



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: February 17, 2020

Re: Providence Walkway Plat 1 – Design Adjustments (Case #12-2020)

Executive Summary

Approval of this request would permit a reduction in the required half-width right of way dedication along Providence Road, waive the requirement to install a sidewalk along Switzer Street, allow a property line to be platted through a structure (i.e. a parking lot), and waive street tree planting along public rights of way. This request is being concurrently reviewed with a proposed replat of 3.68 acres owned by the Columbia Housing Authority, commonly known as Providence Walkway, in advance of anticipated redevelopment with renovated public housing units.

Discussion

A Civil Group (agent), on behalf of Columbia Housing Authority (owner), is seeking approval of design adjustments to Sections 29-5.1(c)(4), 29-5.1(d), 29-5.1(f)(3), and 29-5.1(g)(3) of the Unified Development Code relating to additional right-of-way dedication, sidewalk construction, placement of a new lot line through an existing structure (i.e. parking lot), and installation of street trees. The design adjustments are being considered concurrently with a proposal to replat of a 3.68-acre parcel of property located at the northwest corner of Providence Road and Park Avenue known as Providence Walkway. The design adjustments and replat are sought in advance of future redevelopment of the site's acreage by the Housing Authority with renovated public housing units.

Since the Planning and Zoning Commission (PZC) reviewed this case at their December 5 (which is discussed later in this report) the applicant has submitted a revised version of the plat. The revision increased the amount of right of way being dedicated along Providence Road, and removed a reference on the previous plat that approval of the plat would realign the accepted centerline of Providence Road. Staff did not recommend the design waiver or the realignment of the roadway center line. Upon further review by the Law Department, it was determined that revising an established street centerline through a subdivision plat process was not appropriate, and the reference has been removed.

Please note that the following discussion regarding the design adjustment request for right of way refers to the most current version of the submitted plat (dated 1/28/2020), not the version reviewed by the PZC. The current version is an improvement.

The requested **adjustment from Section 29-5.1(c)(4)** of the UDC is sought to reduce the required half-width dedication of right of way for the site's Providence Road frontage. While the request has been revised to increase the proposed amount of right of way dedication, the request is still less than what is required and thus still requires the approval of a design



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adjustment. Required half-width for Providence Road, a major arterial, is 53 feet. The applicant proposes to dedicate an additional 11.3 feet at the northeast corner and 10.68 feet at the southeast corner of Lot 101 for a total half-width of 47.58 feet of right of way adjacent to Lot 101, and an additional 9.45 feet at the northeast corner and 6.48 feet at the southeast corner of Lot 102 for a total half-width right of way of 46.44 feet adjacent to Lot 102. The previous version dedicated approximately one foot of right of way at the northeast corner of the entire site, and tapered to five feet at the far southeast corner of the site.

Dedication of additional half-width right of way will reduce the subject site's overall lot area which in turn would reduce the total number of units that could be reconstructed upon the property. Presently the site is improved with 64 dwelling units; however, following dedication the number of permitted units would be 61. The total Providence Road right of way width will become approximately 84 feet at the north end of the site and would possibly meet and exceed the 106 foot major arterial right of way width at the south end of the property.

The requested **adjustment from Section 29-5.1(d)** of the UDC is sought to waive the requirement to construct an approximate 180-foot length of sidewalk along Switzer Street extending from the intersection of Switzer and Trinity to the driveway entrance serving the existing laundry facility on the subject property. Pursuant to the UDC all new subdivision plats approved after March 20, 2017 are required to install sidewalks along all public streets. Due to the proposed replat of the subject site into two (2) legal lots the requirement to install sidewalk is triggered.

The applicant has stated that the waiver is sought to address grade-related issues associated with the construction of the laundry facility out of the floodplain. Staff's evaluation of the site conditions did not identify any significant impediments to the installation of a sidewalk except along an approximate 60-foot portion of the overall 180-feet. Based on staff's evaluation it would appear that a minor retaining wall would be necessary to accommodate the installation of the required sidewalk which is not an uncommon requirement for sidewalks within existing developments.

The requested **adjustment from Section 29-5.1(f)(3)** of the UDC is sought to grant relief from the requirement prohibiting placement of a property line through a structure. The structure in question is an existing parking lot that is located approximately where the former Boone Drive right of way existed. The applicant proposes to establish a property line that will follow the centerline of the existing drive aisle serving the parking lot. The new property line will divide the overall 3.86 acre parcel into two lots.

The requested location of the new lot line is reasonably located and does not arbitrarily bisect parking spaces. Allowing a lot line over the parking lot does not appear to be detrimental to the site, or in conflict with the standards for granting a design adjustment.

The requested **adjustment from Section 29-5.1(g)(3)** of the UDC is sought to waive the requirement that street trees be planted every 40-feet along all abutting roadway frontage to the site. The applicant has stated that they may leave many of the trees currently existing



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on the site, but would like the flexibility to remove certain trees during the future reconstruction of structures without the requirement to replace them. As of this report's preparation, no building or site plans have been submitted for this site and the applicant was not able to identify specific trees that may need to be removed. It should be noted, that the site is considered compliant with the current street tree requirements so no additional trees would be required.

The Planning and Zoning Commission considered the aforementioned design adjustments concurrently with the requested replat of the subject 3.86 acres at their December 5, 2019 meeting. Staff presented its report and several individuals representing the applicant gave an overview of the request. No other members of the public spoke during the public hearing.

Please note that the following summary of Commissioner comments were offered following review of the plat dated 11/27/2019 not the recently revised plat that proposes to dedicate additional right of way along Providence Road. As such, the comments regarding Commissioner's opinions relating to the design adjustment seeking relief from the half-width dedication standards express their concerns based upon the original submission which proposed relocating the accepted centerline.

Following staff and applicant comments, Commissioners discussed the requested design adjustments. Regarding the right of way waiver, one Commissioner had concerns with the impacts on property on the east side of Providence if more right of way would be required of those property owners (City of Columbia, CPS) and there was discussion regarding the arrangement of the building footprints when the site is redeveloped to avoid conflicts if no right of way design adjustment was granted. Staff clarified that there are several reasons for requiring additional right-of-way; it is not simply done to increase roadway capacity for motor vehicles. Commissioners also had concerns with the sidewalk waiver – while the future plans call for internal sidewalks, they would be considered private.

Following additional discussion, a motion to recommend **denial** of the four design adjustments passed (7-0).

The Planning Commission staff report, locator maps, revised final plat dated 1/28/2020, Commissioner reviewed final plat (dated 11/27/2019), design adjustment worksheets, Providence Road right of way exhibit, and meeting minute excerpts are attached.



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
NA	NA

Suggested Council Action

The Planning and Zoning Commission recommended denial of the plat and the design adjustments.