



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: May 20, 2024

Re: Alamo Place Plat 2 – Final Plat (Case #125-2024)

Executive Summary

Approval of this request will result in the consolidation of two lots into a single lot to be known as "Alamo Place Plat 2".

Discussion

A Civil Group (agent), on behalf of COMO Living Properties LLC (owner), is requesting approval to consolidate Lots 13 and 14 of Alamo Place Subdivision into a single "legal" lot. The proposed property is zoned R-MF (Multiple-Family Dwelling) zoned property and improved with two existing 4-unit residential buildings. The proposed plat is considered a replat of existing lots of record and is subject to the provisions of sec. 29-5.2(d)(4) of the UDC. An analysis of the proposed plat's compliance with the review criteria of this section are provided below. The 0.86-acre subject site is located along the northeast portion of Hunt Avenue, and includes the addresses 804 & 806 Hunt Avenue.

The property owner seeks approval of this request in order to install a new paved driveway from Hunt Avenue that is located centrally between the existing structures to establish a compliant parking lot to the rear of the site. If the consolidation is approval, the applicant intends to eliminate the gravel parking areas in front of both properties, aligning with the recent renovations of neighboring properties and road enhancements. Notably, the existing parking setup is deemed "legally non-conforming," given sec. 29-4.3(a)(3)(ii) of the UDC prohibits parking spaces in the **required** front yard of multi-family dwellings. The parked vehicles currently encroach upon the front yard setback with insufficient maneuvering space.

Each lot is improved with a building containing 4 one-bedroom units, necessitating 1.5 parking spaces per unit or a total of 6 spaces per building. The current parking configuration restricts space for residents to park without encroaching into the required front yard setback. Relocating the parking area to the rear of both buildings would facilitate compliant parking, enhance the site's visual appeal, and result in parking more consistency with the neighborhood.

While constructing a driveway to the rear of the lots is feasible via recording of an access easement, the property owner prefers to consolidate both lots to streamline parking and mitigate potential complications. Consolidating the lots would eliminate restrictions on parking location and resulting in the creation of a unified property with a shared parking lot.



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Both lots currently adhere to the R-MF dimensional standards in the UDC and hold legal-lot status. Based upon the combined area contained within the lots, consolidation would permit up to 7 additional dwelling units to be established on the property. These additional units, if constructed, may potentially impact neighborhood traffic, reduce open space along Hunt Avenue, and increase overall impervious area. However, it should be noted that the subject lots are considered “transitional” between the commercial zoned property to the north and the less intense residential property to the east, west, and south. An increase in dwelling units may provide an opportunity to increase housing availability near employment.

Hunt Avenue is not included in the CATSO Major Roadway Plan; however, it does require a 30-foot right-of-way. In order to accommodate the right-of-way’s appropriate width, an additional 10-foot right-of-way has been dedicated as shown on the plat. In addition, the standard 10-foot utility easement is shown as being dedicated across the property’s frontage. The site is served by all City utilities and requires no other public utility infrastructure expansion at this time.

Per sec. 29-5.2(d)(4) of the UDC, a resubdivision/replat of land shall only be approved if Council determines compliance with the following provisions (staff analysis follows each provision):

(i) The resubdivision would not eliminate restrictions on the existing plat upon which neighboring property owners or the city have relied, or, if restrictions are eliminated, the removal of such restrictions is in the best interest of the public.

Staff is unaware of any restrictions associated with this property that would be eliminated if the proposed consolidation is approved.

(ii) Adequate utilities, storm drainage, water, sanitary sewer, electricity, and other infrastructure facilities are provided to meet the needs of the resubdivision, or, there will be no adverse effect on such infrastructure facilities caused by the resubdivision.

There are no known capacity-related issues associated with the public infrastructure serving both properties and existing infrastructure is capable of supporting future redevelopment.

(iii) The replat would not be detrimental to other property in the neighborhood, or, if alleged to be detrimental, the public benefit outweighs the alleged detriment to the property in the neighborhood.

The subject parcels are “legal lots” and meet all dimensional requirements of the R-MF district. While no public comments have been presented in opposition to the consolidation action, it is worth reiterating that consolidation does potentially increase the opportunity to construct 7 additional dwelling units upon combined acreage which may be perceived as a public benefit given the commercial zoning to the



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north. Furthermore, approval of the consolidation would allow a more streamlined method for addressing the non-conforming parking that exists on the lots individually and provides an opportunity to improve the overall appearance of the street frontage – again a possible public benefit.

This subject lots are located within an area designated “Neighborhood District” as shown on the Columbia Imagined future land use plan. This district is specifically allocated for a diverse range of residential activities and a limited number of non-residential activities catering to the neighborhood's needs. Furthermore, it should be noted that both parcels are bordered by R-1 (One-Family Dwelling) zoned properties on their western, southern, and eastern sides and M-C (Mixed Use Corridor) zoned property to the north.

Given the both parcels are zoned R-MF, they serve as a transitional area between the R-1 and M-C zoning districts. Furthermore, given their R-MF zoning, neighborhood protection measures as well as specific transitional screening and buffering standards apply to the parcels. Should reconstruction occur, future development would be required to mitigate its perceived bulk on adjacent R-1 zoned properties by either reducing building height or increasing required setbacks when future construction were to exceed 30-feet in height.

From a screening and buffering perspective, a ‘Level 1’ buffer containing a 6-foot wide landscaped would be required between the parcels and the R-1 zoned properties to the south and east. A ‘Level 2’ buffer containing a 4-foot wide landscape buffer and a 6-foot tall screening device is required between the parcels and the M-C zoned property to the north. The parcels already contain existing shrubs and trees along their perimeter, satisfying this requirement. Consequently, the proposed plat would not have adverse effects on neighboring properties.

Based upon the analysis and findings associated with the above criteria, staff believes the proposed consolidation plat does not result in the elimination of restrictions relied upon by surrounding development, has sufficient infrastructure available to support redevelopment as a single lot, and will not be detrimental to the neighborhood if redeveloped as a single lot. The plat has been reviewed by both internal staff and external agencies and found to meet the requirements of the UDC. The plat is supported for approval.

Locator maps, and final plat are attached for review.



Fiscal Impact

Short-Term Impact: None anticipated. Any future expansion or relocation of utilities to serve the development would be addressed and borne by the applicant.

Long-Term Impact: Limited. Possible impacts could include increased public infrastructure maintenance expenses for roads, sewers, and water, as well as enhanced public safety and solid waste service provision. The site's future improvements are supported by existing infrastructure services. Future impacts may or may not be offset by increased user fees and/or property tax collections.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

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

Comprehensive Plan Impacts:

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

Legislative History

Date	Action
05/04/1928	Approved Alamo Place

Suggested Council Action

Approve the final plat of *Alamo Place Plat 2*.