



Sheela Amin <sheela.amin@como.gov>

[CityClerk]: UDO Comment - M-DT

1 message

Andy Waters <awaters36@gmail.com>

Wed, Feb 22, 2017 at 3:14 PM

To: CityClerk@como.gov

Cc: mayor@como.gov, ward1@como.gov, ward2@como.gov, ward3@como.gov, ward4@como.gov, ward5@como.gov, ward6@como.gov

Dear Columbia City Council members,

I am writing to comment on the proposed draft of the Unified Development Ordinance, specifically the neighborhood protection standards as they apply to parcels in the M-DT zoning district.

A primary purpose of M-DT is to create a walkable downtown and promote sustainable growth by encouraging infill development in the city's urban core. That's also one of the top priorities in the city's comprehensive plan, which was used as the primary guide for creating the UDO.

The Neighborhood Transition standards in Chapter 29-4.2(d)(4) directly contradict those key objectives by limiting the density of development that can occur in a large swath of downtown, namely around the perimeter where growth is mostly likely to occur in the coming decades. Overly restrictive setback, height and screening requirements will make it difficult to accommodate increasing demand for services and housing in the city's core, pushing growth to the suburban market and causing downtown to become unaffordable for small business and all but the most wealthy residents.

A puzzling aspect of the UDO is that development next to residential lots is more restricted downtown than anywhere else in the city. For example, the UDO requires a 20- to 50-foot setback from residential lots with a maximum building height of 0-30 feet for M-DT, whereas M-OF, M-N, M-C and M-BP all have setback requirements of 10-25 feet and maximum building heights of 35-45 feet. That makes little sense when you consider that the city's comprehensive plan, the Sasaki Plan and the H3 Downtown Columbia Planning Charrette all recommend policies that support high-density development in the downtown area.

Also, as a downtown property owner, I find it troubling that a change in use of a neighboring lot – not just its zoning designation or the zoning designation of my own parcel – can undermine the investment I made in the property I own. Are my rights as a property owner less important than my neighbors'? This potential is why more than one banker has expressed concern about lending on downtown projects under the UDO.

The Planning and Zoning Commission did an outstanding job vetting most aspects of the UDO, but even the P&Z board acknowledged that the neighborhood protection standards did not get enough discussion.

I respectfully request the following:

1. A motion to send the neighborhood protection provisions of the UDO back to P&Z for further consideration and recommendations.

2. An amendment to delete Chapter 29-4.2(d)(4) (“Neighborhood Transitions”) from the UDO.

As the city grows and there’s more demand for services and housing, we should be doing everything we can to encourage higher density in the downtown core rather than push it into suburban areas where creating infrastructure is more costly and inefficient.

By the way, I would have made these comments at the Feb. 20 City Council meeting but felt it would have been unwise given that issues might come up later in the process that would warrant a response and I might not get more than one chance to comment. Everyone I’ve talked with on both sides of the political spectrum believes that aspect of the process is inhibiting public discussion and open debate on this important topic.

Thank you,

Andy Waters

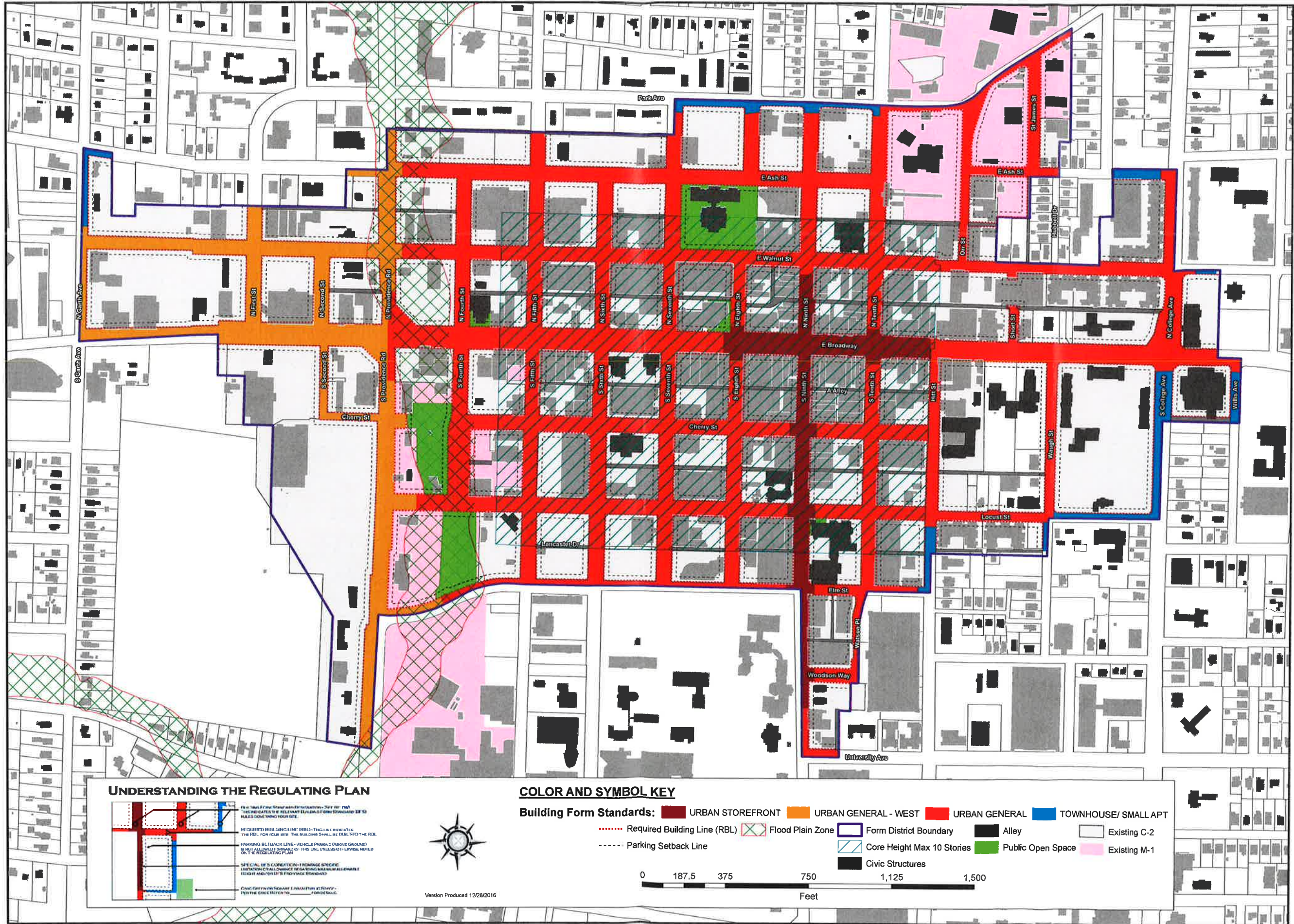
304 Lindell Drive

Columbia, Mo., 65203

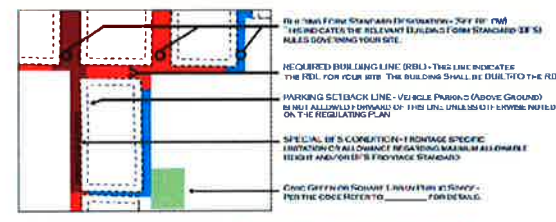
[\(573\) 875-5555](tel:(573)875-5555)

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Handout by Staff at the Feb 25, 2017 Special Mtg

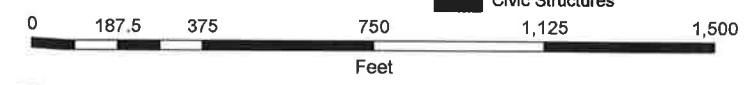


UNDERSTANDING THE REGULATING PLAN



COLOR AND SYMBOL KEY

- Building Form Standards:**
- URBAN STOREFRONT
 - URBAN GENERAL - WEST
 - URBAN GENERAL
 - TOWNHOUSE/ SMALL APT
 - Required Building Line (RBL)
 - Flood Plain Zone
 - Form District Boundary
 - Alley
 - Existing C-2
 - Parking Setback Line
 - Core Height Max 10 Stories
 - Public Open Space
 - Existing M-1
 - Civic Structures



Version Produced 12/28/2016

December 20, 2016

SUMMARY

Properties Zoned C-1 with single building occupant using greater than 15,000 sq. ft. of retail space or have greater than 45,000 sq. ft. supermarket

<u>Name/Address</u>	<u>Use</u>	<u>Zoning</u>	<u>Adjoining Zoning</u>
1.) Nifong Shopping Center NW Nifong & Providence	Grocery	C-1	R-3
2.) Rockbridge Shopping Ctr NE Nifong & Providence	Grocery	C-1	C-1
3.) Kohl's Green Meadows extend to Grindstone	Retail	C-1	C-1
4.) Orscheln Buttonwood & Providence Rd	Retail	C-1	C-1
5.) Hy-Vee W. Broadway & Fairview	Grocery	C-1	R-3
6.) Crossroads Shopping Center NW Broadway & Stadium	Retail	C-1	R-4
7.) Stadium Plaza NE Worley & Stadium	Retail Best Buy Hobby Lobby	C-1	R-3
8.) Westlake Hardware W. Worley near Stadium	Retail	C-1	R-3
9.) North County Shopping Ctr Paris Rd. near Mexico Gravel Rd.	Grocery	C-1	C-1



2501 BERNADETTE DR.
COLUMBIA, MO 65203
PH: 573-445-1020
FAX: 573-445-2613

BUSINESS PROPERTY
LEASING & SALES

To: Tim Teddy and Pat Zenner, City of Columbia
From: Paul Land, 573-445-1020
Date: December 20, 2016
Re: C-1 to M-N conflict

A topic was raised at the December 15, 2016 P & Z hearing about certain C-1 zoned properties that present a conflict with conversion to the UDC's M-N district on the official zoning map by either;

- a.) Having a single use retail in excess of 15,000 sq. ft.
- b.) Having a supermarket or grocery in excess of 45,000 sq. ft.

P & Z postponed deciding how to amend the UDC on this topic of conflict until its January 5, 2017 meeting. Potential solutions offered by Mr. Lindner's letter, included:

- Eliminating the described 15,000 sq. ft. limitation for retail and the 45,000 sq ft grocery store in the new M-N district, or
- Altering the official zoning map to convert certain identified retail centers to be zoned district M-C, rather than district M-N

An attached summary shows (9) specific properties that feature this conflict, which are currently zoned C-1.

Since these identified C-1 properties are all adjoined by property and actual uses currently zoned R-3 or higher, under the current code, and these properties are oriented toward arterial and collector street or at major commercial intersection, I favor changing the official zoning map to show these (9) identified properties as M-C, rather than M-N, on the official zoning map. Though eliminating the sq. ft. limitation is another approach to resolving the issue.

This correspondence is intended to lend support to Mr. Lindner's concern and how to address it.



2501 BERNADETTE DR.
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Handout - Paul Land
Feb 25, 2017
Special Mtg.

BUSINESS PROPERTY
LEASING & SALES

To: Tim Teddy
Pat Zenner, please distribute to P & Z Commissioners
From: Paul Land
Re: Adjoining property uses
Date: November 29, 2016

Please share this with Planning & Zoning Commissioners at December 1, 2016 work session on UDC.

Enclosed is an enhanced summary of over 50 current commercial properties adjoining either R-1 or R-2 zoned property.

Under the proposed UDC requirements, these properties will incur reduced height restrictions to 25' and incur additional 10' setback over and above the UDC stipulated setback for their new zoning districts. This will occur if expansion or new building or change of yard storage area occurs. In many instances, those setbacks in UDC have already been increased over the current code setbacks, so an additional 10' will be restrictive. These properties are offered as examples.

I am concerned that imposing this 25' height limitation on commercial property, when it adjoins a residentially zoned R-1 or R-2 property (when R-1 and R-2 has its own 35' height allowable), will have an adverse impact on the commercial property. It can prevent such commercial property from remodeling, expanding, or adding another facility on this site. This is a problem when that value of expansion was initially evaluated as part of the commercial property end user goals as a purchaser.

I respectfully request commissioners' eliminate this 25' height restriction when commercial or office property adjoins residential.

Further the screening requirement should be re-considered. There are instance when the building itself forms the preferred visual buffering to adjoining residential, or instances where a site grade differential exists that is more meaningful. Placing a fence in front of, or on top of, a significant grade differential is not necessary.

	<u>CURRENT ZONING</u>			<u>PROPOSED ZONING</u>			
	<u>Business/Address</u>	<u>Current Zoning District</u>	<u>Current Height Regulation</u>	<u>Adjoining Property Zoning</u>	<u>Zoning</u>	<u>Re-Develop Height Regulation</u>	<u>Plus set back Requirement</u>
1.)	Olive Garden I-70 Dr. SW	C-3	45`	R-1	M-C	25`	plus 10` & screen
2.)	Aguave Restaurant & Teppanyaki Restaurant I-70 Dr. SW	C-3	45`	R-2	M-C	25`	plus 10` & screen
3.)	Hillyard Chemical Comfort Products Burlington St.	C-3	45`	R-1	M-C	25`	plus 10` & screen
4.)	U-Haul Rental Business Loop	M-1	no limit	R-2	I-G	25`	plus 10` & screen
5.)	True Media Business Loop/Orange St.	C-3	45`	R-2	M-C	25`	plus 10` & screen
6.)	PCE Construction Tower Dr.	M-P	negot	R-1	P-D	25`	plus 10` & screen
7.)	Lakewood Lawn & Garden Vandiver Dr.	C-1	35`	R-1	M-N	25`	plus 10` & screen
8.)	A-1 Rental Vandiver Dr.	C-P	35`	R-1	P-D	25`	plus 10` & screen
9.)	THH Engineers, J-2 Scientific Pennsylvania	M-1	no limit	R-1	I-G	25`	plus 10` & screen
10.)	Watlow Electirc Vandiver Dr.	M-1	no limit	R-1	I-G	25`	plus 10` & screen
11.)	Central Bank of Boone County W. Broadway	C-1	35`	R-1 (to east)	M-N	25`	plus 10` & screen
12.)	Charles Hatley Denistry Forum Blvd.	C-1	35`	R-1	M-N	25`	plus 10` & screen
13.)	Case Power & Equipment Prathersville Rd.	C-P	negot	R-1	P-D	25`	plus 10` & screen
14.)	Westside Swim Club W. Broadway	C-1	35`	R-1	M-N	25`	plus 10` & screen

Business/Address	<u>CURRENT ZONING</u>			<u>PROPOSED ZONING</u>		
	Current Zoning District	Current Height Regulation	Adjoining Property Zoning	Zoning	Re-Develop Height Regulation	Plus set back Requirement
15.) CC Broiler Forum Blvd	C-3	45'	R-1	M-C	25'	plus 10' & screen
16.) Boone Hospital South W. Nifong	C-P	negot	R-1	P-D	25'	plus 10' & screen
17.) Woodrail Centre W. Nifong & Forum	C-P	45'	R-1	P-D	25'	plus 10' & screen
18.) Northwest Office Plaza I-70 Dr. SE	C-3	45'	R-1	M-C	25'	plus 10' & screen
19.) Lindsey Rental Sexton	C-3	45'	R-1	M-C	25'	plus 10' & screen
20.) Vanderveen Plaza (Gumby's et al) Hwy 763 & Rainforest Pkway	M-1	no limit	R-1	I-G	25'	plus 10' & screen
21.) MFA Oil Company Eastpointe Dr./Ray Young Dr.	O-1	45'	R-1	M-OF	25'	plus 10' & screen
22.) Shelter Insurance (Broadway Shoppes) W. Broadway	C-P	negot	R-1	P-D	25'	plus 10' & screen
23.) Woodridge Center I-70 Dr. SE	C-1	35'	R-2	M-N	25'	plus 10' & screen
24.) Inside the Lines Texas Ave.	C-3	45'	R-1	M-C	25'	plus 10' & screen
25.) Socket Enterprises Clark Lane	C-3	45'	R-1	M-C	25'	plus 10' & screen
26.) College Springs Plaza Stadium Blvd & Old Hwy 63	C-3	45'	R-1 (north side)	M-C	25'	plus 10' & screen
27.) Alzheimer's Association Bluff Creek Dr.	O-1	45'	R-1	M-OF	25'	plus 10' & screen
28.) Hobart MFG Nellwood Dr.	M-1	no limit	R-2	I-G	25'	plus 10' & screen

<u>Business/Address</u>	<u>CURRENT ZONING</u>			<u>PROPOSED ZONING</u>		
	<u>Current Zoning District</u>	<u>Current Height Regulation</u>	<u>Adjoining Property Zoning</u>	<u>Zoning</u>	<u>Re-Develop Height Regulation</u>	<u>Plus set back Requirement</u>
29.) Biggest Bar & Grill Paris Rd.	M-1	no limit	R-2	I-G	25'	plus 10' & screen
30.) Green Meadows Clinic (Formerly MU Health) S. Providence Rd.	O-1	45'	R-1 PUD	M-OF	25'	plus 10' & screen
31.) Broadfield Plaza Broadway Business Park (West of Broadway HyVee)	C-1	35'	R-1	M-N	25'	plus 10' & screen
32.) United Methodist Church Park DeVile Dr. & Broadway	C-1	35'	R-1	M-N	25'	plus 10' & screen
33.) Office Bldg. Portion of Cherry Hill Dr.	C-P	negot	R-1	P-D	25'	plus 10' & screen
34.) HyVee W. Broadway & Fairview	C-1	35'	R-1	M-N	25'	plus 10' & screen
35.) Walmart Anchored Center Fairview Marketplace W. Broadway & Fairview	C-1	35'	R-1	M-N	25'	plus 10' & screen
36.) Hal Fischer Accounting W. Ash St.	O-1, C-1	45'	R-1	M-OF	25'	plus 10' & screen
37.) Vacant Land N. Stadium (North of Primrose)	M-1	no limit	R-2	I-G	25'	plus 10' & screen
38.) Knights of Columbus N. Stadium	C-1	35'	R-2	M-N	25'	plus 10' & screen
39.) Daycare N. Stadium	C-1	35'	R-2	M-N	25'	plus 10' & screen
40.) University Subaru I-70 Dr. SW	C-1	35'	R-1	M-C	25'	plus 10' & screen
41.) City of Columbia Health Clinic W. Worley	C-1	negot	R-1	P-D	25'	plus 10' & screen
42.) Dairy Queen Stadium & Highridge/Forum Blvd.	C-1	35'	R-1	M-N	25'	plus 10' & screen

Business/Address	<u>CURRENT ZONING</u>			<u>PROPOSED ZONING</u>		
	Current Zoning District	Current Height Regulation	Adjoining Property Zoning	Zoning	Re-Develop Height Regulation	Plus set back Requirement
43.) Veteran's United Killgore's Pharmacy et al Chapel Hill Plaza Chapel Hill Plaza Ct. at Chapel Hill	C-P	negot	R-1	P-D	25`	plus 10` & screen
44.) Missouri Country Club Forum Blvd.	C-3	45`	R-1 / PUD	M-C	25`	plus 10` & screen
45.) Plaza Tire Smiley Lane	C-3	45`	R-1	M-C	25`	plus 10` & screen
46.) Spencer Crest Condo's Hwy 763 & Kennesaw Ridge	C-3	45`	R-1	M-C	25`	plus 10` & screen
47.) Phoenix House Leslie Lane	C-P	negot	R-1	P-D	25`	plus 10` & screen
48.) Seven Oaks Office Plaza Campusview Dr.	C-1	35`	R-1	M-N	25`	plus 10` & screen
49.) Sterling Dental Clinic Buttonwood Dr.	O-1	45`	R-2/R-1	M-OF	25`	plus 10` & screen
50.) Fed Ex Maquire Blvd.	M-C	no limit	R-1	I-G	25`	plus 10` & screen
51.) Arena Liquor Rt. PP	C-1	35`	R-2	M-N	25`	plus 10` & screen
52.) Kia of Columbia Business Loop	M-1	no limit	R-2	I-G	25`	plus 10` & screen
53.) Midwest Roofing Paris Rd.	M-1	no limit	R-2	I-G	25`	plus 10` & screen
54.) Semco MFG Eastpointe Dr.	C-3	45`	R-1	M-C	25`	plus 10` & screen

Hello,

I'd like to thank Council, P&Z, and City staff for all the hard work they've put into the new UDC. I've been following the process for about a year now and it's been great to watch the inner workings of such a massive project.

I want to voice my support for the Neighborhood Protection Standards, especially for the updated Benton-Stephens Urban Conservation District (the "overlay"). I've lived in Benton-Stephens most of my life, and I have worked downtown for the last nine years. My parents moved to the neighborhood when I was in first grade. We rented our house, and eventually purchased it, and my parents still live there today. I now reside just down the street on North William. I love the neighborhood and hope you'll help us protect its future.

I've attended a number of Council, P&Z and neighborhood meetings over the last year and I have some comments addressing neighborhood-protection criticism:

1. Property rights

The overlay provides Benton-Stephens with vital protection from the interests of the powerful few. Resident homeowners, landlords, and renters enjoy the character of the neighborhood and have invested time and money here because of its quiet streets, vintage architecture, mature trees, green spaces, and community gardens. I have heard it argued that because many properties in the neighborhoods are rentals, certain developers should be entitled to do as they please. There are many long-term renters in the neighborhood who have invested in Benton-Stephens even though they do not strictly own their houses or apartments, and their interests should not be overlooked.

As shown by the many signatures collected by the Benton-Stephens Neighborhood Association, support for the revised overlay is significant. Benton-Stephens is a working-class neighborhood. Not everyone can afford the time to attend multiple City meetings -- or pay their legal representatives to do so.

2. Affordable housing

There's been a lot of discussion about the need for affordable housing in Columbia, and I agree. Benton-Stephens *is* affordable housing. Our bungalows, apartments, divided Victorians, and 70s duplexes are great for students, small families, professors, assorted weirdos, retired folk, and people who work downtown and at Boone Hospital. As in The District, many of the new buildings in the neighborhood are rent-by-the-bedroom units designed for students. A young family looking to live in Benton-Stephens cannot afford to live in these new apartments. These developments are called multi-family dwellings, but there's nothing family-friendly about them. It is also increasingly hard to buy a home in Benton-Stephens because many houses never make it to market. Those that do are often sold at prices only landlords, investors, and our local daycare complex on Paris Road can afford. Because of this, many people rent in the neighborhood. If affordable housing is to remain in Benton-Stephens, it is key that these older rental properties are maintained.

3. Diversity

I hear developers touting diversity in the neighborhood, which is truly one of its strongest characteristics, and then turn around and build apartments for the one kind of demographic already well represented in the neighborhood. That's not supporting diversity. It may be profitable in the short-term, but it's self-defeating in the long-term, as it erodes what makes Benton-Stephens great. The proximity to downtown and neighboring colleges is nice, but not everything.

4. Parking

It's great that some developers are providing on-site parking for each bedroom in their new units, but I think it's unrealistic to claim that multi-unit apartments won't increase street parking. We all want to have friends over and it's often more convenient to park on the street. North Ann St. is often parked up (usually with cars pointing in the wrong direction) after the new apartments on Ann opened (between Windsor and Hinkson). And residents park on the street (and sometimes on the sidewalk) in front of the new Hartley Ct. apartments, even though they have access to a rear lot. As I have observed with the "luxury" apartments downtown, students from car-centric communities in Missouri and Illinois are the primary residents. They're not often in an apartment for more than a few years, so keeping a car is essential.

Benton-Stephens has an RPPO in the works, which should alleviate some of the illegal parking problems, but will likely decrease the number of available street spots. Also, last time I counted, there were about forty-five cars parked at the Hagan Academy site (still a surface lot). It will be interesting to see where they go.

In a time where the university is closing dorms (and simultaneously advertising on-campus living), and large downtown apartments have yet to be completed, I feel that it's the wrong time to build more student-targeted housing in Benton-Stephens. I hope the UDC and our neighborhood's improved overlay will encourage diverse development that will stand as long as many of the houses in the neighborhood have, and encourage property owners to maintain their homes so that they will stand for many more years to come.

I want to thank you again for your time. I am happy to offer clarification, additional information and photos.

Cory McCarter
February 27, 2017
212 N William St.
coryleif@gmail.com

February 26, 2017

TO: Members of City Council

FROM: Bonnie Zelenak, member, East Campus Majority Housing Association

RE: Follow up on my comments at the Feb 25th meeting

Thank you for the opportunity to speak at Saturday's meeting. Please note that I am a member of the East Campus Majority Housing Association and my opinion and requests are similar to those of the majority of property owners within the East Campus neighborhood. Please include these written comments in your packets for the March 6th meeting. Although I've already spoken I hope that they may serve as a reference for your future consideration.

The East Campus neighborhood has changed dramatically since my husband and I first purchased rental property there in the early 1980s. I am empathetic with the desires of those few property owners who have lived there for 50 years and who bemoan the loss of their once cherished neighborhood. I think it is unreasonable, however, for anyone to believe that East Campus could revert to what it once was, regardless of how zoning regulations might change. I hope that the East Campus Majority Housing Association and the City Council will work together to make East Campus a vibrant, safe, and pretty place to live. We should acknowledge that future residents will, in all probability, continue to be students. The location assures that.

Let's consider the benefits of students living in this neighborhood:

1. It is right across the street from MU where students go to school and often to work, cutting down on their commute time, reducing traffic congestion, and reducing their carbon foot-print.
2. Students living in *densely populated rental housing units* promotes the efficient use of urban lands and reduces urban sprawl.
 1. Yes, students living in rental units in this neighborhood suggests that the area is more densely populated than if these buildings were all single-family dwellings. But, this is where students want to live and multi-family structures have been a part of this neighborhood from its inception. Students love living in these older homes. They like the independence that comes with living in a house. Let's find a way to encourage them to be responsible young adults rather than assuming that they are hooligans who don't care about anything, as they are often portrayed.
3. Students living close to campus promotes safety by reducing traffic and at times, drunken driving. Let's call it what it is. If students party at downtown bars or during sporting events on campus they can walk home. That's a good thing.

The East Campus Majority Housing Association Needs a Voice. How we help the City.

1. Members of the East Campus Majority Housing Association have worked to maintain the neighborhood's character while improving old structures. We want this neighborhood to survive.
2. We collectively pay a large sum of money to the City for property taxes, enhancing Columbia's budget. (We deserve a voice. We want to be included in building a better future for this area.)
3. We offer employment to a substantial number of people who provide management, electrical, plumbing, and building skills, etc.

REQUEST: Whenever the Director or other City representatives send notices to the neighborhood associations please send a copy to the East Campus Majority Housing Association as well.

SOME REQUESTS and observations regarding Zoning and Otherwise

The ECNA Overlay District.

REQUEST 1. We request that the ECNA Overlay District remain intact, including Section 6, Amendments. We understand that the City's legal staff has struck Section 6, *Amendments*, from the ECNA Ordinance, indicating that City Council is responsible for making amendments to the ordinance, not landowners or property owners. We believe that the existing amendment is legal, as written, and wish to keep it. It assures us that our opinions will be considered. Historically ECNA has attempted to keep us out of such consideration.

REQUEST 2. If Amendment 6 of the ECNA Overlay District is permanently struck then we request that the East Campus Majority Housing Association be invited to participate in any and all city-related interactions (meetings, written notices, etc.) that occur with ECNA representatives so that our interests can, likewise, be represented. When the Director sends notices about City matters to neighborhood associations then please send them to the East Campus Majority Housing Association as well.

REQUEST 3. If we must become a Neighborhood Association in order to be receive the same information as Neighborhood Associations receive then please inform us of that requirement.

Neighborhood Protection Standards.

29-4.7(a) Intent. The stated intent of the Neighborhood Protection Standards is **"to preserve** the residential neighborhood character of established homes within multi-family Districts and adjacent to Mixed Use or Special Districts."

OBSERVATION & Documentation:

I believe that the intent of these standards is to ALTER the existing residential neighborhood character of the ECNA. According to an INDEPENDENT source (FindTheHome.com):

- The majority of current residents of ECNA are between 20-24 years old (~62%)
- “Property in East Campus is much more likely to be rented (81.0%) than it is to be owned (19.0%).”

If these standards are intended to preserve the existing residential neighborhood character then one must recognize that the majority of “established homes” are currently rental homes lived in by college students. The change from resident-owned to landlord-owned has already occurred. **Ninety-five percent of the properties located between Ross St. and Bouchelle Ave. and between S. College Ave. and Ann Street are owned by landlords.** Those landlords are represented by the East Campus Majority Housing Association. Those who live in “resident-owned” homes are in the minority and wish to go back to a way of life that has been in transition for half a century but is now nearly complete. That is simply a statement of fact. Landlords do wish the neighborhood to retain its charm. We want it to be an attractive place to live and we want residents to take care of their residences. That is to everyone’s good.

I believe that landlords and City representatives should work collaboratively to ensure good quality living standards for the college students who occupy the residences. We need to be included in deliberations that affect us.

29.4.7(b) Applicability (of the Neighborhood Protection Standards) (UDO, p.86). These standards apply:

1. “To all lots in the R-MF (**Multi Family**) District that contain a principle use *other than a single-or two-family dwelling.*”

OBSERVATION. In other words this standard only applies to multi-family dwellings. **It Does NOT apply to R-1 or R-2 Dwellings]** and

2. “To all lots located in any District *other than the R-1 and R-2 Districts* that share a side or rear lot line with a lot in the R-1 or R-2 District.”

OBSERVATION. A Multi-Family dwelling must comply with these standards if they bump up against an R-1 or R-2 dwelling. *R-1 and R-2 dwellings are exempted*, regardless of whether their property shares a side or rear lot with a building of any zoning type. *They do not have to comply with Neighborhood Protection Standards with regard to building height, setbacks, drive-through lanes and vehicle circulation driveways.*

QUESTION. Why can R-1 and R-2 property owners do as they please with regard to Neighborhood Standards but deny the same to others?

SPECIFIC REQUESTS:

29-4.7 c. Building Height REQUESTS

Stepping Down.

REQUEST 1. Allow the **building height** of any building within the East Campus neighborhood to comply with the existing ECNA Overlay District standard: “If a building that does not conform to the building height requirement of the underlying zoning district is damaged by fire or natural disaster, it may be rebuilt to its previous lawful nonconforming height, plus three feet but shall not be rebuilt to exceed the previous number of stories.

REQUEST 2. Allow **building height** requirements for new construction in the East Campus neighborhood to be no more restrictive than the overall code requirements, or 35 feet (Section 4, p. 3. Table 4.1-1 *Dimension Standards for Residential Districts*).

REQUEST 3. At a minimum, allow the existing **setbacks** for current structures to remain in effect should the structure be rebuilt. Otherwise, allow architectural designs to be submitted and considered.

REQUEST 4. If two or more lots are merged and platted into a new legal lot then *reasonable* setbacks should be established to protect neighbors *and* to enable new buildings in the ECNA. Construction that is admired elsewhere in the City could serve as examples of good planning (e.g. the new buildings across from Jefferson Middle School).

OBSERVATION 1. The recommended standard on setbacks (To “increase the contiguous side yard and rear yard setbacks a minimum of ten (10) feet beyond that otherwise required in the District where the property is located”) is **capricious and arbitrary**. It has nothing to do with a good design in either scale or function.

OBSERVATION 2. To increase side and rear yard setbacks a minimum of ten (10) feet beyond what already exists, as proposed in the Neighborhood Protection Standards, *would, in many cases, be impossible in older neighborhoods if someone wanted to replace a structure on an existing legally defined lot*. Lot sizes are small. Setting impossible standards serves no purpose but to deny property owners the right to replace existing structures, including some that are decrepit.

OBSERVATION 3. If the desire of the Neighborhood Protection Standards is to “preserve the neighborhood’s character” then these setbacks are *punitive*. They scale back exiting structures for no apparent reason and they prohibit new structures without regard to a plan that might be attractive and welcome.

1. New structures could be built to meet design standards that enhance usability and attractiveness without following the limitations that would be imposed by the Neighborhood Protection Standards.

29-4.7 (e) Parking, Loading, and Circulation REQUESTS

REQUEST 1. ELIMINATE the stated restriction for the ECNA: “No parking area, drive-through lane, or vehicle circulation driveway shall be located between a principal structure on a lot containing a use **other than a single-or two-family use** and any side property line abutting a lot containing a single-or two-family dwelling. “

RATIONALE

1. To deny R-MF zoned buildings the right to have a driveway to the rear of their property and thus, to a parking lot, is contentious. Multiple families will live in these buildings. That is how they are zoned. The City expects property owners to provide parking spaces for their residents but this regulation will make it impossible to provide parking, thus *making it impossible for the R-MF land owner to comply with existing code*. Such driveways CURRENTLY exist. This provision attempts to ALTER the character of the neighborhood.
2. Eliminating driveways will cause a *safety hazard* since emergency vehicles, including fire engines, will not be able to get near the source of a fire in such a structure.
3. Eliminating parking areas behind R-MF dwellings, as this provision surely intends, *will increase parking congestion on the streets*.

OBSERVATIONS.

1. If the next City action is to control street parking then it becomes quite clear that the City would be using zoning standards/ordinances in an effort to make it impossible for landlords to provide parking to their residents thus reducing the usability of RM-F structures.
2. This provision makes it impossible for students living in East Campus in new R-MF housing to have parking behind their residence. There are no alley ways that would provide them access to parking areas behind their building. Students’ living conditions deserve to be reasonable.
3. This provision is harmful to rental property owners and their tenants.

REQUEST 2. ALLOW PARKING AREAS for R-MF properties that are located next to R-1 or R-2 properties without needing approval from the director. Allow these parking areas so long as they are at least six (6) feet from an adjacent lot containing a single or two-family dwelling. What the director may do, according to 29-4.7 (e) should simply be ALLOWED. **DO NOT require more administrative time and waste** by having the Director:

“approve a parking lot design that locates a parking area, drive-through lane, vehicle circulation driveway, or a combination of these three site planning elements...between a principal structure

on a lot containing a use other than a single-or two-family use and any other property line abutting a lot containing a single-or two-family dwelling.”

ADDITIONAL Comments.

1. **Historic Preservation.** We wish to challenge the Historic Preservation Commission’s desire to approve or deny demolitions in designated protected areas and to set demolition fees. The commission’s charge (24) is “to review and comment on applications for demolition permits...*The commission shall have no authority to deny an application for a demolition permit.*” **We ask that the City maintain its responsibility/legislative authority to approve or deny demolitions** and for setting appropriate fees. To do otherwise is for the City to abrogate its responsibility and to invite potential animosity between commission members and property owners. The City should serve as an unbiased and trustworthy arbiter, a difficult but important role if people are to trust decisions rendered.
2. **The relationship between East Campus Majority Housing Association members and ECNA, City Council, P&Z members, City Staff, and the local community.**
 - It has come to our attention that a local talk-show personality publically referred to the landlords in the ECNA as “Slum-Lords.” (Please see below for information about what some of us have done to improve our buildings and the neighborhood.)
 - It is also true that the leadership of the ECNA does NOT notify landlords who are members of their association and/or those who live in the neighborhood of their meetings. They do NOT represent us. (It is our impression that they see us as “the enemy,” and that’s not hyperbole.)
 - ECNA spokespersons refer to us as “Absentee” Landlords. The majority of us live in Columbia. We are responsible landlords who take care of our properties and are responsive to our tenants. Their goal, apparently, is to make us appear to be uninvolved in the maintenance and operation of our properties. This is not the case.

Additional Comments.

- We collectively pay a large sum of money to the City for property taxes, enhancing Columbia’s budget but do not have access to City Grants to help improve our neighborhood. **Our East Campus Majority Housing Association seeks the right to submit grant requests to the city for neighborhood improvements**, just as neighborhood associations can make such submissions. If ECNA is notified by the City (City Council, P&Z, etc., etc.) about any topic **we request that we receive the same notifications as ECNA receives.** (As stated previously, if we must apply to be a Neighborhood Association to be recognized then please inform us of that wrinkle.)

Some of what we’ve done to be good landlords:

- Several years ago I wrote a petition to have new sewers installed between Wilson and Ross Avenues. Landlords who owned properties along that corridor signed the petition. City representatives came out, measured, and sought easements from property owners. It was the *resident* property owners who denied us the right to install the new sewer by refusing to sign easements. We are doing the work to be quality landlords. In this case, however, the sewers continue to crumble.
- My husband and I have poured literally hundreds of thousands of dollars into our properties in an attempt to make them attractive, safe, and energy-efficient.
 - a. We have remodeled most of the buildings we've purchased by installing new kitchens, bathrooms, and windows throughout.
 - b. Maintenance requests are typically responded to within 24 hours, usually quicker.

Other landlords have done similar things to keep their properties up to date and attractive. With City Grants we could encourage nice sidewalks, lighting, trees, benches, etc.

Once again, thank you for your valuable time and consideration. Best wishes for producing a document that will make Columbia proud and will serve a variety of constituents in the best way possible.



Sheela Amin <sheela.amin@como.gov>

[CityClerk]: Unified Development Code

1 message

Victoria Smith <smithvictori@gmail.com>

Tue, Feb 28, 2017 at 5:32 PM

To: cityclerk@como.gov

Mr. Mayor and Council members,

I am a resident and home owner in the Benton-Stephens neighborhood and strongly support neighborhood protection standards and the revised Benton-Stephens overlay. I like my neighborhood and its special character and proximity. Having lived here for over 25 years, I don't want it to be overtaken by gigantic developments, or even smaller poorly designed developments.

Thanks for your consideration.

Sincerely,

Vicki Smith
809 N. William St.

RECEIVED MAR 01 REC'D 9:32 am

February 28, 2017

To: Members of City Council

From: Wendy Kvam

2001-2003 East Campus Overlay Committee Member
East Campus Neighborhood Association Member
East Campus Majority Housing Association Member

Re: East Campus Overlay Amendments Section, Section F

My name is Wendy Kvam, and I live at 2604 Luan Court.

I'm a member of the original 2001 to 2003 East Campus Overlay Committee. I'm also a member of the East Campus Neighborhood Association and a member of the East Campus Majority Housing Association. My husband and I own three rental houses in the boundaries of the East Campus Overlay. My family has owned rental property in East Campus for forty-four years.

I'd like to talk about the new Amendments Section of the overlay, Section F, introduced on February 22. I'm very disappointed in the language that now appears there.

A little history: The East Campus Overlay committee met for two years. It was made up of resident owners and landlords -- major stakeholders in the neighborhood. Early on, Bonnie Bourne, the Committee Chair, a resident owner who was then president of the Neighborhood Association, insisted we use a process of consensus. Janet Hammen, who in those days alternated as president of the Neighborhood Association with Bonnie Bourne, was on the Overlay Committee. And former mayor Clyde Wilson, a resident owner, was on the Overlay Committee. Ben Orzeske, a resident owner and landlord, now an attorney, was on the Committee. So was Cavanaugh Noce, a resident owner and landlord who was an attorney in private practice at the time. Other members of the Committee included yet another attorney, a licensed architect, Boone Hospital representatives, and a handful of retired Mizzou professors. Guest speakers from various City departments also attended. And Chuck Bondra from the Planning Department attended all our meetings. The meetings were held in a conference room upstairs in the planning department.

The discussions of the Committee were difficult. Everyone in the room had their share of differences. But in the end, we always agreed, using the process of consensus, on each section of the Overlay. When we finished, we talked about how future changes would be made. The Amendments Section at the end of the Overlay was thoughtfully and purposefully included by everyone to prevent one side or the other from future political maneuvers to amend the Overlay without the awareness, participation and consent of the other side. In our discussion, we were open and frank about this dynamic. The inclusion of the

Amendments Section was unanimous, and each side believed the Amendments Section was in their own group's best interest.

Our Amendments Section required A) a petition signed by 50% or more parcel owners in the Overlay boundaries, or B) a committee of representative owners in the Overlay boundaries -- made up of seven representative resident owners and seven representative landlords -- to request an amendment at City Council.

We didn't write that Amendments Section on our own. City Attorney Fred Boeckmann, who consulted with the Overlay Committee throughout the process, on every little detail, drafted the language of the Overlay for the Committee. A group of Committee members met with Mayor Hindman prior to the passage of the Overlay to discuss the draft, and specifically to discuss the unwanted possibility of the City Council revising the Overlay. Remember, the City Attorney wrote the legal language of our Overlay -- and Clyde Wilson, a pillar member of the East Campus Neighborhood Association, and Bonnie Bourne and Janet Hammen, the keepers of the East Campus Neighborhood Association, all supported the Amendments Section.

Now we're told the first part of our Amendments Section is not legal, that it grants "an illegal delegation" of power to neighborhood citizens and limits Council's power to revise the overlay. I haven't heard anyone speak to the second part of our Amendments Section, addressing equal "seven and seven" representation.

The new Amendments Section reads: "At least 15 days prior to consideration by the City Council, the Director shall notify any neighborhood association of which the Director is aware, in writing, at the last known address of the President of such association on file with the Department, of a request to amend the East Campus Urban Conservation District. The notice shall include a copy of the amendment proposed within the East Campus Urban Conservation District for review and comment by the neighborhood association."

This language is taken from the Benton Stephens Overlay. Why? As I reflect on the intent of our Overlay committee, I find the language fails to address the complicated issues of demographics and divisiveness within the East Campus Overlay boundaries. And it fails to capture the spirit of inclusiveness we outlined. It completely disregards the intent of the original Committee members to make sure future revisions to our Overlay would be a process that included all stakeholders in the neighborhood.

You've heard people speak from both sides of the East Campus divide. You've heard speakers from the resident owner side -- living East of Ann -- say they have reached out to landlords for years and received no response. Except for the brief period Cavanaugh Noce was president, I myself have no knowledge of communication from the East Campus Neighborhood Association. Most landlords with property West of Ann say the exact same thing. We've reached out to our neighbors East of Ann, and we've never heard back. It's a long-standing, decades-old pattern. Our most recent attempts to reach out, in 2015 to invite

discussion about parking and in 2016 to request participation in a new Overlay Task Force, never received response. The divide is sadly that wide.

The new Amendments Section reinforces that divide. I very much doubt the landlords who own 95% of the parcels in the neighborhood West of Ann will ever be notified of revision work to our Overlay. Going forward with the new language, stakeholders will forever be suspicious of one another. Distrust will grow. And that's a terrible shame. What good will come from that?

I focused on the positives in recounting the 2001 to 2003 creation of the Overlay. What I didn't say was that I was initially barred from participation -- as were other landlords like me. The East Campus Neighborhood Association instead opted to include only landlords who were also resident owners. The struggle that eventually led to our participation was just unnecessary in a progressive city like Columbia that values citizen input.

We need an Amendments Section that promotes goodwill, communication, and citizen involvement in a fair and democratic process. However difficult that may be. The original Overlay Committee members understood this and intended this when we wrote that future amendments must come from a committee of seven representative resident owners and seven representative landlords.

Please consider the intent of our Amendments Section and reconsider the imposition of the Benton Stephens language on our Overlay. We are not the same kind of neighborhoods. Our Overlays are not the same. We never intended them to be the same.

I believe we can do better for our neighborhood than this language that now appears in the Amendments Section. Help us create an Amendments Section that doesn't reinforce division among stakeholders but instead binds us together and promotes discussion on future changes.

Thank you for your time and efforts.

To: Mayor Brian Treece and Council Members for the City of Columbia

By: Peter Norgard, 1602 Hinkson Avenue

Subject: Public comments on the Unified Development Ordinance

Date: March 1, 2017

In response to my testimony of 25 February 2017 at the Public Comments session held in council chambers, a request was made to submit my comments in written form by members of the City Council and Mayor Treece. My comments are arranged in two sections, the first addressing my support for the Benton-Stephens Urban Conservation District, herein referred to as “the Benton-Stephens overlay” or simply the UCD, and the second section identifying portions of the Unified Development Ordinance draft, herein referred to as the UDO, where I believe additional consideration is called for.

Benton Stephens Overlay

The Benton Stephens neighborhood is one of Columbia’s oldest, having been first subdivided in the late 19th century. Since that time, the neighborhood has changed substantially, and so has Columbia. Throughout most of its history, the Benton-Stephens neighborhood has served as a host to predominantly mixed use housing, providing living quarters for both families of modest means, as well as supplying rental housing to teachers at the Christian College and the Stephens Female College. In 1957, following the change in zoning district in the central city region, redevelopment began as intended. In Benton-Stephens, single family homes were razed to make way for several high-density R-4 projects, considered desirable at the time due to the perception that low-cost rental housing was limited and in demand. Over the years, redevelopment projects have crept up and gradually chipped away at the original character of the neighborhood.

Fast forward to the present. Modest single family homes in the Benton-Stephens neighborhood are rarely offered for sale at a price that a single-family could actually afford. Home prices have inflated almost 100% in the last decade or so. When those houses are sold to realtor-developers, they are razed to make way for much-higher density multifamily developments. And these new developments are not affordable housing; they are currently rented “by the room” at an average of \$500 per bedroom¹. Over the course of the last 5 years, Benton-Stephens has had to accommodate no less than 120 such living spaces, along with substantial numbers of cars, a measurable increase in petty crime, and a lack of social diversity. The point is, growth within constrained boundaries is going to cause stress to those inside the boundaries.

When we were given the opportunity to suggest changes to our Urban Conservation District – the Benton Stephens overlay – as part of the comprehensive update to the development code, understandably we jumped. Some of the changes we are asking for, and which received essentially unanimous agreement² at an open meeting of the neighborhood association, include:

1. an increase in green space requirement from the current standard of 25% of the lot to the proposed standard of 50% of the lot,
2. an increase in off-street parking requirement from the existing overlay standard to the present-day city standard for R-3 developments³, and
3. elimination of the breezeway loophole which permits multiple structures to be considered as one when they are connected by a covered walkway/breezeway.

¹Visit www.rentcomo.com to view examples of rental prices in newly developed housing within Benton Stephens.

²A vote of 32 (yes), 1 (no), and 1 (abstained) in favor of the proposed changes was recorded at our May 2016 neighborhood meeting.

³The current UCD standard allows one on-street parking space to be used to offset a required off-street space. The current standard for R-3 is codified in Table 29-30(b)(1), 1.5 /du for 1 BR units; 2 /du for 2 BR units; 2.5 /du for 3 or more BR units; additionally 1 space/5 DU for guests; no credit to use on-street parking to offset off-street parking

The goal in creating the overlay was to strike a balance between the interests of the residential members of the neighborhood and those of commercial interests. Necessarily, commercial interests do not, and should not take into consideration the human factor. In a truly free market, commercial interests represent the driving force for decision making. However, people do not live in commercial markets. We live in neighborhoods, and in the neighborhood realm when your neighbor's house is on fire, your house is on fire.

Redevelopment pressures will always exist in the neighborhoods that surround the central city region. Despite the goals of the overlay overhaul, many feel that the restrictions on redevelopment do not go far enough, likely as a result of the sudden and significant redevelopment that has occurred in Benton-Stephens. On the other hand, development interests view increased restrictions as impediments to their right to use their land as they see fit, and thus impact their profit margins. The question is how we address redevelopment and manage it in a way that is respectful to the neighborhoods in which redevelopment is occurring while not standing in the way of reasonable profits for the developers.

Comments on the UDO

In the discussion that follows, I have recreated the wording from the council draft⁴ of the UDO and labeled it "original" in bold-face font; following that I have provided a modified version, which I have labeled "modified," also in bold-face font. In the modified text, I have used a bold-face font to identify the language changes that I am proposing.

§29-2.2(3)(i): R-MF Multifamily Dwelling District: Purpose In the context of clarification, I would like to ask that the purpose statement for the R-MF zoning district be modified.:

[original] This district is intended to provide for a mix of one-family, two-family, and medium density multi-family residential development. It may include a range of residential uses from one-family to medium and high density multi-family apartments and condominiums and fraternity and sorority houses. The scale of development is regulated to ensure that new development is not out-of scale with the character and density of surrounding development. The principal uses are residential, as shown in Table 29-3.1 (Permitted Use Table).

[modified] This district is intended to provide for a mix of one-family, two-family, and medium density multi-family residential development. It may include a range of residential uses from one-family to medium and high density multi-family apartments and condominiums and fraternity and sorority houses. The scale of development is regulated to ensure that new development is not out-of-scale with the character and density of **currently existing adjacent uses or zoning**. The principal uses are residential, as shown in Table 29-3.1

Justification: As written in the UDO draft, the purpose of the R-MF district is somewhat vague in terms of defining applicability and general limitations. The idea that development should not be out of scale with the character and density of surrounding development implies, to a lay person, that adjacent structures should be used to guide judgement for what is considered "in scale" versus what is considered "out of scale." On the other hand, experience has shown that when city staff encounter statements that seem perfectly logical to the lay person, but slightly vague, the staffer will typically err on the side of the applicant (for redevelopment), whether or not there are neighborhood complaints about the scale of the development. As it stands, the "surrounding development" language might be construed to mean any number of things, from "zoning district," to "use" depending upon the vagaries of the staffer involved with the interpretation of the meaning. Further, the original wording provides no means for neighborhoods to address redevelopments that are neither in scale with current uses nor in keeping with neighborhood character. If the original wording is intended to convey real meaning (as I believe it does and should), then I propose a wording change that explicitly defines what the scale of development shall be compared to.

Context: I would propose that the matter of what is "in scale" or "out of scale" be dictated by the circumstances. An example of an "in-scale" development practice is to observe front setbacks consistent with neighboring lots; for example, the so-called median setback is one standard that has been promulgated

⁴UDO excerpt copied from the council draft document available at <http://www.como.gov/community-development/planning/development-code-update-project/>

by some. Other examples of in-scale development might be a site-dependent such as “permissible building height” or building footprint, again, based on previous dimensions or surrounding lots and uses.

The matter of neighborhood character is, unfortunately, less well defined and in many cases depends upon which side of the fence, be it pro- or (often) anti-development, one finds one’s self. As is often the case, single family home owners and resident landlords tend to value neighborhood cohesiveness and a sense of shared community. Alternately, non-resident landlords and developers often tend to (but not always) value maximizing profit margins, generally through maximizing the number of rental units or dwelling units available for their disposal. These differing value sets are nearly always at odds with the types of redevelopment that occur in the established neighborhoods.

§29-3.3(j): Primary Use of Land and Buildings: Family Day Care Center In the context of neighborhood protections, I would like to ask that the primary use of land and buildings for the purpose of family day care centers be modified. Currently, §29-3.3(j)(2) reads:

[original] In the R-2 District, a family day care home that exceeds the size limit of item (1)(i), above, may be approved as a conditional use.

[modified] In the **R-1, R-2, and R-MF use or** district, a family day care home that exceeds the size limit of item (i)(A), above, **must** be approved as a conditional use.

Justification: I am asking to extend the conditional use of family day care centers in excess of the sizes listed to all residential zoning districts and uses. Currently, and in the council draft of the UDO, there are no neighborhood protections against child care centers that grow without restraint. Most other types of uses for commercial purposes are restricted, but somehow this one escapes any regulation.

Context: Over the last several years the child care center known as Tiger Tots, located on Paris Road between Sandifer Court and the northern terminus of North William Street, has been expanding at a rate that is causing adjacent neighbors alarm. It is my understanding that child care centers presently operate in a nebulous region of the zoning code and experience virtually no use restrictions. Thus, Tiger Tots has been allowed to expand without restraint and surrounding neighbors have had no form of redress using the zoning regulations. Parking regulations are routinely ignored by parents dropping off children. Their parking lots continue to expand and street lights on the premises bleed over into neighboring lots. Furthermore, the owners have not been willing to work with neighbors unless city inspectors are called in. Overall, it seems this particular child care center is taking advantage of the lax regulations. The proposed modification to the zoning regulations would permit neighbors some (small) form of redress through public comment during the use-permitting application.

Final Comments

While I would like to see improvements to the neighborhood protection standards resulting in greater protections to neighborhoods, and would ordinarily argue for sending §29-4 back to the Planning and Zoning Commission for their further consideration, I also recognize the risk this poses to neighborhoods. Given the current free-for-all climate relating to development and redevelopment, especially as it pertains to Benton Stephens, but also including other neighborhoods surrounding the central business district, fewer neighborhood protection standards do not benefit the neighborhoods, and ultimately may extinguish some of the most compelling attributes of Columbia – it’s neighborhoods. Neighborhoods are not homes and they are not individuals, they are a shared ideology among residents of the neighborhood. The Benton-Stephens neighborhood has made it’s views on neighborhoods crystal clear when we have consistently opposed “administrative” replats and redevelopment projects that are completely and utterly out of scale with surrounding developments *and* uses.

Certainly, landowners have rights to redevelop their lots; however, when homeowners buy into a neighborhood, the zoning district of the adjacent lot is not generally the first and foremost issue on their minds. They are buying into a shared view of what a neighborhood is, and when that changes overnight, necessarily they are concerned. And so it goes with Benton-Stephens. We all – single families and non-resident landowners, alike – bought into Benton-Stephens because it *is* so special. As single family home owners in Benton-Stephens have diminished to less than 15% of the total residency, by estimates provided by City

staff⁵, and despite single-family home ownership accounting for roughly 50% of the homes in Benton-Stephens, there comes a point where we have to decide to value neighborhoods or not. If we don't put a real value on neighborhoods, then they *will* gradually die away. Unrestrained redevelopment to net the greatest profit will extinguish what is special about Benton-Stephens.

Growth looks good; no council person wants to have the economy contract during their tenure. But growth implies things that are not always evident from the surface. The neighborhoods surrounding the central business district are feeling the pressure of Columbia's great success. We have nowhere to expand, therefore any expansion puts pressure on everyone. A few points worth mentioning:

- we don't all buy into the idea of "denser is better" shared by some on the council;
- we long ago voted with our dollars by buying into the neighborhood;
- we are not anti-rental – some of us, my wife included, are landlords;
- we *are* against what we perceive to be outside interests coming into the neighborhood and changing it so that they can make a significant profit while we are left to deal with the aftermath.

And what about the aftermath? We see it in the rapidly increasing number of people now living in our neighborhood. We see it in the increased traffic through our feeder streets as people from further out filter through. We see it in the increased amount of vehicular storage along our streets. We see it an increase in police dispatches into our neighborhood to address an increase in crime and nuisance violations. We see it in the dilapidated sidewalks and road surfaces long neglected in favor of "sidewalks to nowhere" at the fringe. And we see it in the way the various departments within the City of Columbia treat our neighborhoods with respect to redevelopment pressures. We bought into a shared ideology that is gradually being chipped away in favor of profits for the few. Neighborhood protections might better be called community protections.

I would ask that the UDO be adopted as written with the requested modifications to strengthen neighborhood protection standards by the various neighborhood and community representatives, and with the proviso that §29-4 be revisited upon by the Planning and Zoning Commission to make recommendations for change. I would ask that any recommendations for changes to the neighborhood protection standards not be blindly accepted, rather for the recommendations to be considered on the basis of their protective qualities, and that only changes that improve neighborhood protections be voted into law.

⁵Mrs. Carol Stevenson used this fact to argue on behalf of a recent administrative replat for the lots on the 1500 block of Windsor Ave.

FROM: The Downtown Leadership Council (DLC)
TO: Mayor Treece and City Council
RE: Unified Development Code
DATE: March 1, 2017

Dear Mayor and Members of the Council:

The Downtown Leadership Council (DLC) asks that you adopt the “Unified Development Code” as amended by the Planning and Zoning Commission, with your proposed amendments following Saturday’s Public Hearing, and with the recommendations below regarding the parking requirement and the Urban General-Storefront area.

First, the DLC wants to commend the City staff and the Planning & Zoning Commission for their incredibly hard work, and to register our strong support for the adoption of the new Code. We urge the adoption of the code now, recognizing that “the perfect should not be the enemy of the good” and that the Code will need amending in the future.

The DLC is charged with addressing the long-term health of our downtown, and feels strongly that the UDO must adequately plan for the development for not just the next 10 years but for the next 25 years and beyond. The DLC has been involved with forming the new development code since in 2010, along with the Charrette Report, and believe the new UDO is a culmination of the years of work leading up to this point.

We appreciate the opportunity to provide input and are also pleased to present the following comments and recommendations regarding the new development code:

First, the DLC discussed at length the ongoing and increasing parking problem downtown. The DLC recommends the parking ratio be increased in the M-DT from the current ratio of 1/4 parking space per bedroom to at least 1/2 parking space per bedroom. Noting that downtown businesses are not currently able to rent spaces in the parking garages and that the metered parking in the center of downtown are often full, we believe residential developments should provide more of their own parking, without relying on taxpayer subsidized parking options such as municipal parking garages and street parking. There has already been significant spillover into the surrounding historic neighborhoods, and the city lacks the ability to enforce the current parking rules or pay for neighborhood parking permit programs. The problem will only increase as the next round of student housing developments are filled later this year. The DLC believes requiring adequate project-based residential parking is as necessary as long term

planning for additional public garages, comprehensive regulatory enforcement, and better public transportation in addressing the downtown parking issue.

Secondly, the DLC believes the Urban Storefront overlay should be increased from its current limitations of just Ninth and Broadway, to ensure sufficient retail storefronts for the foreseeable future. This ensures downtown will have adequate retail space to continue to serve as an economic engine for the city, but also to preserve pedestrian traffic throughout downtown. The DLC recommended extending it from Locust to Ash, and from Seventh to Hitt Street. The Urban Storefront requirement for retail/office space on the ground floor is not as limiting as it was when the boundary of Urban Storefront was original identified on the Regulating Plan; the P&Z Commission expanded the definition of “Personal Services” to include “offices” as defined in the UDO.

We also discussed but did not specifically endorse any exemptions for smaller developments, i.e. under 10 bedrooms, from the parking or open space requirements. Finally, the DLC discussed the neighborhood protections in the proposed Code, and though we simply ran out of time to vote on specific recommendations at our last meeting due to a lack of quorum, we strongly support historic neighborhoods be protected from larger developments which do not fit the character of the surrounding neighborhood, or are of such scale as to dwarf the surrounding houses. The DLC would also request the City create a 3-D build-out model of the urban general and urban storefront overlays in the MDT, to better show what the new code allows.

These suggestions should not be seen as a criticism of the proposed Code, as we believe the UDO has been greatly improved by thousands of hours of hard work to date, and is a much-needed improvement over our current outdated and ineffective zoning regulations. We strongly encourage the Council move forward with its adoption.

Thank you, again, for working to adopt an updated development Code which will serve to help Columbia continue to grow while preserving its historic downtown and surrounding neighborhoods in the decades to come.

Yours very truly,

Scott A. Wilson, Chair
on behalf of the DLC

Mayor and City Council,

March 1, 2017

Regarding considerations for the UDC:

Please **do not** eliminate parking requirements for RMF developments!

I resolutely believe that **we need to reduce our dependence on cars**. Removing parking requirements for RMF, however, is the wrong approach to that goal. In fact, the more probable outcome of removing parking requirements would be to do the exact opposite. That is, it will create unlivable neighborhoods in our core communities and drive our long term residents to neighborhoods where they are forced to use their cars more than ever before.

The correct way to get to a less car intensive city is to follow the American Planning Association formula of reducing parking availability *while increasing the cost of parking* and increasing availability of mass transit and other modes of travel. It is a carrot and stick approach that makes non-vehicular travel more attractive while making car ownership more expensive, problematic, and inconvenient.

If parking requirements are removed it develops neighborhoods that 1) are dominated by student-only housing with 2) city streets that are choked with cars using our public space as free parking. The unlivable consequences of these conditions drives our permanent residents away, to areas afar from the city center. These permanent residents then have to drive their cars more all year long creating a higher dependence on the auto than before.

Please, do not fall prey to the idea that less parking means less cars. Less parking *by itself* actually creates more car dependency.

Jay Hasheider

1812 Cliff Drive

Columbia

TO: Mayor Brian Treece
First Ward Councilman Clyde Ruffin Second Ward Councilman Michael Trapp
Third Ward Councilman Karl Skala Fourth Ward Councilman Ian Thomas
Fifth Ward Councilman Laura Nauser Six Ward Councilman Betsey Peters

From: Paul Land
Plaza Commercial Realty; ph: 573-445-1020

Date: March 1, 2017

Re: UDC

Thank you for requesting written comment regarding UDC. Following are comments and recommendations for improving current draft of UDC. And a strategic suggestion for utilizing Board of Adjustment going forward.

1.) **Exempt Small Lots defined at 10,000 sq. ft. or less, within MD-T from conformance** with design criteria described in UDC. Code is too burdensome for projects of this size to offset increased cost associated with specific design criteria in UDC. This could lead to smaller commercial developments on 10,000 sq. ft. lot size being unable to remain competitive against the pressures of increased remodel or facility update costs. The code, as drafted, favors larger developments that have minimum of second stories or more. The second story requirement favors larger buildings with residential uses, because the current market residential rental income can offset the new design criteria and building features that smaller properties cannot.

A requirement to build 2 stories can lead to an unintended consequence by artificially forcing more inventory of unoccupied space where there is no demand. When that happens smaller business and smaller investors suffer.

2.) **Remove “Neighborhood Protection Standards” in Article 29-4.7 page 86.** Removing this section will eliminate about 80% of the new code’s heartburn. This section needs further refinement. It is not ready to insert into an ordinance format. Its introduction substantially impacts development and re-development opportunities for major investment properties and end user properties in the business sector; i.e. office, retail, industrial. At minimum, these (3) classes of properties; retail, office, industrial should be exempted.

The impact on R-3 investment property appears negative too, but this is a less known use group or zoning category to me personally. For those residential districts, lying closer to downtown for instance, it seems a refined “overlay district” approach, which is specific to those critically identified neighborhoods, would be a better method for defining specific neighborhood protection goals, rather than an “universal one size fits all Neighborhood Protection Standard” approach for all of Columbia, that will likely be the source of many appeals or legal challenges under the UDC current definition.

3.) **Change (9) identified larger shopping centers or identified larger retail properties** conversion from C-1 to M-N, to a more appropriate zoning designation of M-C on those specific (9) properties. Attachment to this correspondence specifically identifies the (9) properties.

- 4.) **Make changes on Permitted Use Tables 29-3.2 pages 4, 5, 6, 7 to**
 - a. Allow as permitted use, "Restaurant" in zoning district I-G (change from conditional use requirement) page 5
 - b. Allow "Higher Education Institution" as permitted use in zoning district I-G (change from conditional use requirement) page 4. Elementary and Secondary Education uses are permitted, so why is a "higher education institution" not called out as a permitted use. This should be allowed.
 - c. Allow "museum or library" as permitted use in zoning district I-G, page 4 (currently not identified as a permitted use in I-G).
- 5.) **Change section 29-6.2 Regulatory Procedures Table to allow Board of Adjustment to** make decisions on "conditional use permit", rather than a two-step procedure and delay associated with the UDC's stated procedure of using (i) Planning & Zoning recommendation and (ii) City Council approval for conditional uses. Unnecessary delay is caused by this two-step UDC requirement of using P & Z and Council approval, rather than one step Board of Adjustment under the current code. A decision at Board of Adjustment is resolved in a single meeting and within one month. The two step procedure in UDC could span 3 months, and potentially introduce political, rather than practical, discussions on matters of clear definition. The potential for holdover hearings at P & Z or council could add even more delay.
- 6.) **Suggest increasing the grandfathering time clause for legal but non-conforming uses, or** pre-existing conditional uses, to a time period greater than 12 months as identified in current UDC. This should be increased to 24 months. This additional time is generally required to re-establish occupancy on larger facilities or special purpose built commercial, office, industrial facilities. These properties cannot readily secure a replacement occupant within 12 months. The UDC specifies 12 months as under current ordinance, though now is the time to improve this definition with the reality of how the market actually performs. So respectfully request shift from 12 months to 24 months.
- 7.) **Please request that City of Columbia Community Services Dept (Planning Dept) make** available to the general public, at a reasonable charge, such as \$5 to \$10 (or other cost recovery pricing) a full scale "Official Zoning Map" upon request. Such map should have a printed date of accuracy on it. This can be done, once UDC is adopted. This will help general public and their advisors, brokers, attorneys, lenders, insurers, or other consultants gain full knowledge and understanding of a property's zoning designation and the surrounding uses. And allows end users of property to more expediently review the relationship of a specific property to an adjoining use.
- 8.) **At recent public hearing the topic of a "Blue Ribbon Review Committee" was** postulated by some Council members for evaluating the UDC, especially for some initial time period after its adoption. That seems unnecessary. Use Board of Adjustment instead.

The Board of Adjustment is an already established board for hearing questions of interpretation. This Board of Adjustment is already comprised of qualified members and staffed by appropriate City personnel. Staff can make periodic or quarterly (or some other defined interval report) to Planning & Zoning Commission, or if requested, then directly to City Council. This Board of Adjustment membership is already established by ordinance and practice, and should already meet the council goals of a non-vested or non-partisan entity for this specific purpose to make new code interpretations, where disagreement or questions of overreach may emerge.

SUMMARY

Properties Zoned C-1 with single building occupant using greater than 15,000 sq. ft. of retail space or have greater than 45,000 sq. ft. supermarket

<u>Name/Address</u>	<u>Use</u>	<u>Zoning</u>	<u>Adjoining Zoning</u>
1.) Nifong Shopping Center NW Nifong & Providence	Grocery	C-1	R-3
2.) Rockbridge Shopping Ctr NE Nifong & Providence	Grocery	C-1	C-1
3.) Kohl's Green Meadows extend to Grindstone	Retail	C-1	C-1
4.) Orscheln Buttonwood & Providence Rd	Retail	C-1	C-1
5.) Hy-Vee W. Broadway & Fairview	Grocery	C-1	R-3
6.) Crossroads Shopping Center NW Broadway & Stadium	Retail	C-1	R-4
7.) Stadium Plaza NE Worley & Stadium	Retail Best Buy Hobby Lobby	C-1	R-3
8.) Westlake Hardware W. Worley near Stadium	Retail	C-1	R-3
9.) North County Shopping Ctr Paris Rd. near Mexico Gravel Rd.	Grocery	C-1	C-1

To: Tim Teddy and Pat Zenner, City of Columbia
From: Paul Land, 573-445-1020
Date: December 20, 2016
Re: C-1 to M-N conflict

A topic was raised at the December 15, 2016 P & Z hearing about certain C-1 zoned properties that present a conflict with conversion to the UDC's M-N district on the official zoning map by either;

- a.) Having a single use retail in excess of 15,000 sq. ft.
- b.) Having a supermarket or grocery in excess of 45,000 sq. ft.

P & Z postponed deciding how to amend the UDC on this topic of conflict until its January 5, 2017 meeting. Potential solutions offered by Mr. Lindner's letter, included:

- Eliminating the described 15,000 sq. ft. limitation for retail and the 45,000 sq ft grocery store in the new M-N district, or
- Altering the official zoning map to convert certain identified retail centers to be zoned district M-C, rather than district M-N

An attached summary shows (9) specific properties that feature this conflict, which are currently zoned C-1.

Since these identified C-1 properties are all adjoined by property and actual uses currently zoned R-3 or higher, under the current code, and these properties are oriented toward arterial and collector street or at major commercial intersection, I favor changing the official zoning map to show these (9) identified properties as M-C, rather than M-N, on the official zoning map. Though eliminating the sq. ft. limitation is another approach to resolving the issue.

This correspondence is intended to lend support to Mr. Lindner's concern and how to address it.



Sheela Amin <sheela.amin@como.gov>

Two feedback comments for UDO hearing at Council meeting on March 6, 2017.

1 message

John G. Clark <jgclark@socket.net>

Wed, Mar 1, 2017 at 11:08 AM

Reply-To: jgclark@socket.net

To: Sheela Amin <sheela.amin@como.gov>, Sheela K Amin <skamin@gocolumbiamo.com>

Ms. Amin,

Please convey the following comment to the City Council along with the attached document.

I: Please remove the area to the east of Orr Street and north of Ash from the M-DT area.

Rationale:

1. Two major citizen-driven planning processes have designated this area to be part of an area that should have neighborhood-mixed intensity as an area surrounding the downtown, but not as part of the downtown.

The reports from those processes are:

--The Charrette Report

--The North Central Columbia Neighborhood Association Plan, adopted by the Association on March 10, 2009. Attached. (This plan came out of an NCCNA Neighborhood Planning Process begun in 2000 that was jointly funded by NCCNA and the City of Columbia. You can read about the intent and history of this process on p2-4.)

In the NCCNA Plan document, please pay particular attention to the descriptions on page 9 of two the six sub-areas identified and described in North Central - the North Village Area and the Wyatt's Market area. These areas have not historically been part of downtown in style or uses (the area from Walnut Avenue to the south between Providence and College) and should continue as residential in character with neighborhood commercial activity appropriate for a residential neighborhood.

2. The public property (the Wabash Station and fire Station #1/Fire Administration Building property backing up to Orr Street from Ash north to Park Avenue provide the appropriate transition (feathering) from the M-DT area to the residential/mixed use intensity to the east of Orr Street.

3. The current metal buildings and uses on St. James are not downtown type buildings or uses.

II: Please restore/add the requirement of a minimum building height of two stories for redevelopment of property in the M-DT on both sides of Providence Road north of Broadway.

Rationale:

1. Allowing one-story redevelopment is not necessary as part of the transition to the west of Providence (feathering) because of the topography (sharp rise in elevation going from Providence up hill to Garth Ave.)

2. Catering to current property-owners/uses with on story buildings inappropriately ignores the long-term purpose of this plan and major corridor redevelopment plans- to guide redevelopment of downtown and major corridors over the next 20-25 years. Not requiring two-stories is 3-5 year thinking.

3. A major tenet of long-term development/redevelopment planning is to site more intense uses/building forms on higher order transportation corridors, such as Providence Road and College Avenue. Rationales supporting this tenet include incentivizing the highest and best use and performance of land in the community, prudently managing public expenditures on public capital infrastructure, protecting the viability and character of less intense use areas such as residential neighborhoods, etc.

4. While Council Resolution PR 154-05, Guidelines for rezoning and redevelopment along N. Providence Road, does not include a minimum height provision, it is a start on how to create major corridor plans to guide redevelopment on such corridors. A minimum height requirement should be added to those guidelines. And such guidelines should be followed where major transportation corridors intersect with the M-DT.

Respectfully submitted by,

John G. Clark

--

John G. Clark, JD, CPA

Attorney at Law

Specializing in legal and business consulting to tax-exempt organizations

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Columbia, MO 65201

[573-442-7077](tel:573-442-7077)

jgclark@mchsi.com

jgclark@socket.net

3 attachments



NCCNA plan adopted March 10, 2009.pdf

316K



PR154-05 7-5-05.pdf

140K



ProvidenceRoadCorridorinfopacket091707.pdf

526K

North Central Columbia Neighborhood Association Plan



Adopted March 10, 2009

Original Draft Prepared By:
Planning Works, LLC
8000 Lee Boulevard
Leawood, KS 66206
Ph: 913-341.8800
Fax: 913-341-8810
www.ourplanningworks.com

The guidelines, standards and recommendations described in the document are voluntary only. Building permits, re-zoning requests, plats or development proposals shall not be denied by reason of failure to conform with this document.

A History of Planning for Residential and Non-Residential Areas of North Central

The North Central Columbia Neighborhood Association (NCCNA) was organized in 1993 primarily because the residents and homeowners were concerned about the uncertain future of the neighborhood. Major institutions were expanding, taking out existing housing. Commercial and office uses were creeping in around the edges. There was virtually no investment in new housing or major rehab of what housing was left. More retail outlets, jobs and services were needed to support the residential aspects of the neighborhood.

During the ensuing years NCCNA has participated in numerous analysis and planning exercises. Each year we have reviewed our analysis, goal setting, planning and implementation through the Missouri Community Betterment program. The Community Development Department at MU used a City Community Development Block Grant (CDBG) in 1994 to development an overall plan for the central city. With the leadership of MU's Ron Phillips we looked at settlement patterns using Christopher Alexander's A Pattern Language. The MU Forestry Department helped us investigate our "urban forest". Board members have worked with walkability expert Dan Burden, the PedNet Coalition, the Metro 2020 committees, Columbia College and Stephens College master planners, and the Columbia Parks & Recreation master plan team, as well as with affordable housing initiatives.

Beginning in 2000, with a grant from the City and matching private donations, NCCNA hired a consultant and began a process that produced, eventually, this document. That process identified three critical conditions that must be recognized and addressed by any future development within the neighborhood: First, North Central is composed of six historically unique and geographically identifiable areas. Second, the various transportation corridors that traverse the neighborhood dramatically affect life within it. Third, specific historic and cultural attributes within each sub-area contribute to the overall vitality and civic life of the neighborhood, and these features should be preserved.

Through all this work we have identified four clusters of housing that we want to protect and enhance. Area # 1 lies east of Hickman High School and north of Columbia College. Area # 2 lies south of Hickman High School and west of Jefferson Junior High School and Columbia College. Area # 3 lies south of Jefferson Junior High School and Columbia College. Area # 4 is in the southeast corner of the neighborhood, west of Stephens College and east of the Wabash Station.

There are two other areas which are mostly non-residential. Area # 5 extends along the south side of the neighborhood from Providence Road east. Area # 6 is on the east side of the neighborhood, basically east of Field Elementary School and east of Columbia College.

For each of these six, or more, areas we searched for a name which has local significance and authenticity. We agreed on the boundaries of each area for architectural differences or use differences.

After listing the potential threats and potential opportunities for an area, we looked for corridors where a special plan could be used to control commercial development or encourage residential development. The elements could address rezoning, uses of land, building types and materials, landscaping or the street right-of-way components. Perhaps it could give the pedestrian or motorist a certain experience as they travel the corridor. Perhaps it could increase investor confidence in homebuyers or business developers. Perhaps the goal of the corridor plan would be to reinforce the character of the area the corridor passes by.

NCCNA identified several corridors for consideration. The major thoroughfares that surround the neighborhood may need special plans. These are Providence Road, Business Loop 70, and College Avenue. East-west streets that are traveled by visitors and most neighbors include Rogers, Wilkes, Park, and Ash. North-south corridors include Fifth St./Washington Ave., Eighth St., and Tenth St. Hubbell Dr. is a special street because it is lined with historic single family homes in an area destined to transition away from detached housing toward dense, city-center redevelopment.

In all of our planning we paid special attention to the cultural and historic aspects of North Central (and adjacent areas) which give our neighborhood and the sub-areas their special character. One example is the collection of National Register historic buildings relating to African-American history in Columbia. These buildings are Fifth Street Christian Church, St. Paul AME Church, Frederick Douglass High School, Blind Boone House, and Second Baptist Church. Two other examples of cultural and historic aspects that give North Central its character are the history of Columbia College (formerly Christian College) and the manufacturing/railroad center in the east part of the neighborhood.

Purpose and Intent of the Neighborhood Plan

The purpose of the North Central Columbia Neighborhood Association Plan is to recognize the location, architectural character and land-use mix that, together, have created a uniquely mixed-residential and commercial heart at the center of the city; and to articulate a preferred future for each sub-area that conserves its urban character. Additionally, the purpose of the Plan is to provide a framework for future neighborhood improvement, including streetscape projects, which might be either part of private developments or City infrastructure projects.

Geographical Boundaries of the Plan

The North Central Columbia Neighborhood is bounded on the north by Business Loop 70, on the east by College Avenue, on the south by Walnut Street and on the west by Providence Road. The area includes portions of Douglass Park Neighborhood, the Special Business District and the Shoe Factory District.

Pre-Application Conference

Neighborhood Associations routinely make influential recommendations regarding rezonings and planned developments. Applicants are encouraged to request a pre-application conference with the NCCNA and other neighborhood associations for the area in which the property is located. Contact information is available in the Department of Planning and Development.

Limitations and Conflicts

This plan does not require that any alterations be made to existing structures. No section of the plan shall be construed to compel alterations that will conflict with any health or safety codes, prohibit any alterations that are required pursuant to compliance with the Building Code, or compel alterations.

Guiding Principles for the Entire Neighborhood

Encourage pedestrian oriented design (POD). Pedestrian oriented design directs building facades and active uses to the street, structures front on the sidewalk in line with existing structures to create a street wall. POD creates a network of safe walkways and interesting destination points and is scaled primarily for people, not automobiles. POD utilizes carefully located alleys to allow pedestrian access from city block interiors and to provide natural light to upper stories of buildings.

Promote compatible mixed-use development. Mixed uses allow residents to live, work, shop and play in their neighborhood, lessening dependence on automobiles and increasing the vitality and diversity of the neighborhood. Generally, retail is desirable on the ground story of commercial and mixed-use property. Retail helps to make the street active and interesting. Fewer parking spaces are required than in other zones because of the mix of uses, proximity to transit, extensive bike and pedestrian routes, and higher ratio of on-street parking due to a grid of streets and alleys.

Encourage adaptive reuse. Existing buildings that are renovated for new uses, as opposed to razed and replaced with new construction, help maintain the neighborhood's character, and reduce landfill use and energy consumption. The various components used in the composition of a building design greatly affect the success of a design and its compatibility with its context. Scale (a building's height, width, and depth) is an important component of the visual continuity in neighborhoods. Just as buildings' fronts establish a facade-line, or street wall, along the street, their height establishes a height-line. In combination with width and depth, this creates the perceived 'size' to which most buildings in the neighborhood conform.

Support sustainable neighborhood commercial uses. Neighborhood commercial uses fill retail and service needs for residents in a convenient manner, encourage social interaction among neighbors and reduce travel costs and congestion. Streets filled with compatible and connected commercial, civic, and pedestrian uses are vibrant, activity filled corridors.

Preserve desirable residential structures and design. Preserving and creating quality housing opportunities is necessary to encourage homeownership and long-term residency. Because the amount of land available is limited, it is desirable to encourage a range of harmonious styles of residences rather than a grouping of very similar styles. In the case of infill between existing residential structures, new structures should harmonize with adjacent residences. Mixed density residential development, in the form of single family detached dwellings, semi-detached dwellings, duplexes and converted dwellings, apartment buildings, town houses, grouped dwellings and boarding houses having a maximum of eight units, is encouraged.

Encourage landscaping and streetscaping efforts. Landscaping and streetscaping beautify the neighborhood and define public and private spaces, contribute to the

pedestrian environment and improve safety, security and well-being among residents. The physical condition of streets, sidewalks, utilities, public spaces and other infrastructure often provides visitors with their first impression of a place and sets the tone for the level of maintenance of private property. High maintenance standards for infrastructure should provide the foundation for private improvements in the neighborhood. Alleys should be used when possible to provide access, parking, mechanical and loading uses to the rear of buildings. A “street room” is formed between the building lines across a street. A comfortable space is created when the height of the buildings on each side equals the distance between them.

Promote a consistent neighborhood identity and image. A positive and recognizable neighborhood identity promotes the area to new residents and business owners, contributes to its long-term sustainability and engenders and supports neighborhood pride. The placement of buildings following an established rhythm composed of two components, spacing and setback (spacing is the distance between individual buildings; setback is the distance between the foremost part of the building and the street) is an important character defining element of a neighborhood. Attention to commercial and residential design elements such as roof shape and pitch will enhance the character and bolster the economic health of the neighborhood.

Coordinate investment. Coordinate improvements among the City, utility providers, landowners and developers to maximize infrastructure investment throughout the neighborhood and to encourage and promote infrastructure construction, installation and maintenance. Public improvements and investments catalyze increased private investment.

Promote public-private partnerships. Development projects involving public and private uses and funding contribute to the sustainability and diversity of the neighborhood while providing an incentive for additional investment. The addition of brick pavers, benches, planters, bike racks, and waste bins can reinforce neighborhood identity and promote pedestrian safety.

Incorporate Crime Prevention Through Environmental Design (CPTED). Streetscape design and lot development can contribute to crime reduction and prevention by reducing opportunities for criminal activity to occur and improving public perceptions of safety and well-being. CPTED strategies include natural surveillance. Design the built environment in a manner that promotes the visibility of public spaces and areas, thereby keeping intruders easily observable. Use physical design to develop a sense of ownership or territorial control over an area by defining property lines and distinguishing private spaces from public spaces. Buildings that oversee the street and public spaces with active fronts contribute to vital and safe streets.

Promote Compatible Signs. Promote regional character and a sense of place in the neighborhood through good design and unique site-specific civic as well as retail and commercial graphics and signage. Promote order and beauty on the urban streetscape by minimizing visual clutter, eliminating unsightly structures and graphics, and encouraging

use of quality materials. Signs should be compatible with other design elements, such as building façade and lighting, or light posts and fixtures, benches, trash receptacles, and other adjacent elements.

Incorporate Visitability. New residential construction should incorporate the principles of visitability, also known as inclusive home design. These design elements make it possible for people with limited mobility to get in and out of a home and use the bathroom when visiting.

Commercial corridors on the perimeter of the neighborhood. Development and redevelopment along North Providence Road, Business Loop 70 East, and College Avenue should at a minimum conform to the preferences expressed in Council Resolution PR 154-05 A until specific corridor plans are enacted for each roadway.

Sub-Areas of the Neighborhood

Recognizing the distinct nature of different areas within the neighborhood, the Area is divided into six sub-areas, as shown in **Exhibit 1** as listed below:

- a) Uptown Area
- b) West End Area
- c) North Village Area
- d) Wyatt's Market Area
- e) Hickman Estates Area
- f) Shoe Factory Area

Neighborhood Sub-Areas

The neighborhood is divided into six sub-areas in order to better envision development patterns that are most appropriate, contributing to compatibility and stability within the neighborhood. Sub-areas include a variety of appropriate forms to promote livability, affordable housing and economic development. Sub-areas boundaries are identified in **Exhibit 1**.

Hickman Estates

The intent of Hickman Estates is to provide opportunities for home ownership within a traditional residential neighborhood with a mixture of housing types and densities.

New construction in the area of the historic Hickman Family estates will take a residential form. Structures will appear to be large single-family dwellings on larger lots with ample space for backyard gardens or play yards. Garages and parking areas will be discreetly positioned, accessed from the rear when possible. Streets will be shady with sidewalks. Houses will have porches large enough for six people to relax. Porches will be close enough to the sidewalk so pedestrians can be engaged in conversation.

Uptown

The intent of Uptown is to provide a variety of housing options in a mixed use neighborhood with historic character.

Infill development in the residential area around the historic Uptown store will provide housing for rent and for purchase in densely positioned two story structures that speak to the historic houses remaining on North Tenth Street, North Ninth Street, Otto Court, etc. Signs for any goods or services offered should reflect the cultural history of the area. Public parking and green spaces will be used since private space will be limited.

West End

The West End area of the Special Business District is described as a moderately intense employment zone. In order for the parking lots on the north side of Ash Street to become available for development, a parking structure will be constructed. The parking structure and the new development on the current parking lots will bridge the gap between the employers on the south side of Ash St. and the residents of the redeveloped mixed-use public housing area to the north along Park Avenue. The form will be multi-story with essential goods and services on the ground floor and apartments above. The parking structure will include retail on the first level. Signage and other amenities will remind visitors of the rich African-American history and culture of the area.

North Village

The intent of North Village is to maintain a vibrant, eclectic neighborhood attractive to creative professionals, other residents and visitors.

The North Village sub-area is perhaps the most mixed-use part of the neighborhood. As the industrial properties are changing into arts related businesses, the need to retain and increase affordable housing for artists is a high priority with the business owners there. The area currently contains many single-family homes, and more than a few homeowners. Conservation of the bungalow houses on Hubbell Dr. is particularly important.

The redevelopment form in this area west of Stephens College, often called North Village, will be multi-story loft style buildings that will be attractive to artists and others as live/work spaces. Cafes and other shops to serve the residents and their patrons will be accommodated on the ground floors of most buildings. Centralized public parking will be available in this Metro 2020 city center area. Development of a public market would attract more visitors to the area.

Wyatt's Market

The intent of Wyatt's Market is to provide a neighborhood commercial area with mixed uses around the historic "Five-Point" intersection at College and Rogers.

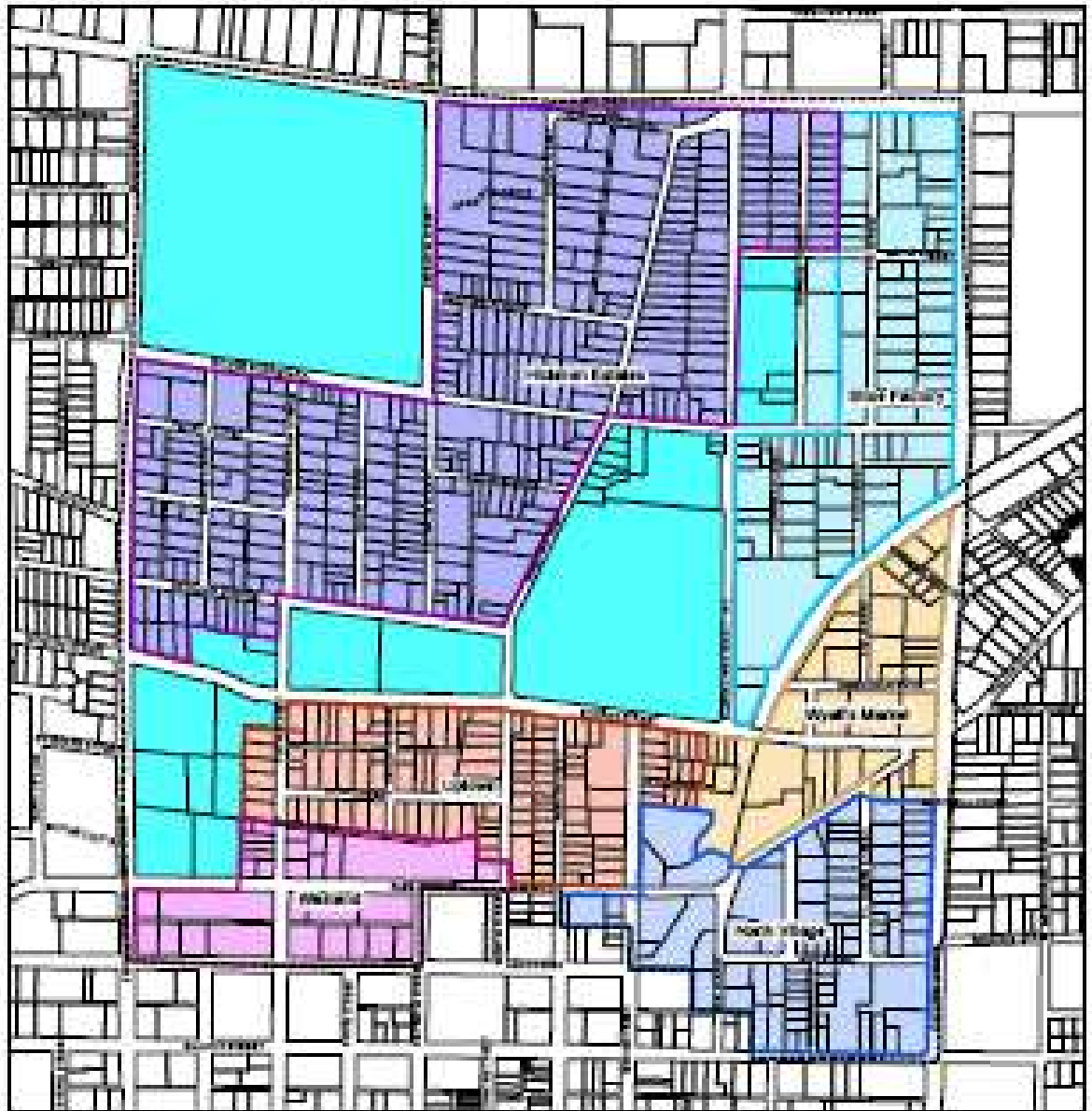
The commercial nature of the area surrounding the historic location of Wyatt's Market (now Walt's Bicycle Fitness & Wilderness Co.) will be upgraded with redevelopment in multi-story mixed use form more similar to downtown. The historic Wright Bros. Mule Barn has been restored as a mix of residential lofts and commercial spaces. This area is also in the Metro 2020 City Center, so space will be allocated for public parking. This is at a major entry to the North Central Neighborhood. Vehicular circulation needs special attention to prevent unsafe stacking of turning autos on Rogers Street or College Avenue and to provide safe pedestrian crossings.

Shoe Factory

The Shoe Factory District is intended to be a more urban commercial area with compatible residential units.

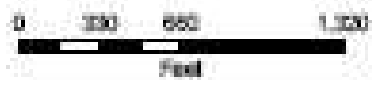
This area has a long and honorable railroad and manufacturing history. New development will first provide jobs, then services and goods, and finally, some housing. The form will be industrial (brick, steel, glass multi-story buildings) nodding to the historic Hamilton-Brown shoe factory building. Artists, designers and craftsmen will find work/live spaces here. Field Neighborhood Park and Eugene Field School will provide outdoor and indoor public space. Landscaping and public parking areas will be added to the area.

Exhibit 1 : District Sub-Areas



Legend

	HCO Neighborhood		Schools and Parks
	Lot Lines		Updown
	Hillman Estates		West End
	North Village		Wyatt's Market



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This document is a preliminary draft. It is intended for informational purposes only. It is not to be used for any other purpose without the express written consent of Wilson.

Map Document: J:\GIS\2008\0801\0801_Columbia_MIA\Analysis\neighborhoods.mxd
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A POLICY RESOLUTION

expressing the City Council's preferences relating to rezoning and development along the North Providence Road corridor.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBIA, MISSOURI, AS FOLLOWS:

SECTION 1. The City Council expresses the following preferences for future rezoning actions and development along the north Providence Road corridor (from Broadway to Business Loop 70):

- a. Property owners considering rezoning for properties along the North Providence Road corridor between East Broadway and Business Loop 70 are encouraged to request planned zoning so the City can better control and plan for signs, lighting, building layout, landscaping and parking.
- b. Developers are encouraged to place parking lots along the side and rear of buildings with frontage along the North Providence Road corridor.
- c. New driveway cuts along the North Providence Road corridor should be limited or disallowed.
- d. The list of proposed C-P or O-P uses along the North Providence Road corridor should not include large traffic generators such as "fast food" restaurants.
- e. Freestanding signs along the North Providence Road corridor should not exceed standards for open commercial or office districts. Monument signs rather than pole signs are encouraged.
- f. Planned district proposals along the North Providence Road corridor should contain a high level of landscaping.
- g. On-site lighting along the North Providence Road corridor should be designed to prevent lighting spillover onto adjacent properties.

- h. Mixed-use developments of office or commercial on lower levels and residential on upper levels are encouraged.
- i. The following elements are encouraged for planned districts along the North Providence Road corridor:
 - 1. Enhanced landscape screening;
 - 2. The use of pitched roofs;
 - 3. Efforts to reduce spillover from outdoor lighting;
 - 4. Relocation or screening of mechanical units, such as air conditioners; and
 - 5. Height and proximity limitations of commercial and office buildings to residential properties.
- j. Trash dumpsters should be screened and placed towards the rear of properties along the North Providence Road corridor.

ADOPTED this _____ day of _____, 2005.

ATTEST:

City Clerk

Mayor and Presiding Officer

APPROVED AS TO FORM:

City Counselor

Source

Timothy Teddy

TO: City Council

FROM: City Manager and Staff *MB*

DATE: July 8, 2005

RE: Providence Road corridor – policy resolution

EXECUTIVE SUMMARY

At the July 5 Council meeting, the Council directed staff to draft a policy resolution dealing with redevelopment of north Providence Road. The policy resolution is intended to give guidance for rezoning and redevelopment, pending completion of an actual Providence Road Corridor Plan.

The attached policy resolution includes the suggested criteria listed in a report which was sent to Council by the Planning and zoning Commission.

It should be noted that the Council was not in full agreement on the criteria which would encourage placing buildings near Providence Road and having parking to the rear or to the side of the buildings. The Commission is of the opinion that this is an important consideration; however, it may be difficult to achieve since most commercial developers prefer to have the parking in front facing the street. The Council may want to discuss this issue before passing the policy resolution.

SUGGESTED COUNCIL ACTION

Approval of the attached policy resolution with amendments, if needed.

[Handwritten signature]
Fiscal Impact)

YES

NO
[Handwritten mark]

Other Info.

Providence Road Corridor Plan – 6/24/05

Staff has received many inquiries over the years to rezone parcels along the Providence corridor from residential or office to commercial. Staff maintains that the heavily-traveled roadway is not ideal for some types of residential use and past policy has been to allow for office zoning as a transition but to resist changes to commercial. The section of North Providence, between Broadway and Business Loop 70 serves both as a major community traffic way and to provide access and services to adjoining residential areas on either side. A primary concern with commercial is the impedance to traffic flow along North Providence Road, especially if numerous driveways onto the roadway are allowed. Providence Road is one of the few through north-south streets in the area and traffic volumes are expected to grow. According to MoDot officials, increased commercial activity along North Providence may result in installation of barrier medians to prohibit left turning movements. At present, this section of North Providence Road consists of four 9-foot wide travel lanes and one 9-foot wide center turning lane. There are no viable opportunities for widening this stretch of roadway, since there is development in place very close to the right-of-way. Staff believes that in addition to the traffic-carrying issue, the appearance of North Providence is important, since it is a major entryway into the City. At some point in time, North Providence will cross Bear Creek and will then be an even more significant north-south traffic way. Provisions need to be made to protect adjoining neighborhoods and provide an aesthetically pleasing and functional roadway for the general public.

Recently, the council has broken with the policy of maintaining the segment of North Providence Road, south of the Business Loop, as an office corridor by approving C-P zoning for Kilgore's Pharmacy on the east side and C-P zoning for the proposed Kardon auto parts store on the west side. Due to an apparent soft market for office development and these precedents, there is likely to be continuing pressure for more changes to C-P zoning. While staff maintains that low-intensity land uses, such as planned office, are the best alternative, it may be inevitable that some of the corridor be set aside for C-P zoning.

As directed by the Council, the Planning and Zoning Commission has had preliminary discussions on the Providence Road Corridor issue. The Commission has concluded that three actions should be taken in regard to the corridor:

1. A policy resolution should be passed by the Council, which would list recommendations for future rezoning actions along North Providence Road. This would be an interim step, pending development of an actual corridor plan. The criteria suggested are as follows:
 - All rezoning for properties along North Providence Road between East Broadway and Business Loop 70 should be for "planned" districts in order to better control and plan for signs, lighting, building layout, landscaping and parking.
 - Developers should be encouraged to place parking lots along the side and/or rear with buildings fronting on North Providence Road from the road right-of-way.

- The creation of new driveway cuts along North Providence Road should be strictly limited or disallowed.
 - Careful consideration of the traffic generation of proposed C-P or O-P uses along North Providence Road needs to occur. Large traffic generators, such as “fast food” restaurants, should not be allowed.
 - Free standing signs along North Providence Road should not exceed current standards for “unplanned” commercial or office districts. Monument signs rather than pole signs should be encouraged.
 - A high level of landscaping along the North Providence Road frontage should be a consideration with any “planned” district proposal and should serve to help implement the landscape plan described below.
 - Due to the residential areas to the east and west of North Providence Road, on-site lighting should be designed to prevent lighting spillover onto adjacent properties.
 - Mixed-use developments of office/commercial on lower levels and residential units on upper levels should be encouraged.
 - While the aesthetic appearance of building facades, signs, lighting and landscaping on the front of buildings along the corridor are highly important, site plans should also account for the “residential” nature of adjacent property to the east and west of N. Providence Road. Enhanced landscape screening, use of pitched roofs, efforts to reduce “spillover” from outdoor lighting, relocation or screening of mechanical units such as air conditioners, and height/proximity limitations of commercial/office buildings to residential properties are among the issues to consider in protecting adjacent residential properties.
 - Trash dumpsters should be screened and placed towards the rear of properties along North Providence Road.
2. A comprehensive corridor plan for North Providence Road should be undertaken. This is needed to ensure the long term traffic-carrying capabilities of North Providence Road and to improve the aesthetics of this major entryway into the City. The corridor plan could include the above policy guidelines but would be a more specific plan in terms of land use and enhancements. It could include financial incentives for redevelopment.

The Planning and Zoning Commission envisions that many aspects in developing a comprehensive corridor plan for N. Providence Road could be effectively applied to other corridors throughout the Columbia area.

3. In addition to the corridor plan, the following longer-term actions should be considered by the Council:

Providence Road Corridor Plan Information Packet
9/17/07

This packet is intended to provide a brief background of the intended study area, as well as a rough outline of the proposed scope of the study, planning process, and possible issue areas.

Purpose:

Providence Road is the principal entrance into the downtown from I-70, and, as such, it deserves to be a showcase street. In order to achieve this, care must be taken to assure that new developments reflect the best streetscape by controlling landscaping, parking, business uses, curb cuts, and compatibility with the existing neighborhood (P & Z Commission, 2005).

Study area:

The study area is Providence Road and adjacent land approximately one block in depth on either side of Providence between Vandiver Drive and Stewart Road.

Roadway history:

Originally Third Street, a local street; Providence Road, south of Columbia, was later re-aligned with Third instead of Fifth Street.

Traffic characteristics:

Heavy automobile use: 20,000 + average daily trips (ADT) north and 35,000 ADT south of Broadway combined with high pedestrian-generating uses (schools, college, university, neighborhoods, public housing, parks, trail). Roadway is a four/five-lane section in a 70' +/- right-of-way (wider right-of-way north of Business Loop 70). The road generally has parallel sidewalks. Columbia Transit orange line follows Providence south of Broadway; crosses Providence near Hickman High School. Three other routes (red, blue, green) cross Providence near center of study area, at Broadway, Ash, and Worley, respectively.

Recent zoning history:

Ten requests to rezone various tracts from 1995 to 2005; only five approved. General trend is toward commercial/office zoning.

Land use pattern:

Commercial zoning and land use dominates at north and south ends (with exception of university on south end, east side); mid-section is residential on small lots (typically 50 +

year-old one-family dwellings zoned R-3 or R-2) and institutional with some recent commercial/office use.

Planned Land Use (Metro 2020):

The general pattern of land use districts is: City Center, Stewart Road to Ash – Neighborhood; Ash to Business Loop 70 – Employment District; Business Loop 70 to Vandiver – Commercial & Industrial.

Scheduled capital improvements:

Providence Road is to be extended north of Vandiver to Blue Ridge (outside study area), FY 2009; Burnham/Rollins/Providence intersection to be improved FY 2010 (outside study area). PedNet Project pedestrian intersection improvements at Business Loop, Stewart Road/MKT, Stadium (outside study area); sidewalk, pedway, shared use path improvements. Street light additions, Vandiver to Blue Ridge (outside study area) FY 2009; Providence Road/Stewart Road water main loop FY 2010; Flat Branch watershed relief sewers 2011.

Tentative stakeholder list

Bicycle and Recreation Commission/Pednet Project: Connecting Columbia
Boone County government
Businesses within the study area
Columbia Area Chamber of Commerce
Columbia Board of Realtors
Community Development Commission
Convention and Visitors Bureau
Columbia College
Columbia Public Schools
Disabilities Commission
Douglass Park Neighborhood Association
Emergency services: Fire, Police, Public Safety/Joint Communications
Housing Authority of Columbia
Missouri Department of Transportation
North Central Columbia Neighborhood Association
Parks and Recreation Department/Parks and Recreation Commission
PedNet Coalition
Property owners within study area
Real estate brokers/agents listing property in study area
Residents within study area
Ridgeway Neighborhood Association
Special Business District
University of Missouri-Columbia

Outline scope:

1. Organizational tasks and kick-off: Define purpose and functions of plan; delimit the study area (Stewart to Vandiver, north-to-south; east-to-west limits or corridor “width” require definition); select participants (committee?); agree on format of “deliverable” (text, maps, graphics, etc.).
2. Collect and map data on existing conditions within and adjacent to the roadway corridor. Use archival, GIS, field, and interview sources.
3. Review relevant plans and projects previously approved or currently underway. Discuss integration of corridor plan with “overlapping” plans by other institutions and agencies. **Include especially goals and strategies from *Imagine Columbia’s Future*** (http://www.gocolumbiamo.com/Public_Comm/Visioning/index.php).
4. Conduct a public workshop on the corridor with a view toward definition of problems, assessment of strengths and weaknesses of the corridor, and formation of tentative goals and objectives.
5. Initiate development of a conceptual plan of the corridor, including one or two alternative scenarios.
6. Conduct a second public workshop to present and discuss draft conceptual plans; select a preferred scenario.
7. Prepare and discuss an implementation strategy (or the “How do we get there from here?” chapter): Steps necessary to implement the plan after adoption (e.g., land use regulations, traffic and transportation improvements) and an inventory of available resources (e.g., grant programs, technical assistance programs, community organizations, etc.) to carry-out the goals and objectives.
8. Prepare a report and preliminary draft plan for Council preliminary review; initiate required public hearings.
9. Conduct public hearings; de-brief as necessary.
10. Prepare final report and plan, with adopting ordinance for first and second reading and approval by Council.
11. Enter implementation phase...

Public work shop: Sample Issue Areas

Transportation and traffic

- Volume/capacity (existing and projected)
- Safety
- Access management
- Bicycle/pedestrian/disabled facilities and access
- Transit use

Urban design

- Landscape
- Lighting
- Building architecture
- Historic resources
- Gateways
- Signs

Land use

- Site suitability
- Compatibility
- Assessed valuation
- Tenure (owned/rented)
- Condition (standard/substandard)
- Platting

Services

- Commercial
- Medical and social services
- Education
- Housing
- Recreation
- Worship

Storm water

- Flood hazard
- Water quality

Water supply

- Domestic supply
- Fire flows and hydrant access
- Condition

Sanitary sewer

- Availability
- Capacity

- Condition

Electrical

- Location
- Capacity
- Condition
- Above/below ground (cross-reference with community appearance)

Existing Plans

- Capital infrastructure
- Buildings and grounds
- Land use

Topography/soils/natural resources

- Topographic patterns (cross-reference with storm drainage)
- Green space
- Soil conditions (soil capability and environmental quality)
- Trees and other vegetation

Additional topic: Review of City Policy Resolution PR 154-05, expressing the City Council's preferences relating to rezoning and development along the Providence Road corridor (Complete resolution available at http://www.gocolumbiamo.com/Council/Final_Ordinances/Series_106/436;.html).

Providence Corridor Future Vision Categories

Transportation/Traffic

Urban design

Land use

Building conditions

Services



Sheela Amin <sheela.amin@como.gov>

[CityClerk]: Proposed language for amendment to the UDO

1 message

Mark Farnen <mfarnen.strategists@gmail.com>
To: cityclerk@como.gov

Wed, Mar 1, 2017 at 11:09 AM

TO: Mayor Treece and Council Members Ruffin, Trapp, Skala, Thomas, Nauser and Peters
RE: Possible Amendment To The UDO - Expiration of Non-Conforming Uses

During the February 25 hearing on the revised UDO, and in past public sessions, several members of the public indicated support for a change in the amount of time that would trigger the expiration of a discontinued, non-conforming use. The proposed standard in the new UDO is 12 months. For many practical reasons, a 24-month standard should be considered.

The following is a proposed amendment to the code as it is currently written with items to be changed appearing with a strikethrough in the text, and the new language underlined for clarity:

Section 29-6.5 (a)(1)(i)(C): Nonconforming Uses (Article 6, Page 27)

(C) If a nonconforming use of land or buildings is discontinued for any reason for a period of more than ~~twelve (12)~~ twenty-four (24) months, any future use of such premises shall comply with the provisions of this Chapter. Such time period may be extended upon application to the Board.

This change addresses the practical problems that could be encountered due to the terms of existing leases; the time required to recruit new tenants for a reasonable use on any individual property; and potential market conditions that may require timing for a project that may extend beyond a 12-month period.

Thank you for your consideration of this change.

Mark Farnen
102 East Brandon
Columbia, MO 65203

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Mark Farnen



[CityClerk]: Proposed Amendment to the UDO - Expiration of Preliminary Plats

Mark Farnen <mfarnen.strategists@gmail.com>
To: cityclerk@como.gov

Wed, Mar 1, 2017 at 11:43 AM

TO: Mayor Treece and Council Members Ruffin, Trapp, Skala, Thomas, Nauser and Peters
RE: UDO Amendment - Expiration of Preliminary Plats

The proposed new Unified Development Code changes the time of expiration of a preliminary plat from 7 years under current rules to just 3 years in the new code. The change in time from 7 to just 3 years is a dramatic change in time in this market and adds some level of uncertainty to the process of acquiring, planning, financing and construction on properties and does not fully account for market fluctuations that could significantly impact the timing and execution of plans for completion of individual projects. The following proposed change would change that 3 year expiration for preliminary plats to a more manageable 5 year time frame. (Changed text is show with a strike through. New language is show as underlined text.)

Section 29-5.2 (c)(3)(ii)(G) – Subdivision of Land Procedures (Article 5, Page 15)

(G) Approval of a preliminary plat by the Council shall confer upon the applicant for a period of ~~three (3)~~ five (5) years, beginning at the effective date of Council approval, the following rights:

- 1) The terms and conditions under which the preliminary plat was given approval shall not be changed except as required in subsection 3) below.
- 2) The subdivider may submit on or before the expiration date a final plat for the whole or any part of the subdivision for approval.
- 3) Each final plat for land included in the preliminary plat application shall comply with any new technical or engineering standards or requirements adopted by Council between the date of the preliminary plat approval and the date of each final plat application for land included in the preliminary plat.
- 4) If the subdivider fails to submit a combined total of one-fourth (1/4) of the preliminarily approved lots (in either a single or multiple) final plats before the expiration date, the preliminary plat approval shall expire and be of no force or effect.
- 5) The Director may grant a one (1) year extension if no change to a City ordinance would require a change in the plat. Appeal for an adverse decision shall be made to the Council. Any subsequent extensions shall be made to Council for a specified period on such terms and conditions as the Council may approve.

Thank you for your consideration of this important proposed amendment to the new UDO.

Mark Farnen
103 East Brandon
Columbia, MO 65203

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Mark Farnen

Neighborhood Protection Standards

March 1, 2017

Dear Mayor and Councilpersons,

Thank you for the opportunity to submit written comments concerning the proposed Neighborhood Protection Standards 29-4.7. While these standards are a new and welcomed addition to the UDC, I will address several items needing to be enhanced if these are to truly protect neighborhoods, their character and their scale. My comments apply to all of the urban core neighborhoods: East Campus, Benton-Stephens, North Central, Douglas, Ridgeway, West Ash and Gary-Adkins. Pictures and maps are specific to the East Campus Neighborhood.



Anthony St

The central city neighborhoods are among the oldest, most established neighborhoods in Columbia. They share a close-in location to downtown, a neighborhood character unique to each, a portrait of the history of Columbia at the time each was established and each neighborhood is in scale within its boundaries.



Anthony St



Anthony St

The East Campus Neighborhood Historic District, located roughly between College and High St and Bouchelle and Bass Ave, was listed in the National Register of Historic Places in 1996.

East Campus Neighborhood
Historic District




Property Footprint Map

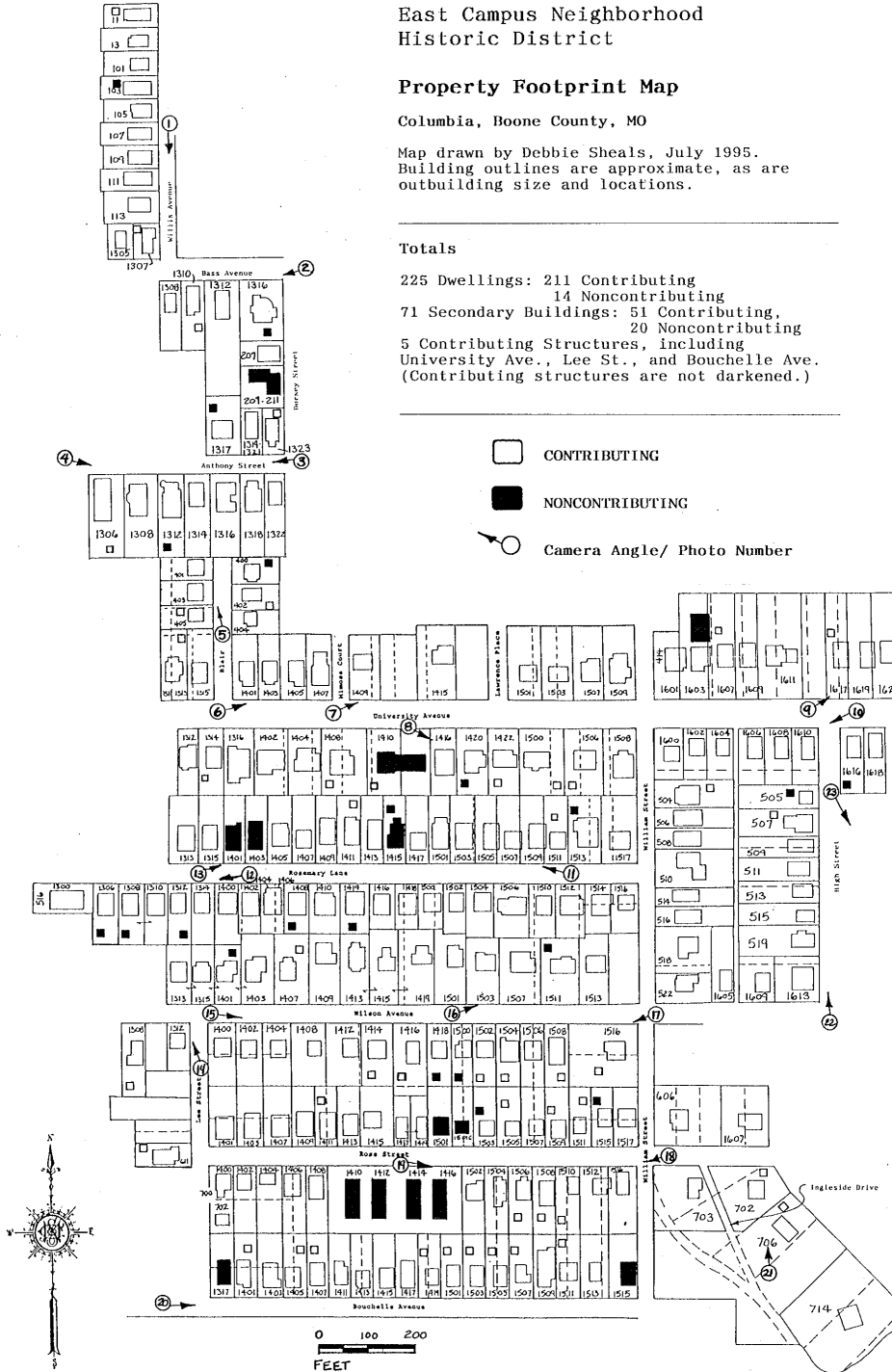
Columbia, Boone County, MO

Map drawn by Debbie Sheals, July 1995.
Building outlines are approximate, as are
outbuilding size and locations.

Totals

225 Dwellings: 211 Contributing
14 Noncontributing
71 Secondary Buildings: 51 Contributing,
20 Noncontributing
5 Contributing Structures, including
University Ave., Lee St., and Bouchelle Ave.
(Contributing structures are not darkened.)

-  CONTRIBUTING
-  NONCONTRIBUTING
-  Camera Angle/ Photo Number



This western portion of the East Campus Neighborhood was built from 1895 to 1945 with a majority of the houses build in the 1920's and 1930's.



University Ave



University Ave



University Ave

The eastern portion of the Neighborhood was built primarily in the 1950's and 1960's.



Cliff Dr

The East Campus Neighborhood provides a vivid picture of Columbia's growth as does the Benton-Stephens, North Central, Ridgeway, West Ash and other neighborhoods.

Each of the central city neighborhoods has their own character, uniqueness and is in scale with itself. And each these neighborhoods is densely populated. The typical lot size in the Benton-Stephens Neighborhood is 55' wide. In North Central, East Campus, Douglas, Ridgeway, West Ash and other neighborhoods the typical lot size is less than 60' wide. In these neighborhoods there are already many 2-family and multi-family dwellings. Except for apartment complexes, colleges and the University, these are the most



densely populated areas in Columbia with infrastructure aging and deteriorating.

At this point in adopting the proposed UDC, we can take a lesson from the unintended consequences of the C2 zoning downtown. Intended to provide relief for property owners to add residential units to existing buildings, that zoning allowed the proliferation of the single-use student apartment buildings that I wager a majority of Columbians do not feel enhance the quality of our downtown district. So, too, has the 1957 R-3 sweep of the central city neighborhoods caused unintended results. Although homeowners wanted to be able to legally rent a room to a returning veteran or other student as the University of Missouri and Columbia grew, the overreaching R-3 designation of East Campus, Benton-Stephens, North Central and the other neighborhoods has caused homeowners to flee as the houses were divided up and the neighborhood became more densely populated. New out-of-scale development destroyed existing in-scale, historic houses deteriorating neighborhood character and charm.



Wilson Ave



Rosemary Ln



Bass Ave

Now is the time to protect the scale, character and quality of life of some of Columbia's longest established neighborhoods. The Neighborhood Protection Standards, 29-4.7 is a welcomed section in the UDC.

Neighborhood Protection Standards

29-4.7(a) - Intent: This section is intended to preserve the residential neighborhood character of established homes within multi-family Districts and adjacent to Mixed Use or Special Districts.

We salute the intent of the Neighborhood Protection Standards. As with most new policies, we can already see enhancements that are needed if residential neighborhood character and scale will truly be preserved.

There are two components to these standards: Mixed Use or Special Districts and multi-family Districts.

Because we think the neighborhood character and scale of our central city neighborhoods is not protected with this standard for the multi-family District we recommend the following changes to applicability.

Applicability

- (1) To all lots in the R-MF District that contain a principle use other than a single-family dwelling and
- (2) To all lots located in any District other than the R-1, R-2 and R-MF Districts that shares a side or rear lot line with a lot in the R-1 or R-2 District.

This change would enable the preservation of the residential neighborhood character in the R-MF Districts while still allowing all other zoning districts such as C, IG and M to expand. For example, Business Loop property owners whose properties back up to R-2 District would be able to expand or redevelop their business and buildings.

Building Height in R-MF Districts

Maximum 35 feet to the highest point of the roof. All newly constructed non-accessory structures shall have gabled or hip roofs.



Ross St

Parking, Loading, and Circulation in R-MF District

No parking area, drive-through lane, or vehicle circulation driveway shall be located between a principal structure on a lot containing a use other than a single- or two-family use and any side property line abutting a lot containing a single- or two-family dwelling.

A developer may always appeal to the Board of Adjustment. Openness and consistency are required as we move forward with the new UDC and Neighborhood Protection Standards. When variances are easy to obtain and can be granted by the Director of Planning, the public is shut out of the process. It is the role of the Board of Adjustment to review variance requests. To ensure the validity of the UDC and the Neighborhood Protection Standards, variances should be rare and should be publicly reviewed.

Median Setback in R-MF District

The median setback of all buildings on the same side of the street in the same block shall apply with the minimum setback of 25". The median setback of existing buildings on the same side of the street in the same block shall apply to vacant land with the minimum setback of 25'.

A public record of existing setbacks shall be established upon the effective date of this code as properties are measured.

This standard guarantees a transparent record of streets and blocks. Adjustment need be made where streetscape setback is less than 25' as are many lots in the North Central Neighborhood.

Density in Scale in the R-MF District

To allow for density in scale with the residential neighborhood character, in the R-MF district, buildings constructed may be no more than 100 feet along any street frontage of a property.

To further protect the scale of existing R-MF residential Districts, the language of Detached Frontage and the Townhouse/Small Apartment Frontage, from previous drafts, should be approved.

Lighting

Add: with downward cast illumination to prevent glare in neighboring dwelling(s).

One aspect of the charm of the older neighborhoods is the narrow street—think about Rollins Road in the Old Southwest as it winds around between West Blvd S and Stadium Blvd. East Campus and other neighborhoods likewise have narrow streets indicative of the time they were built.

Listed are widths of many East Campus Neighborhood streets, three of which are among the nine brick streets in Columbia preserved by City Council Resolution:

- Bouchelle Ave, a brick street, is 20' wide
- Ross St - 20' 6" wide
- Wilson Ave – 24' 6" wide
- Rosemary Lane – 23' 6" wide
- University Ave, a brick street – west of S William – 30' 6"
- University Ave - east of S William – 24' 6" wide
- Lee St, a brick street – 20' 3" wide
- South William – 24' 6" wide

- Anthony, Bass Ave and High St are similar in width.

Allowing extreme density accumulation on these narrow streets makes no sense, except to the developer, but not to the neighbors or the City both of which will suffer the consequences of more cars, noise, trash and burdening of aged infrastructure.

No one's property rights will be damaged with these neighborhood protections. An owner can continue to use her or his property as it has been used. These standards will enhance the quality of life in the central city neighborhoods, encourage home ownership and affordable housing. They will discourage owner-occupancy flight. Development in scale to the existing neighborhoods will help preserve neighborhood character and quality of life.

I am in favor of Special District designation for the downtown core neighborhoods. However, the added provisions to 29-4.7 included in this document are needed at this moment in time. Please approve 29-4.7 Neighborhood Protection Standards with these added protections for neighborhoods with R-MF District zoning.

Thank you for your time and service in enhancing the quality of life in our neighborhoods and City.

Janet Hammen



Neighborhood Protections

March 1, 2017

Dear Mayor and Council Members,

Thank you for the ability to submit additional remarks and this Picture Book to illustrate the in-scale uses that our downtown core neighborhoods, North Central specifically, currently offer to their owner occupied and renter residents and to all property owners thereby protecting the long term viability of our residential streets.

In response to the Mayor's question on Saturday, I stated that the content of the Neighborhood Protection Standards section did not reach its aspirational goal of protecting single family and small apartment uses within our neighborhoods. You have also heard testimony from Mr. Land, Mr. Waters that the sections are problematic for them in developing commercial uses in adjoining zoning districts. Let's start with that 200 foot long apartment building, taking up 4 -6 lots consecutively along one side of the street. The step down provisions, increased side setback, and minimum front setback (which can be out of sync with both the median setback in North Central (shorter) and East Campus, Benton Stephens, West Ash (longer), rather than providing relief to the adjoining single family or two family use would instead further imbalance the look and feel of the street, resulting in fewer families and long term residents wanting to spend their housing dollars there. Rather than compound the problem, let's instead use Scale as the defining quality that both protects our core neighborhoods downtown while permitting our commercial and investor neighbors to expand and redevelop their commercial and residential properties.

I respectfully request that take the following action:

- Make a policy finding, based upon the data compiled by the city (City of Columbia Affordable Housing Symposium Event Guide, December 3-4th, 2015) and other reports regularly provided to the City's federal funding sources, that the unmet needs for affordable housing in our city for both renters, students, and non-students, and those desiring to become owner occupieds are significant and these unmet needs affect our collective public health and safety and constitute a significant factor in the in-ability of citizens to achieve social and economic justice for themselves and their families. Further that our core neighborhoods surrounding downtown, from East Campus to Benton Stephens, to North Central, to Douglass Park, to Ridgeway, to West Ash, to Gary-Atkins provide a valuable inventory of existing single family and small apartment uses that do meet those needs. These single family and small apartment uses are in need of your protection.
- Specific to the core neighborhoods surrounding downtown, create a special use district that 1) replaces the R-MF zoning label and the corresponding current neighborhood protections language of Section _____ and 2) instead substitutes in large part the language of Detached Frontage from the September 2016 draft of the code (Section 29-4.2 (4) and the Townhouse/Small Apartment Frontage in the February 2017 draft (Section 29.4-2 (3). Both of

these provisions acknowledge that their permitted structures serve as transitions/protections from residential to the adjoining and more intense uses.

- Planning & Zoning provided a process of exhaustive length for vetting the current neighborhood protection standards and their impacts within the limits of their format. Their options for addressing our concerns and the concerns of commercial property owners and investor neighbors appear to be limited to the language in front of them, not to creative thinking and collaborative processes. Additional time by that body would not change the outcome, if anything it would wear down the ability of the residents from our core neighborhoods to participate in the process. (My employer, like most, has a limit to how long he is willing to accommodate time away from work to attend this continuing succession of meetings, repeatedly stretching into the late night hours and interfering with work productivity the next day. I am fortunate I have been able to negotiate this time, many of my neighbors cannot.) Council demonstrated, this past Saturday, a flexibility and willingness to engage in dialogue with each of the speakers, a process that does not occur at Planning & Zoning with the same effect.
- Should you determine that the creation of a special use district for core neighborhoods surrounding downtown is desirable, you could then enable a facilitated process that allows residents, commercial adjoining property owners and investor neighbors to come together in a dialogue that specifically discusses each set of concerns and increases our understanding of the best possible solution, allowing us to build consensus across currently disparate positions. I encourage you to put time boundaries around this process, enable it at times that all parties can equally attend (Saturdays, early evenings) to encourage and incentivize the participation of both resident neighbors and investor neighbors. Our city benefits from a talented roster of trained mediators who have completed the LLM program at MU along with retired judges who regularly serve as mediators in alternative dispute resolutions. The findings from this facilitated process can then proceed to Planning & Zoning for their review and then to Council for your review, amendment and passage, meeting your legislative responsibilities.
- Should you determine that it is better to pass something now and allow for a facilitated dialogue later, or to put a hold on neighborhood protections and allow for a facilitated dialogue, please take the prudent action of providing interim protections against an uptick of demolition applications and permits in the core neighborhoods downtown. Our older housing serves as our affordable housing. You have in place now a process that permits a property owner to bring forward an application for your approval should their circumstances warrant exigent need.

And now for the Picture Book I promised you during my remarks on Saturday, February 25th. I would encourage you to walk, ride your bike, or drive through our core neighborhoods that illustrate, far better than this picture book, the predominance of single family and small apartment uses, most of them in scale with our existing adjoining uses.

This house, Hickman Ave (cross street N 6th) was recently taken down to the studs and rebuilt into a 3 BR, 2BA home that produces approximately \$1200 month in revenue for its owner. The MU students who live here were attracted to the property for several reasons: its curb appeal, proximity to campus, ability to have a neighborhood setting for walking their dogs and safe on and off street parking for their vehicles. Immediately to the right of the home is the former place of assembly, the Agape Church, recently purchased by the Center Project and serving our LGBTQ neighbors and young people. The Center Project hosts activities 3-4 days a week. As their immediate neighbor along 6th Street, I look forward to their expanding the use of their building. They have a cooperative agreement with CPS to share their parking lot for their evening and weekend groups. Both these neighbors bring vibrancy and diversity to this little corner of North Central.



This Benton Stephens rental property represents a housing role model where increased density is in demand and desired. 300 College, renovated and expanded by Bob and Carol Grove, started with an existing historic home with a 28 foot roof peak, and built two more sibling structures, in much the same footprint, behind them. This tripled the number of people who live on this lot. There is parking on the rear, adjoining lot, and the tree canopy is largely protected. While the Benton Stephens overlay has a current restriction on breezeways that connect structures, future development like this could seek the approval of the Board of Adjustment.





North Central is mixed use, where all use are welcome when they are in scale with our current uses. We have an urban farm along College, Smith and Fay.



Small office buildings (College and Smith)



Small office buildings that are adaptive uses in historic structures (despite its 4 stories, its width along Wilkes, where it is addressed, fits the scale of the surrounding commercial structures and the residential structures further up Fay Street and along Pannell).



Many of our neighbors delight that they can hear the outdoor music performances, from both the Blue Note and the Rose, from their front porches.



The former Koonse Glass building below already looks different with decorative eyebrows over the ADA compliant entrances along Park Ave. NCCNA has repeatedly gone to Council and Board of Adjustment to support the adaptive re-use of our historic structures. As a result we will soon host the Root Cellar, perhaps a book store, here at the corner of Park and Tenth, a venture capital firm, adventur.es, soon to open in the historic Elkins home further up Tenth, while enjoying Café Berlin, Talking Horse Productions, and the Dog Master Distillery along Park and St. James.



Logboat Brewing Company represents an adaptive reuse of an existing structure and has created a desirable outdoor event space on the lawn to south of their building.



We have light industrial uses (Riback Supply) and industrial uses, auto repair businesses, Boone County Lumber, and the Colt Railroad bringing materials in from the Centralia Transload Facility.





While many of our historic structures surrounding downtown are rumored to have ghosts, North Central boasts a haunted house each October.



We benefit from the proximity of Columbia Housing Authority neighbors along Park Ave, which allow families with generational ties to our neighborhood long before 1960's urban renewal to continue to live where their roots are, as well as a rental property with storied, hipster, reputations (i.e. Diva House at the corner of Park and 5th Street).



Churches, schools, college buildings, and agencies that address the unmet needs of our most vulnerable populations, are located every few streets, in all directions, and their 3 - 4 stories and historic facades are both varied and within the scale of our existing uses.

Sadly, we also have uses that are not in scale, that bring unintended consequences and have caused near irreparable damage to adjoining residential streets. In permitting the up-zoning of the lots along Walnut and College to C-2 and the subsequent construction of 725 beds marketed exclusively to students (without the wrap around programming that University would provide if these young people lived on campus) the adjoining neighbors along Hubbell, St. Joseph and Ash experienced unprecedented amounts of noise, trash, vandalism, defecation and urination on their front lawns, and cars blocking their driveways. According to the Assessor's Office website, the Brookside lots, and their buildings constructed to the lot line, include a 270 x 130 along Walnut, a 368 x 80 along College (there are others) with a 400 car multi story parking garage behind the College Ave structure.



This photo illustrates the predominant outcome, owners who previously loved living along our historic streets of St. Joseph and Hubbell have fled for quieter places, keeping their homes and renting them to others.



If you wish to ask questions of owners who now live elsewhere, please ask, I am happy to put you in touch.

This is not a hypothetical situation, it occurred. Here's what we know does work in our neighborhood of single family homes and small apartments. We know it works because owner occupied and long term

renters live alongside these uses, within a scale where areas of mutual concern can be addressed by going to the front door and ringing the bell. This is one of two apartment buildings along N 7th St known as Cougar Village.



These are the new townhouses along Rogers, 2 story units with front doors every 18 feet or less.



Parking is in the rear and the depth of the building is in scale with the surrounding residential properties.



Ninth and Park, three stories and 12 units, sits at the edge of the proposed MDT, and provides a transition, within scale, between downtown and the single family and small apartment uses immediately to the north across Park. This development works because its frontage width is limited to two lots with green space (despite the car parked on the lawn, a non-permitted use of green space.)



Let me close this picture book with several images we think define our mixed uses, our residential and small apartments scale that form the fabric of our neighborhood. They are applicable in concept across our core downtown neighborhoods, each with their particular flavor and diversity of size and facades. You'll note here our homes are close together, have a common setback with front porches and stoops that line up that promote neighbor interaction, and are affordable because of their size and scale.





Thank you for your consideration of my request that you respect our small footprint uses, form a special use district for our core neighborhoods surrounding downtown, and work intentionally to protect the collective inventory of small footprint homes and apartments that provide the largest accumulation of affordable housing, currently in Columbia, for our citizens of modest means.

Respectfully submitted,

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Parking Concerns

February 28, 2017

Mayor and Council Members,

Re: the proposed amendment to allow further parking reductions with increased bike spaces as an offset, I have some front seat experience with the consequences of car storage in the core neighborhoods surrounding downtown. North Central's experiences are a cautionary tale. And while I like the idea that future parking revenues would fund a financial pro forma parking and transportation management and enforcement plan, North Central has also experienced the realities of city resource constraints and the politics of the residential parking programs that the city has tried to implement beyond our neighborhood for several years.

My comments reflect my first-hand experiences as board president of the North Central Columbia Neighborhood Association, the neighborhood representative to the Downtown Columbia Leadership Council, and a current member of the Historic Preservation Commission.

Our students are walking and riding their bikes to class in increasing numbers. So are university and downtown employees. The young people who live along my street and Hickman Ave are part of those increasing numbers. But they, like their downtown peers, still have cars they need to store somewhere.

- After the Memorial Day 2012 fire at Brookside on College, the owners began rebuilding those portions of the building that were not salvageable. They opened gravel lots to accommodate the student parking for those residents who moved in, more or less on schedule, into those portions of the building that were salvageable in early August 2012. Rather than choose to pay the \$60 a month parking fee for a space in the gravel lots, the students chose the path of least effort and parked along Hubbell, St. Joseph, St. James, blocking driveways and taking most of the available on-street parking. The long-term residents and owner occupied homeowners brought the consequences of the resulting chaos to the city's and the NCCNA's attention almost immediately. Homes along Hubbell, Ash and St. Joseph were built in an era before the widespread use of the automobile. Those with driveways had trouble getting in and out as students parked their cars by partially or fully blocking those driveways. Those without driveways could not park near their homes. When the rebuilt/repared sections of Brookside opened a few months later on the North side of Walnut, the problem intensified. The city insisted that it could not implement a RPPO program without installing parking meters. Despite the request by the immediate neighbors that parking meters NOT be installed, the city insisted that the program had to be self-supporting and meters were installed along St. James, Ash and the East side of St. Joseph and long term residents, upon proof of address were issued a permit for their vehicles and one visitor.

- When I walked the neighborhood with Mayor McDavid in April 2013, we observed first-hand the lack of parking enforcement for vehicles in expired meter spots and the out of scale size of the parking garage that Brookside constructed along-side our single family and small apartment uses. By this point, the students, again following the path of least effort, were choosing to also park their cars for free in Benton Stephens, blocking their driveways and displacing those residents from parking in front of their homes. That situation has continued. A RPPO program has not been implemented in Benton Stephens despite discussions going back to 2014. Residents have been told that they must accept parking meters or pay a substantial fee for their permits so that their program will be cost neutral.
- North Central relied heavily on the advice of the leaders in East Campus when seeking a RPPO for the areas surrounding Brookside. What we learned was that East Campus had asked repeatedly for a RPPO program, only to be delayed by city staff and city resources. Now, x number of years later, this remains a contentious discussion. At one point the MU Associate Director of Student Services and her staff actively opposed the implementation of an East Campus RPPO at a city meeting because it would inconvenience students who park there while attending class.
- ACC's housing development is scheduled to open in Fall 2017 with garage parking available for occupants for a separate fee. The neighborhoods along S. Garth and the streets east and west adjacent to Grant School and the DBRL are well aware that the opening of ACC will bring similar problems to those experienced by North Village and Benton Stephens. Students will choose to park in the "free" car storage spots in the Fourth and Fifth Wards rather than pay the monthly additional fee to park in their garage.
- I worked at MU from 2005 to 2014. For three of those years I worked for or was affiliated with Residential Life. I took phone calls from parents alternatively interested and concerned about the amenities that Res Life and New Student Services offered to their children. Despite my explaining in detail that our students did not need a car during their first year on campus ("we have a downtown grocery, chartered buses the first week that take them to Target and Walmart, Stripes to bring them safely home if they have been drinking") Moms and Dads more often than not said "we want them to have a car so they are able to come home for weekends and breaks without our having to come get them". I could not persuade them otherwise. I tried.
- It became apparent that we have a car storage problem.
- As a member of the DLC, I worked with Rosie Gerding and Janet Hammen to hold two public meetings in September and October 2013 regarding the parking access and circulation issues that downtown and the surrounding core neighborhoods were experiencing. One of the conclusions from the assembled citizens was that the University needed to step up and accept its responsibility for the car storage issues

- created by their handling of on-campus parking lots. (Only those students living on campus were permitted to have their cars on campus 24/7, others must remove their cars at the end of the instructional day.)
- As a member of the Historic Preservation Commission, I have been asked by the Sr Warden of one of the downtown places of worship to bring to the attention of the HPC that their older members have become reluctant to attend services due to their difficulty in finding parking within a distance they are able to physically manage. Other congregations have shared this concern. This results in financial stress for our downtown congregations, almost all of them worshiping in historic structures, who are funded by the tithes of their attending members.
 - I have read the summary of the recommendations issued last month by the Parking and Traffic Management Task Force. While all good ideas, they anticipate that the city has a plan ready to be implemented to protect the ability of residents of core neighborhoods surrounding downtown to enter and exit their driveways and to park in front of their homes. They contemplate a shuttle loop for the downtown congregations during their regular hours of worship. I am not aware such a plan is funded and ready to be implemented now. Neighborhoods remain united in their opposition to parking meters being installed along their residential streets, are told alternatively they could pay a \$100 annual fee, or/and acquiesce only when they are convinced they will get no city action on an RPPO program without such acquiescence. This kind of heavy handedness feels unjust.
 - If the council wishes to further reduce the number of parking spaces downtown that serve the downtown occupants of our new buildings and get out of the business of providing parking for employees, shoppers and commuters, may I respectfully submit that you first fully fund and implement a plan that restricts the ability of non-residents of a given street to park along that neighborhood street with 7 day a week enforcement. Until you have the funding and political will to do so you are only intensifying the level of problems that we, in the core neighborhoods surrounding downtown, are experiencing.
 - Taking a mile up view of the overall parking landscape, the solution appears to include a binding agreement with the University to restrict the ability of students to bring cars, and their Moms and Dads to send cars with them, to campus their first year of enrollment along with social norming education that shows them how to navigate Columbia without a personal automobile. (Many students will be resourceful enough to figure it after a year of walking, riding their bikes and using selected public transit routes.) It also includes changing their system for assigning parking to students in their subsequent years of instruction to a system that encourages them to purchase a university parking pass and use it. As Rosie Gerding and I walked about S. Garth talking to residents back in September 2013 we encountered students who told us the reasons

they park along S. Garth instead in a university lot. One relayed that the alternative was for him to drive to Trowbridge, get on an MU Shuttle that takes them to the Student Center along Rollins, only to have to walk another 10 minutes to get to the Engineering Buildings along S. Sixth. It was quicker and far more convenient for him to park for free along Garth and walk that 10 minutes at the front end.

- The University and the City can and should develop car storage options that keep cars out of downtown and the surrounding core neighborhoods in a way that incentivizes student and parent participation. Please take these steps before additional student beds come on-line. To do otherwise socializes the costs that should be borne by the city and the University onto the shoulders of the long-term residents who live in the core neighborhoods surrounding downtown and upon the downtown businesses and places of worship.
- This problem can be mitigated with a wrap-around program to protect our long-term residents and congregants. Absent these deliberate steps or steps designed to bring about similar results ahead of the arrival of additional personal automobiles, I am concerned that your actions in restricting additional parking downtown will be perceived poorly by our citizens and may undermine the credibility of your future legislative actions.

Thank you for reading my concerns and taking them into consideration in the difficult decisions you have ahead.

Respectfully submitted,

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