patrick Zenner