

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
June 9, 2022**

SUMMARY

A request by Crockett Engineering (agent), on behalf of The Housing Authority of the City of Columbia (owners), for approval of a major PD amendment to the existing *PD Plan for Kinney Point* and the associated statement of intent located at the northeast corner of Garth Avenue and Sexton Road and containing approximately 1.96-acres of land. The revised PD plan proposes 6, 4-plex buildings for a total of 24 units. The request also includes a design exception from the parking requirements of Section 29-4.3(b) of the UDC such that required on-site parking be reduced. **(Case # 165-2022)**

DISCUSSION

The Columbia Housing Authority (CHA) is seeking approval of a major amendment to the existing *PD Plan for Kinney Point* and its associated statement of intent. The 1.96 acres that is now governed by the Kinney Point PD Plan was part of a larger parcel that was purchased in 2001 and developed by Grace Covenant Church (GCC). GCC constructed the building that now houses City of Refuge and the other improvements located upon the property, such as the walking trail and basketball court.

The overall acreage was divided, and the subject 1.96 acres was sold to the CHA in 2012, for the purpose of building a multi-family structure with up to 58 units. In 2013, the CHA submitted a PUD plan for the acquired acreage which depicted one, multi-family structure containing 40 units. Again in 2021, CHA sought a major amendment to the plan and SOI which proposed 16 units with a mix of 2-4 bedrooms per unit. This revision represented a significant reduction in density from 28.6 to 8.2 units per acre. The revision was approved by City Council on March 1, 2021. The applicants are now requesting another major revision to better serve the community's shifting housing needs as well as address public comments heard during the previous plan revision approval process.

PD Plan

The proposed plan is a significant departure from the linear multi-family product depicted on the 2021 PD plan. The current proposal includes six buildings on the property, each containing 4 units with a mix of bedrooms, resulting in an overall density of 12.3 units per acre. Five of the multi-family structures are three stories in height and front onto the parcel's Sexton Road frontage. The remaining structure is one story and is located near the northeast corner, or rear, of the property in an effort to provide a visual and physical transition to the neighboring single-family homes to the north.

A landscape plan has been provided that depicts property edge buffering, significant trees, parking area trees to be installed, and all required street trees as well as other general site landscaping. Compliance with the UDC screening and landscaping requirements, which require a Level 1 landscaped buffer (6' wide vegetative buffer) along the north and east property boundaries, has not yet been met at the time of this report. Additional screening will be required to meet the 80% opacity standard before the plan is forwarded to City Council.

Statement of Intent

The applicant has submitted a revised SOI, which is consistent with their proposed PD plan, and is simplified from previous versions to permit only multi-family residential uses. A 25' front yard setback is proposed for the property's Garth Avenue and Sexton Road frontages. A stipulation in the SOI would

permit porches to encroach up to 6' (or 60 sq. ft.) into the Sexton Road setback. This is a standard provision of Section 29-4.1(c)(2) of the UDC (Exceptions and Encroachments). A 10' perimeter setback is maintained on the northern and eastern property boundaries that would accommodate the Level 1 required buffer. Maximum building height is capped at 35', which is consistent with the R-MF dimensional standards. It should also be noted that the "Neighborhood Protection Standards" would also apply to the proposed development given its adjacency to single-family dwellings.

The current SOI includes three provisions (items 8-10) pertaining to mitigation of traffic impacts and required future dedications of right-of-way for improvements planned for the Sexton/Garth intersection. These items were included in the newly-proposed SOI as an attachment. Upon the request of the City, the property owner's access to Garth Avenue will be converted to a right-in/right-out and the necessary right of way dedication to accommodate the intersection improvements will be secured. Timing of the intersection project is presently unknown. Additionally, item 11 was added to the proposed SOI to pledge right-of-way dedication to ensure that sufficient right of way is obtained should the unimproved alley along the northern property boundary be improved.

The applicant is seeking a design exception to permit on-site parking to be reduced from what would be typically required for single-family or a traditional multi-family development. No information regarding the bedroom mix has been provided on the PD Plan. Furthermore, it would appear that the calculation on required parking has drawn upon a mixture of parking requirements applicable to both single and multi-family dwellings.

The applicant has calculated required parking as a total of 48 standard parking spaces for the proposed 24 dwelling units (2 spaces per unit). Additionally, 6 guest parking spaces have been provided (1 for every 4 dwelling units). The PD plan illustrates only 40 total on-site spaces as being provided which is equivalent to 1.66 spaces per dwelling unit as represented in the SOI. Traditional single-family detached development does not require guest parking and multi-family parking is based upon the number of bedrooms per dwelling unit. Based upon what has been provided, assuming a single-family development model, the required parking is at a minimum 8 spaces deficient of what the UDC would otherwise require.

In justification of the proposed reduction, CHA indicates that their residents typically have a low car ownership rate, and the project site was selected for its centralized location in Columbia to help reduce reliance on vehicles for their residents. The applicants believe that 40 spaces are sufficient to serve the needs of their residents and their potential guests. Planned district zoning permits some flexibility in such requirements, and Staff tends to agree that the additional parking creates unnecessary impervious surface without much functional need.

The City's comprehensive plan does not offer specific guidance for automobile parking, but does seek to promote development which accommodates non-motorized transportation and broader use of public transit. The site lies just two blocks north of Columbia's Gold Line. Staff does hold some concerns that, on occasion, over-utilization of the on-site parking could result in overflow onto adjacent streets. Parking is prohibited on Garth Avenue, but permitted on the north side of Sexton Road. Also, in discussion of the previous version of the PD plan, CHA indicated that an abundance of parking exists on their Oak Tower property immediately across Sexton Road, which could serve as overflow parking for the subject site.

Conclusion

The proposed major revision to the PD plan and SOI are believed to be compliant with the Comprehensive Plan in that it offers an opportunity to construct context-appropriate infill development, that is are not considered inconsistent with the surrounding land use character. Furthermore, the

revisions to the SOI are consistent with and result from the modifications made to the PD plan. The proposed SOI does not significantly alter the dimensional standards currently in place, or deviate from those that would be required in an R-MF zone. The reduced parking poses some concern for Staff, but alternative parking locations do exist in the immediate area on property owned by the applicant.

Relevant staff have reviewed the proposed PD plan and find that it meets the technical requirements of the PD district and the UDC, with the exception of a few minor corrections. An existing water line is depicted inaccurately on the plan, property edge buffering on the plan does not meet the opacity standard of 80%, and the orientation of the site's dumpster enclosure is problematic. The applicant has been notified of these necessary corrections and is currently working with Staff to address them.

RECOMMENDATION

Approve the requested PD Plan to be known as the *PD Plan for Kinney Point*, inclusive of the parking design exception, and subject to minor technical corrections prior to forwarding to City Council.

SUPPORTING DOCUMENTS (ATTACHED)

- Locator maps
- Proposed PD Plan
- Proposed Statement of Intent
- Approved PD Plan (2021)
- Approved Statement of Intent (2021)

SITE CHARACTERISTICS

Area (acres)	1.96 acres
Topography	Generally flat
Vegetation/Landscaping	Landscaped with turf, shrubs, trees
Watershed/Drainage	Perche Creek
Existing structures	Paved trail

HISTORY

Annexation date	1905
Zoning District	PD
Land Use Plan designation	Neighborhood
Previous Subdivision/Legal Lot Status	Lot 1-A of Grace Covenant Church Subdivision Plat 1-A

UTILITIES & SERVICES

All utilities and services provided by the City of Columbia.

ACCESS

Garth Avenue	
Location	Along the east side of property
Major Roadway Plan	Major Collector (improved and City maintained); 76-66 ROW required. No additional ROW required.
CIP projects	None
Sidewalk	Sidewalks present

Sexton Road	
Location	Along the south side of property
Major Roadway Plan	N/A
CIP projects	None
Sidewalk	Sidewalks present

PARKS & RECREATION

Neighborhood Parks	Within half-mile of Douglass Park, Worley Street Park, Downtown Optimist Park
Trails Plan	None within half-mile
Bicycle/Pedestrian Plan	Existing facilities in place along both Garth and Sexton

PUBLIC NOTIFICATION

All property owners within 200 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of this pending request on May 10, 2022. 28 postcards were distributed.

Report prepared by Rusty Palmer

Approved by Patrick Zenner