

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
February 10, 2022**

SUMMARY

A request by Engineering Surveys & Services (agent), on behalf of Western Oil, Inc and Kaylee Boyd (owners), for a one-lot Preliminary Plat and Planned Development (PD) rezoning. The site contains one parcel zoned M-N (Mixed-Use Neighborhood) and two parcels zoned R-MF (Multi-Family Dwelling) that are located within the Benton-Stephens Overlay District. The PD Plan requests design adjustments relating to lot frontage and right-of-way dedication. The subject property is located northeast of the intersection of College Avenue and Paris Road. **(Case # 75-2022)**

DISCUSSION

Engineering Surveys & Services (agent), on behalf of Western Oil Inc and Kaylee Boyd (owners), are requesting approval to rezone three parcels to PD (Planned Development) with a development plan and associated statement of intent to facilitate the reconstruction and expansion of the existing Petro-mart presently located at the 500 N. College Avenue. The development plan also serves as the site's preliminary plat which proposes to consolidate the existing three (3) lots into a single legal parcel. Given this dual function, any design adjustments from the standards of Section 29-5.1 of the UDC are also to be considered as part of this request.

The applicant has formally requested relief from two provisions of Section 29-5.1 relating to lot frontage and right of way dedication. These design adjustments were advertised as part of this public hearing. However, in the course of reviewing the concurrently submitted final plat an additional design adjustment relating to a lot corner truncation at the intersection of College Avenue and Paris Road was identified. The provisions relating to this requirement are found within Appendix A.6 of the UDC. This section was not advertised and is not part of this public hearing; however, can be addressed as part of the required final platting action associated with the proposed consolidation of the existing three (3) lots into a single parcel. A full discussion of the requested design adjustments is provided later in this report.

The applicant is seeking PD rezoning such that they would be allowed additional flexibility in addressing the site-specific issues associated with these parcels. The triangular shape of the lot, its limited access on arterial and collector streets, and the location of the property at the entrance to the Benton-Stephens neighborhood play a role in limiting development options on the property. Planned districts are intended to allow for innovation and flexibility in design, to encourage creative mixes of complimentary uses, and to promote environmentally sound and efficient use of land. Additionally, the rezoning process will also afford the public an opportunity to provide public input relating to the proposed PD plan and its design elements as well as the SOI. The applicant has indicated that they held three virtual and in-person neighborhood meetings in the fall of 2021 relating to this request.

The current site contains three parcels all of which are located within the Benton-Stephens Urban-Conservation Overlay zoning district. The principal parcel, 500 N. College, is zoned M-N and contains the existing Petro-mart gas station and three fuel pumps. This parcel takes access from both Paris Road and College Avenue and is a legal lot. Prior to 2017 the parcel was zoned C-1 and the gas station was considered a "by-right" use. Following the adoption of the UDC in March 2017 the site was recoded to M-N and a "gas station" became a conditional use. Per Section 29-1.9(c) of the UDC, a conditional use was automatically granted to the site given it was in operation legally prior to the new code being adopted. The remaining two (2) parcels are zoned R-MF. The parcel fronting Paris Road

previously contained a single-family structure that was demolished within the last year. The parcel fronting College Avenue contains a single-family structure.

Surrounding properties to the northeast are zoned R-MF and contain single-family structures. Properties to the south and southeast are zoned R-MF and R-1 containing one multi-family structure and several single-family structures. Property immediately to the east is unimproved, zoned R-MF, and owned by the City of Columbia. Properties to the west contain the Logboat Brewery facility, zoned IG, and Walt's Bicycle and Wilderness, zoned M-N. These properties are located in the recently branded 'Arcade District' which contains an eclectic mix of uses.

Statement of Intent (SOI)

Planned Developments are regulated by a Statement of Intent (SOI), which details permitted uses, setbacks, parking, landscaping, project amenities, and other necessary design parameters. SOIs are binding upon the property and outline basic parameters that future site improvements must comply with. If a future development application is not consistent with the approved SOI or development plan, the application is subject to a "minor" or "major" amendment process regulated by the provisions of Section 29-6.4(n)(2)(iii) of the UDC. If a proposed change triggers a "major" amendment, the application is subject to a full public hearing process that requires a recommendation from the Planning and Zoning Commission and approval by City Council. "Minor" amendments are handled by administratively.

The SOI is requesting that a gas station/fueling center be the sole use permitted to occupy the site. These facilities typically include a convenience store. A gas station/fueling center is a "by-right" use in the M-C (Mixed-use Corridor) district; however, is a conditional use within the M-N (Mixed-use Neighborhood) district which is where the existing station is located. The choice to pursue a PD rezoning with a development plan or a rezoning to M-N with a conditional use and site plan are believed to be equivalent in that both processes require public review and approval by City Council. However, the PD process is more defined, has substantial requirements, and greater controls than a conditional use. As such, the requested PD rezoning and development plan are as appropriate in this context.

Should this request be approved, authorization would be given to allow the gas station use to expand onto the presently zoned R-MF parcels as depicted on the attached development plan. The applicant indicates that their request for the single use of "gas station/fueling center" is to limit the uncertainty on the future use of the land by requiring any change in the land use to go through an additional public input process (i.e. a "major" PD amendment).

Changes in zoning are evaluated from several perspectives, the first being how the zoning correlates with the city's Comprehensive Plan (Columbia Imagined) and its future land use designation. The Future Land Use Map designates this site as being within both "Commercial" and "Neighborhood" Districts, reflective of the current M-N and R-MF zoning, respectively.

While Commercial Districts are meant to allow commercial uses that are auto-oriented and regional in scope, they may also contain a variety of retail uses as well as office and high-density residential. Alternatively, nodes within Neighborhood Districts should "Provide the opportunity for including 'neighborhood commons' without significantly altering the character of the neighborhood by attracting additional traffic from outside the neighborhood served or creating demand for additional commercial zoning". This site has more in common with a neighborhood commercial node (i.e. M-N zoning) than it does a regional commercial center (i.e. M-C zoning).

In addition to future land use categories, Columbia Imagined includes a list of goals and associated policies that provide guidance when evaluated land use changes. Not all goals and policies apply to

each case and at times there may be competing interests. Columbia Imagined notes that planned districts may still be necessary to ensure such uses are properly implemented under certain conditions.

In this case, the most applicable goals and associated policies are as follows: “Livable and Sustainable Communities” – 1) Support diverse and inclusive housing options, 2) Support mixed-use, 3) Facilitate neighborhood planning, 4) Promote community safety; “Land Use and Growth Management” – 3) Prioritize Infill Development; and “Mobility, Accessibility, and Connectivity” – 1) Accommodate non-motorized transportation.

The policy to ‘Support mixed-use’ primarily addresses the development of nodes of commercial activity in proximity to residential areas. This goal furthers the desire to promote walkable neighborhoods with access to services within walking distance. This policy also points out that care should be taken when considering the location of smaller-scale commercial uses adjacent to neighborhoods. Transitions should manifest themselves in the form of use transitions, such as small-scale, local services adjacent to neighborhoods, and/or physical transitions within the natural or built environment, such as natural features or landscaping.

The policy to “Prioritize infill development” addresses redevelopment of constrained sites within existing built-out areas that have access to City services and are sufficiently served by public infrastructure. Some zoning districts have alternative standards that may be used, after approval by the Board of Adjustment. In other cases, it may be necessary to rezone to a PD district to impose specific restrictions that typical zoning districts and their alternatives do not offer. In this case, the site is a wedge-shaped, corner lot located in the city center with sufficient utility infrastructure.

The policy to “Accommodate non-motorized transportation” addresses interconnectivity between neighborhoods, commercial districts, and employment centers using non-motorized transportation networks. This site is located in a walkable environment specifically situated between the Arcade District, Downtown District, and Benton-Stephens Neighborhood. It is located within walking distance of several park amenities, a bike boulevard, a future primary trail, an elementary school, and has a bus-stop for the GoCoMo Blue Line on its southeastern property line which heads to Wabash Station 1500’ to the southwest. In this context, pedestrian-oriented uses that are compatible with the neighborhood should be prioritized over auto-oriented uses.

Gas stations are an auto-oriented use that typically sells convenience-related items to the general public as an accessory function. The proposed expansion onto the R-MF zoned property and into the adjoining neighborhood has the potential to create impacts that may include conflicts for pedestrians, increased automobile traffic, exhaust and noise pollution from cars, light spillover and glare, and imbalanced food systems (i.e. swamps or deserts) among others. In areas adjacent to residential uses, such impacts must be carefully considered and mitigated.

Regarding food systems, the applicant states that one of the major objectives of expanding the convenience store is to provide staple grocery items. Staff agrees that if delivered, this would help alleviate some issues associated with food deserts given there are minimal grocery options within walking distance of the area. When asked what items would be provided, the applicant indicated that fruits and vegetables would be provided and that the Petro-mart in Westbury Village would be used as a template.

The SOI also includes setback and height restrictions relating to the future improvement of the site. These standards are the same as those required for any M-N property adjacent to residential property along an arterial or collector streets with the exception of the proposed future height of the new gas station which would be limited to 25’ versus the allowed 35’. This is more restrictive than M-N or M-C and is offered as a safeguard in transitioning from a commercial use adjacent to a neighborhood. While

a 10' rear yard setback is typical for M-N property adjacent to residential, the proposed use is not typical without consideration of additional conditions within the M-N. A 15' setback would be more appropriate given the extensive landscaping and buffering proposed in the rear yard. Furthermore, this additional 5' would not significantly alter the proposed PD plan give the future principal structure is currently setback 15'.

The proposed use requires 1 parking space per 500 square feet gross floor area of any retail convenience store. Pump spaces may be counted as parking spaces. This is consistent with the recent text amendment to the UDC and is further elaborated in discussing the specific layout of the PD plan later.

The SOI proposes that 15% of the site be landscaped and 15% of the site remain in open space. Typical UDC provisions require that 15% of any site be landscaped so this does meet an objective of PDs by providing additional open space. However, the site is located within the Benton-Stephens UC-O which emphasizes minimizing impervious surface by requiring 50% of the total land area of any residential parcels be retained as green space. The two R-MF properties currently meet this requirement; however, if the site is rezoned to a PD it would become exempt from this requirement.

PD Plan

The proposed PD Plan features an expanded convenience store recessed deeper into the proposed lot with a gas canopy located in generally the same location. The principal structure and side parking lot are generally located where the residential properties are sited today. The store is setback approximately ~15' to 20' from the residential properties to the rear, 23' from College Avenue, and 68' from Paris Road thereby complying with the proposed statement of intent.

The principal structure is proposed to be increased from 2,460 sq. ft. to 5500 sq. ft.. The canopy is increased from 2,750 sq. ft. to 3,100 sq. ft. and includes one more pump island, increasing the on-site pump islands to four in total. The western face of the building contains a dumpster enclosure and 15' wide access. Overall, the proposed gas station maintains a similar layout and building orientation, albeit expanded, with a few exceptions.

The current gas station contains four driveway access, two on each public street, along with each existing residential lot containing one driveway access. The proposed plan consolidates these accesses leaving one driveway access on each of College Avenue and Paris Road. This significantly improves access issues onto these roadways. Pedestrian access is improved by filling sidewalk gaps, by providing a 6' sidewalk in one location, and by providing marked crosswalks interior to the site from the adjacent sidewalks. A bus stop for GoCoMo's blue line is located near the Paris Road access.

21 total parking spaces have been shown on the site plan. These spaces are located in front of and to the eastern side of the principal building. A minimum of four (4) bicycle spaces are required by the UDC; however, seven (7) are provided near the structure's entrance. The site's 21 parking spaces is one less than the maximum allowed per the UDC and is at 191% of the minimum (11 spaces) required. In addition to these spaces, the four pump islands have a total of 8 additional parking stalls that do not count toward the maximum. If they were to be counted, this request would exceed the 200% maximum.

As a means of increasing green space, reducing impervious surfaces/excessive parking, and to eliminate part of a requested design adjustment, the parking spaces at the pump islands could be substituted for 8 of the 11 extra parking spaces proposed at convenience store.

Landscaping is provided in accordance with standard screening and buffering requirements of the UDC. A level 3 buffer containing an 8' fence and 10' wide landscape buffer is provided to the northeast

property line. A 6' buffer containing vegetative screening is denoted on the plan for each street frontage. One significant tree (28" Oak) is located on the edge of the, potentially waived, right-of-way for College Avenue. It is proposed to be replaced with three trees as required by the UDC. The landscape bed near the intersection remains. Several trees are proposed to line the back side of the building and would provide additional screening from the residential property to the northeast.

On-site lighting is located underneath the gas canopy, underneath the building canopy, above the sidewalks and above the parking lot. The lighting notes detail the types of recessed and dimmable fixtures used. A preliminary photometric plan has been submitted to staff for review. The northern and eastern property lines are shown on the lighting plan to be within acceptable ranges for commercial lighting directly adjacent to residential, per the UDC. Lighting on the western property line is within acceptable ranges for commercial property directly adjacent to other commercial property. The maximum height for lighting fixtures is 28' as regulated by the UDC; however, the applicant's submitted photometric plan indicates that 15' tall free-standing fixtures are proposed. While proposed, the photometric plan is not part of the PD plan requirements. It should also be noted that the proposed lighting height is more restrictive than 20' height limit imposed by the "neighborhood protection standards" which this site is exempt from.

No additional free-standing signs are proposed. One currently exists near the College Avenue and Paris Road intersection. While no changes are proposed at this time, if replaced it would be regulated as if it were located adjacent to a collector street in M-N property per 29-4.8(f)(2) due to its location on College Avenue. If replaced the sign would need to meet a 10' setback.

Design Adjustments

Two design adjustments relating to right-of-way dedication and lot frontage are requested and detailed below. Parts of the required right-of-way for Paris Road is being dedicated in varying amounts to give a 36.5' half-width. A standard 10' utility easement is granted along the street frontage. These requested have been evaluated based upon five criteria as required by Section 29-5.2(b)(9) of the UDC.

(i)The design adjustment is consistent with the city's adopted comprehensive plan and with any policy guidance issued to the department by council;

(ii)The design adjustment will not create significant adverse impacts on any lands abutting the proposed plat, or to the owners or occupants of those lands;

(iii)The design adjustment will not make it significantly more difficult or dangerous for automobiles, bicycles, or pedestrians to circulate in and through the development than if the subdivision standards of section 29-5.1 were met;

(iv)The design adjustment is being requested to address a unique feature of the site or to achieve a unique design character, and will not have the effect of decreasing or eliminating installation of improvements or site features required of other similarly situated developments; and

(v)The design adjustment will not create adverse impacts on public health and safety.

Lot Arrangement and Frontage

The applicant is requesting a design adjustment from 29-5.1(f)(1)(iv)(D) which requires re-subdivided, non-residential lots that propose direct driveway access to arterials and collectors to have 300' of street frontage.

Staff's analysis of the request per the standards for granting a Design Adjustment, is as follows:

1. The entire tract is being replatted into one lot within a developed area. Length of street frontage across both streets is being maximized to the extent possible. The proposal consolidates multiple lots thereby bringing the site further into compliance with this specific regulation. Columbia Imagined's Land Use and Growth Management policies recommend prioritizing infill development. It further recommends land-use planning to guide infill which Planned Developments can accomplish.
2. The design adjustment does not appear to create adverse impacts on lands or owners abutting the site.
3. The PD Plan proposes to consolidate driveway access on both street frontages and bring driveway access on College Avenue into compliance with MoDOT's access management policy. The request will improve circulation in and through the development.
4. While corner lots and infill projects are not unique, the request does not have the effect of decreasing or eliminating installation of improvements of other similar developments.
5. See #2 and #3. Additionally, providing one access to both College Avenue and Paris Road on this corner lot allows the site to be better served by emergency services (fire, police, ambulance, etc.) than if all accesses to one street were entirely closed.

Overall, staff supports granting this requested design adjustment as street frontage is being maximized to the extent possible, access is improved, and no adverse impacts to neighbors are anticipated as a result.

Design Adjustment – Rights of Way

The applicant is also requesting a design adjustment from Section 29-5.1(c)(4) and Appendix A (Street Standards), Section 3(a) (Street Widths), which requires a minimum 53-foot half-width along the site's College Avenue frontage which is classified as a major arterial and requires a full ROW of 106-110 feet and its Paris Road frontage which is classified as a major collector and requires a full ROW of 66-76 feet. The design adjustment would be to waive the additional dedication of 18 feet of right of way along College Avenue and up to 11.5' on Paris Road. Only partial Paris Road right of way is requested to be waived. The applicant has provided a dedication and design adjustment plan (attached) in addition to their justification via the (attached) worksheet. In general, they state their request "is consistent with the intent of the UC-O overlay by maintaining the neighborhood character and protecting the current roadway corridor qualities and the Historic Nature of College Ave and Paris Road."

Staff's analysis of the request, per the standards for granting a Design Adjustment, is as follows:

1. The City of Columbia and CATSO have adopted a complete streets policy which generally requires streets to be planned, designed, and maintained to enable safe, convenient and comfortable travel for all modes of transportation. Allocating street-space, equitably between all modes is challenging primarily due to finite and right-sized right-of-way. Allowing less right of way than is required for streets identified as a major roadway (i.e., major arterial and collectors) would be inconsistent with the Major Roadway Plan and detrimental to Complete Streets;
2. The design adjustment does not appear to create adverse impacts on lands or owners abutting the site.

3. Obtaining the additional right of way will allow the City to make future improvements to the roadway that may address issues of circulation and safety. While there are no immediate plans

to improve College Avenue, obtaining right of way at the time of platting ensures that the right of way is in place when future improvements are warranted as well as eliminates the potential of structures being located within the expansion area that may need to be acquired or potentially relocated. There is a proposed CIP project for Paris Road in 2027 that details major maintenance/resurfacing and includes sidewalk ramp replacement and curb repairs. Also, see #1 regarding Complete Streets.

Pursuant to the UDC, when property sharing frontage along a substandard right of way is replatted it creates the opportunity for the City to obtain the necessary additional right of way to make improvements (immediate or future) consistent with the roadway classification that has been assigned to it by CATSO. The assignment of roadway classification is not only based on the current role of the street, but also upon that expected of the roadway if traffic increases due to surrounding redevelopment.

4. The impact of requiring the subject site to grant the additional right of way along its College Avenue frontage would not be specifically unique to this property. Other properties along College Avenue that may be replatted in the future would experience similar dedication requirements. Whereas, granting the design adjustment would impact the ability of the City to install roadway improvements in the future. Other replats along these roadways have dedicated the required rights-of-way or have had their requests for design adjustments denied. Approving this request would be inconsistent and may be unfair to surrounding property owners.
5. See #3.

Overall, staff does not support granting the requested design adjustment. While there are no current plans to widen College and MoDOT is currently responsible for its maintenance, both streets have been identified by CATSO and the City as major roadways and that designation carries with it a requirement for additional right of way in order to accommodate future improvements. If the right of way is not obtained during the redevelopment/replating of the site, then any future right of way acquisition that is deemed necessary will likely need to be purchased by the City.

As noted above, as part of the concurrent review of the final plat associated with the consolidation of the three (3) lots into a single development parcel an additional design adjustment was identified. This design adjustment pertains to a required lot corner truncation at the intersection of College Avenue and Paris Road. It is required by Appendix A.6(b). Given a final plat is required to be approved prior to any building permits being issued for the expanded development as shown on the proposed PD plan this oversight can be addressed separately from the pending request. Should the Commission vote to approve this request it should include a specific condition indicating that permits issued for any redevelopment depicted on the PD plan be subject to compliance with or waiver of the provisions of Appendix A.6(b) prior to the approval of the final plat associated with this request.

Conclusion

Staff believes the proposed SOI is not compliant with the Comprehensive Plan, primarily 'Livable and Sustainable Communities' and that the use is inconsistent with the surrounding land use character. Gas stations and large convenience stores are not a complementary use to residential neighborhoods or pedestrian environments.

Regarding the PD plan, the rear yard setback could be increased without significant impact to the

proposed PD plan. Parking could be significantly reduced to meet the goals of PDs and the Benton-Stephens UC-O by reducing impervious surface, increasing open space, and reducing excess parking. This would additionally alleviate part of the applicant's desire to waive right-of-way dedication in that it

constrains their building footprint. The lighting plan does intend to minimize off-site light while appropriately lighting the site itself.

A level 3 landscape buffer can be effective in screen impacts of noise, lighting, and traffic. These impacts may be significant on residential properties within proximity to gas stations. Screening is a very effective buffer between commercial and residential uses when it is robust enough to effectively screen buildings and impervious surface and it is critical when attempting to locate commercial uses in proximity to residential uses. Additional landscaping on street frontage will help mitigate impact of noise, light, and visual mass of the site on residential properties south of Paris Road. However, off-site glare may be an issue.

While the request does improve landscaping and traffic circulation, it would rezone residential and mixed-use property within an established neighborhood into a single, auto-oriented use that may be difficult to repurpose in the future. The negative adverse impacts associated with this request are not seen to outweigh the benefits proposed.

The applicant states that the rezoning to PD would allow the site to be expanded to include staple grocery items, modernize environmental controls, and improve vehicle circulation near the Paris Road and College Avenue intersection. Staff contends that the current M-N site has a valid conditional use permit and that the lot may be redeveloped to accomplish those goals without extending the gas station zoning beyond its current boundary.

Relevant staff have reviewed PD plan and find that, with the exception of a few clerical changes and the requested design adjustments, and the additional design adjustment relating lot corner truncation, it conforms to the SOI and meets the technical requirements of the PD district, and the UDC.

RECOMMENDATION

1. Approve the requested design adjustment for street frontage
2. Deny the requested design adjustment for ROW dedication on College Ave and Paris Rd
3. Deny the requested rezoning, associated SOI and PD Plan to be known as Petro-Mart Planned Development

Alternatively, if the Commission desires to approve the Statement of Intent and both design adjustments then the requested rezoning and PD Plan may be approved subject to:

1. Minor technical corrections (clerical notes and legal description)
2. Approval of the final plat associated with this request shall be compliant with or obtain a waiver from the provisions of Appendix A.6(b) prior to the issuance for any building permit associated with redevelopment depicted on the PD plan.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Proposed PD Plan
- Proposed Statement of Intent
- Right of Way Dedication graphic
- Design Adjustment Worksheets

SITE CHARACTERISTICS

Area (acres)	0.99
Topography	Generally flat with small change between existing gas station and residential parcels
Vegetation/Landscaping	Limited commercial landscaping (one bed) nearest College / Paris intersection. Typical residential turf and landscaping on R-MF tracts
Watershed/Drainage	Flat Branch
Existing structures	Petro-mart convenience store and accessory 3-pump canopy structure. One single-family structure.

HISTORY

Annexation date	1906
Zoning District	M-N, R-MF, and Benton-Stephens UC-O
Land Use Plan designation	Commercial and Neighborhood
Previous Subdivision/Legal Lot Status	M-N tract is a legal lot. R-MF parcels consists of parts of previous subdivisions.

UTILITIES & SERVICES

All utilities and services provided by the City of Columbia.

ACCESS

College Avenue	
Location	Western frontage
Major Roadway Plan	Major Arterial; MoDOT maintained (106-110-foot ROW required; 53-55 half-width required) Design adjustment request for ROW.
CIP projects	None
Sidewalk	Sidewalks present

Paris Road	
Location	Southeastern frontage
Major Roadway Plan	Major Collector; City maintained (66-76-foot ROW required; 33-38 half-width required) partial design adjustment request for ROW.
CIP projects	2027 – Major maintenance/resurfacing. Project includes sidewalk ramp replacement and curb repairs.
Sidewalk	Partial sidewalks present

PARKS & RECREATION

Neighborhood Parks	Field (1/4 mile NW); Lions-Stephens Park (1/3 mile SE); Armory Rec Center (1/3 mile SW); and Douglass Park (1/2 mile West)
Trails Plan	Proposed Primary Trail - Colt RR Trail (500' NW). In CIP for 2028
Bicycle/Pedestrian Plan	College Avenue is a key roadway to bike/ped connectivity; Colt RR Trail is a proposed new addition to the Bike/Ped Network; Windsor Street Bike Boulevard (1000' South)

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 on January 7, 2022. 25 postcards were distributed. Two inquiries have been received.

Staff has had brief discussions with the Benton-Stephens Neighborhood Association after the concept review and throughout the review process. The neighborhood association is concerned with displacement of lower-income housing, lighting glare, changes in traffic patterns on Hinkson Ave, changes in traffic detrimental to vision-impaired pedestrians, and the overall footprint.

Public information recap	One neighbor to Southeast concerned with lighting, building orientation, and road access; not opposed to gas station. Benton-Stephens NA has several concerns.
Notified neighborhood association(s)	Benton-Stephens NA; North Central Columbia NA
Correspondence received	No formal correspondence.

Report prepared by Brad Kelley

Approved by Patrick Zenner