

EXCERPTS
PLANNING AND ZONING COMMISSION MEETING
COLUMBIA CITY HALL COUNCIL CHAMBER
701 EAST BROADWAY, COLUMBIA, MO
June 9, 2022

Case Number 165-2022

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 six four-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.

MS. LOE: May we have a staff report, please.

Staff report was given by Mr. Rusty Palmer of the Planning and Development Department. Staff recommends approval of 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.

MS. LOE: Thank you, Mr. Palmer. Before we move on to questions of staff, I would like to ask if there is any Commissioners who would wish to recuse themselves from this case? Commissioner Stanton and Commissioner MacMann? Duly noted. And again, before questions, I would like to ask any Commissioners who have had any ex parte related to this case to please share that with the Commission at this time so all Commissioners have the benefit of the same information on the case in front of us. Seeing none. Are there any questions for staff? Commissioner Geuea Jones?

MS. GEUEA JONES: If I remember right, when this was discussed before, there was some stormwater concern. I see that there are two stormwater management locations on this plan. I know it's early in the process. Has anyone done a stormwater management survey yet?

MR. PALMER: The -- Mr. Crockett could probably elaborate on that, but typically, there's some preliminary study done and at least -- in at least locating where those would go. Obviously, a fairly quick look at topography map will tell you the logical places for stormwater to go. But the Code does require that it be mitigated on site, and so we don't anticipate there being any additional issues from, you know, what's -- what exists there now, so --

MS. GEUEA JONES: If I remember right, the last time there was some discussion about right now it turns into a swamp during heavy rains.

MR. PALMER: Yeah. Hopefully, the site improvement would -- would fix that.

MS. GEUEA JONES: Okay. Thank you.

MS. LOE: Any additional questions for staff? Seeing none. We'll open up the floor to public hearing.

PUBLIC HEARING OPENED

MS. LOE: And please give your name and address for the record.

MR. CROCKETT: Members of the Commission, Tim Crockett, Crockett Engineering, 1000 West Nifong. I promise to be the last time tonight. With me tonight is Randy Cole, Executive Director of the Columbia Housing Authority. Again, we're looking at 1.96 acres, just under two acres, of PD zoned property. You are probably tired of seeing this property. It's been before this Commission many times in the past, but as we move forward, we want to change the product that's being presented. And so again, we're asking for a new SOI, a new PD plan, and I think this plan is better than the previous plan. It's more conducive to the neighbors, and it's had a lot more neighborhood input while keeping the density the same. You've seen this plan before. This is what we're proposing. This is the previous plan. You can see the difference. This one basically gets the units on there, it works, and it fits the site, but we believe that this one is going to be better for the residents themselves, as well as the neighbors adjacent to the property in this part of the City. I don't want us to dwell on this picture too much. This is just an idea that we have. And, again, I believe the Housing Authority and Mr. Cole is working with the residents to come up and formulate what the exact buildings are going to look like long term. I just want to kind of show something here. This is just kind of a rendering that I picked that kind of illustrates the thought and the ideas that we just don't want just a cookie cutter blank multi-family building. We want something that has front porches. And that's part of the reason why we asked for the request for the front porch setback. To go into the setback just a little bit, it's according to Code, but because we want the front porches on these buildings, and we want to kind of break them up. We don't want just a monotonous straightforward cookie cutter same building all the way down the street. We are asking for a parking -- a design adjustment for the parking requirement. That's twofold. First of all, we don't believe the residents in this community, in this development, need to have or are they going to need that many parking spaces. The number of vehicles that they have, we're probably going to have more single-parent, you know, members or residents here, individuals that don't have vehicles, that simply don't drive. We don't need the parking -- the number of parking spaces that's required by Code. And so we're asking for that design adjustment for that reason. Secondly, the neighbors have asked for more open space. They've asked us to look at the trees and try to preserve some of those big, large trees that are onsite. If you've been by the site, it's got a lot of beautiful trees on it. I mean, great, large trees, and so we're doing the best we can to serve -- to preserve as many of those trees as we can. And so in doing so, we want to reduce that parking number. Now, the good thing about that is, and I think -- you know, I think that Mr. Palmer kind of alluded to this, is if we needed some additional parking in the future, we have spaces that we can add additional parking spaces. So while we're asking for the design adjustment now, it can be added later in the future. We would have to come back through this Commission again to do that, but it's not that if you grant that

variance now, and then we -- of course, we need more spaces, you know, we do have a mechanism for that and a place to put them. So that's kind of what we're looking for. Again, we're only two blocks away from public transit, which, of course, is important. So I think it's a fairly straightforward request. I think it's a better plan than what's been presented before in the past. I think this, you know, has a lot of better -- a lot more benefits. We are planning for a mix of two-, three- and four-bedroom units, and, of course, there has been quite a bit of conversation between Mr. Cole and the residents to try and formulate a plan that works for them, as well. We want to be, you know, mindful of their needs and their concerns for this project. So with that, I'm happy to answer any questions that the Commission may have.

MS. LOE: Thank you, Mr. Crockett. Any questions for this speaker? Commissioner Kimbell?

MS. KIMBELL: I know you had mentioned something -- okay. So you have 22 less parking spaces than what's required. I know the staff had mentioned some extra parking on Sexton Road; is that correct?

MR. CROCKETT: No. They just said that parking is allowed on Sexton Road. We don't anticipate utilizing any off-site parking spaces. They're just saying that Garth has prohibited parking and parking is allowed on Sexton. So if we -- if, for some reason, we had to have a very short-term overflow parking, folks could park on Sexton. We don't want to have folks parking on Sexton. The Housing Authority owns the property further to -- to the south, Oak Towers, that they could have adequate parking that they could park over there, as well, but we certainly don't want any type of regular occurring parking on Sexton Road. We want them all within the parking lot itself.

MS. KIMBELL: So if -- if that -- just run with me here. If you had to, how would you go about compensating the additional 22 parking spaces, other than --

MR. CROCKETT: It may not be 22 additional parking spaces, but the driveway that's on the west side coming in, the entire north side is -- is the location where we could add a substantial number of parking spaces. And again, we'd rather not do that. One of the -- one of the concerns that the neighbors had from this previous plan is you can see that that entire row of parking that backs up to the residences to the north.

MS. KIMBELL: Yeah.

MR. CROCKETT: We wanted to get away from that. And so, we tried to pull that down. We tried to buffer it with a single-story building. We put a driveway in that has ample space between it and the property line, and we do have some parking spaces in there, but the setbacks are much greater than -- than the previous plan. And so while we can add additional spaces, maybe not 22, but we can add additional spaces to the site.

MS. KIMBELL: Thank you.

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: Two questions. I'm going to start with -- refresh my memory. The church wants the connection to their existing parking lot; is that right?

MR. CROCKETT: They have -- yeah. They have talks -- Mr. Cole has talked to them about that

connection. If you look at it right now, the -- the connection comes out -- obviously, the driveway comes out and it comes across this property. That was all done when it was all one property, and then it was subdivided into two -- into two separate parcels, but that driveway connection still exists. And so for us to be able to develop it, you can see that they have angle parking in their development; and therefore, they would need to utilize our piece of property to access their parking lot.

MS. GEUEA JONES: Okay.

MR. CROCKETT: So we want to be, you know, friendly neighbors and have cross-access.

MS. GEUEA JONES: I thought that was right, but it had been a minute. And then stormwater, I know you're going to have to do all the due diligence and all of that, but it is a problem on this property?

MR. CROCKETT: It is a problem. And to go into it in a little bit more detail, and maybe you don't really care too much, but I'll explain it anyway. This site qualifies as a redevelopment site, so, therefore, are normally our stormwater requirements would be less according to the Code. However, given the downstream -- I don't want to say flooding concerns, but stormwater concerns, downstream stormwater concerns, this site is not eligible for the reduction that we get for redevelopment. Therefore, we have to treat this as a brand-new site, as -- you know, as a green field site. So what we're doing is, as you indicated, we have two basins. We've preliminarily sized to those two basins to handle most of this site. The other basin that's between us and the -- the neighbor to the east, there's an existing basin there now. That existing basin serves their property. We're going to expand that slightly to pick up that additional stormwater that we need for our site.

MS. GEUEA JONES: Are you thinking, like, rain garden type basins, or are you thinking just cement block --

MR. CROCKETT: No, we're not -- no. I mean, we like to do earthen basins, earthen berms that are very low-keyed, very, you know, neighbor friendly. You know, the last thing I want is to get a small child in there and they get stuck in a trash rack or something like that. So we do have to have to have own enclosed structures, but I don't want concrete basins with big walls. I want to have earthen basins as much as possible. And, you know, I mean, they're -- they're small, but they can be areas of open spaces that kids can use, you know, when they're dry. So we can mow them and maintain them. We don't want to have concrete basins.

MS. GEUEA JONES: Thank you.

MS. LOE: Additional questions for this speaker? Mr. Crockett, typically, when we get a request or when we look at reducing parking, we often see bicycle spots added. And the last plan that came through actually did have spots for bicycles. Is there a reason that's not included?

MR. CROCKETT: We will -- we will have bicycle spaces. and, Ms. Loe, I believe I -- I was thinking today, they're actually --

MR. COLE: They're inside the buildings.

MR. CROCKETT: They put them inside the buildings. I'm sorry. So I was thinking -- I was -- I was thinking we added them there, but those were the mail kiosks. But the bicycle spaces are included

inside the -- inside the units, inside the buildings.

MS. LOE: I was wondering if that -- if the intent was to put them in the patio areas, or -- all right. And I guess I'm still thinking kids' bikes or --

MS. CARROLL: So do you have an area inside the individual units for bikes, or you have bike locks, community bike locks in the front of the buildings?

MS. LOE: Mr. Cole, we need you to state your name and address before you --

MR. COLE: My name is Randy Cole, CEO of the Columbia Housing Authority, 201 Switzler. So in working with our architect on some of our preliminary plans, a big need we've seen with our residents is additional storage space, especially for outdoor materials like barbecues, bikes, things like that. Some of the kids' bikes have walked off of their property, so within these units, we're going to include some exterior storage space that maybe isn't in the thermal envelope, but like a closet they could open. Not a full-on garage, but just a little area where they could put a bike, a barbecue, some stuff like that.

MS. LOE: Thank you. Any additional questions?

MS. CARROLL: What about --

MS. LOE: Commissioner Carroll?

MS. CARROLL: What about bike spots for visitors, for people going to and from as transportation. So part of the -- part of the rationale for bike spots in place of parking spots is for use of bikes as transportation, and -- and visitors, yeah. So I do notice a lot of bicycle transportation among people using our HA housing.

MR. CROCKETT: I believe -- I believe there's spaces -- certainly spaces on this plan that we could add -- add some exterior bike spaces.

MS. CARROLL: Okay.

MS. LOE: Any additional questions for Mr. Crockett? I see none. Thank you. Additional speakers on this case?

MR. COLE: All right. Randy Cole, CEO of the Columbia Housing Authority. I had a few slides I wanted to go over.

MS. LOE: Can we get your address again, Mr. Cole?

MR. COLE: Oh, yeah. 201 Switzler. Thank you. Appreciate being here. So a little additional background about the project and why it's important for our community. We did go through a funding process with the Housing and Community Development Commission for HOME ARP Funds, so these were some of the special home dollars for affordable housing through the American Recovery Plan Act, different from the ARPA funding that you're hearing about in the news. This was a special allocation just for affordable housing. But the Housing Community Development Commission recommended unanimously and then so did the City Council, \$2 million in HOME ARP funds for the project. I think there's a lot of excitement for the project. The Veterans United Foundation has also contributed \$1.3 million to the Columbia Housing Authority for this project. And given that high level of local support, we've now qualified for the non-competitive federal tax credit -- rolling tax credit, the 4 percent credit through the

Missouri Housing and Development Commission, so we'll leverage another \$2.7 million, and then we have \$1 million of our own resources going towards the project. So it's a great project with a lot of -- lot of community support. We worked in partnership, I would say, with the Ridgeway Neighborhood Association. My work at the City here with the Columbia Community Land Trust, I had a lot of good partnership with Ridgeway, and they've been a great partner as I've transitioned over to the Columbia Housing Authority. I felt it to be very important to engage the neighborhood. I know there was some dissatisfaction with previous plans, and I wanted to create a plan that everyone was on board with and -- and proud about, so I wheeled my barbecue grill out, cooked everybody burgers and hot dogs and asked them what they wanted to see here, so what you see is a rendition of all of the input from the neighborhood on what they wanted. They wanted larger -- or multi-family buildings that looked like the older, larger homes that used to front Sexton, so that's what we came up with, the four-plexes that modeled that to go with what the neighborhood wanted there. And, again, they wanted a single story in the back, and they wanted actually less parking spaces so we could save more trees, and that kind of worked well with the level of -- of vehicle needs we've seen on other residences. I really think this project will be a catalyst for addressing -- starting to address our community's homeless and housing and security needs. It's a big deal in our community, and we need to get moving on getting more affordable housing in our community. And I think this will be a project that will be a catalyst to do that. We think it'll impact 357 homeless and housing insecure individuals in the next 20 years, and those are the populations that we'll serve. And it will also be a kick start to us renovating the remaining 120 units we have downtown here that need -- desperately need renovating, as well. But as we renovate those, we need good, nice affordable housing to move people to on a rolling basis, so this will give us additional capacity to start that process. And looking at the needs of our community, you know, we have 238 homeless individuals on our point in time counting from 2020. There's 240 homeless CPS children that are identified by our home-school communicators, 70 of which are living in hotels up on the Business Loop right now tonight that would be eligible for this housing, and we have about 1,200 households on our wait list. Our market city identified 1,400 eligible households in terms of the income limits and who would qualify for this type of affordable housing, and that's that many eligible households within our four central city census tracts, 7, 21, 9, and 2, so the need is there. Again, so I reiterate Ridgeway was a great partner on this project. Some of the feedback we got, we did one meeting where we went with a blank slate and asked what they wanted to see, and then we came back with some preliminary drawings, and this was some of the feedback that we collected. I have the actual handwritten notes if you want to verify that. But the one that I think I'm most proud of is it says it seems like the design has considered a lot of public requests and comments voiced at the meeting. One last comment with the stormwater. I would say the stormwater is in much better shape in that neighborhood than it was in 2018. We had that big stormwater improvement as a part of my last job on Sexton when we built the -- or the Lynn Street Cottages. We did a large stormwater improvement there that was in much bigger capacity than what was needed on the eight -- seven to eight homes there, and again the Ridgeway Neighborhood Association

and Pat Kelly were very helpful on that part. So I stood in rainstorms before we did that improvement, and then afterwards, so that -- that intersection has been a problem for many, many years, but it is very different than it was in 2018, so I encourage you go -- go down there in a rainstorm now and it's a little bit better, but there's more -- more work to be done, and we definitely want to consider stormwater on our -- our next project here. Thank you.

MS. LOE: Thank you, Mr. Cole. Any questions for this speaker? Commissioner Burns?

MS. BURNS: Mr. Cole, what's your time line on this project?

MR. COLE: So we're having to submit our tax credit application either tomorrow or Monday, so that will be good. And then we have to wait for MHDC to get back with us on approval. We'll be in the noncompetitive round, but they have to go through a process of verifying our underwriting, our other sources of funds. So thinking of all the financing coming into play, I think we would close on the financing either close to the end of this year or early next, depending on, you know, this HUD's process with the City, and then MHDC's process, and us getting started, so I think spring of next year would be very reasonable. I think we could be starting to lease up people before the end of next year.

MS. BURNS: Great. Thank you.

MS. COLE: Okay.

MS. LOE: Any additional questions? I see none. Thank you.

MS. JESSE: My name is Connie Jesse; I live at 16 East Sexton Road, and I've lived there for 38 years, almost 39. And your sewer questions, yes. When we first bought our house, when it rained, people put boats at Garth and Sexton Road, and you could go for, like, quite a ways. It has improved, but there is still a little bit of concern, especially with this project. I think there will be some strain, so I hope those are looked at. In regards to the parking, I don't think Oak Towers is a good reference because this is -- this housing is different. Oak Towers is senior housing, and so they have OATS and SIL and those kind of things, so they don't have cars, true, but this project, I think, will have more cars than what people are anticipating. In regards to parking on Sexton Road, God, I hope that does not happen because it happens now when Ridgeway has events at Ridgeway School, and it's horrible. And parking on Sexton Road, I would not recommend that. It's -- it's not -- I don't think a good idea to recommend parking on the street on Sexton Road. So that's all I have to say. Thank you.

MS. LOE: Thank you. Any questions for this speaker? Commissioner Carroll?

MS. CARROLL: Living in that area, do you see the parking lot at Oak Towers, does it tend to be full or does there tend to be available spaces there -- overflow?

MS. JESSE: There's normally available spaces, but like I said, that's senior housing. And so there are a lot of people that don't have cars that live in Oak Towers, and they depend on public transportation, like SIL and OATS buses and that kind of thing.

MS. CARROLL: Thanks.

MS. JESSE: Uh-huh.

MS. LOE: Additional questions? I see none. Thank you.

MS. JESSE: Uh-huh.

MS. KELLY: My name is Pat Kelly; I live at 1007 Grand Avenue, and I'm the acting president for the Ridgeway Neighborhood Association. Last fall, we started -- well, over the years, we have met with a number of developers who wanted to develop this area, and last fall, we started meeting with Columbia Housing Authority. And right from the first, we wanted some things like to keep the neighborhood -- the street walkable, you know. And so not having a big parking lot next to the street, have -- not have, like, a great big building, but have something more on the scale of the houses around. And Columbia Housing Authority really did, I think, a great job of meeting those requests with -- you know, with spending a lot of time getting the pitch of the roof just right to match and -- and doing the Arts and Crafts columns, and adding the porches to keep that, so that was really a -- I -- you know, I really appreciated that, and many of the neighbors did. And something even for people who were not interested in the design or anything else, they were interested in saving those trees. Over the years, we've lost a lot of our tree canopy in the neighborhood, and those have magnificent trees. And so kind of the deal killer for a lot of people was reducing the parking. And so they were very happy to find -- to reduce the spaces from, you know, 65 lots to 40. And I spent some time this winter just counting the parking spaces over at Oak Towers that I checked on weekends and weekdays and evenings, and there were usually about -- average around 45 cars in parking lots, and there are, I believe, 179 units in Oak Towers, so I'm thinking that maybe a quarter of the people at Oak Towers are regularly driving cars. So I really do think that having two -- basically, the plan before was two and a half cars per unit, which, I think, would have way too many, and we would have had to lose those trees that have meant so much to adding the beauty and the character of the neighborhood. So I think that that -- the parking reduction is really great. And there's also -- there were a lot of concerns in the neighborhood, but we also acknowledge that there was a desperate need for housing. There are people who have been sleeping across the street from where I live. If you go down Wilkes, there are people sleeping out on the pavement. The need for housing is desperate. And I think that this sets a very good model for how we can develop affordable housing and also work with the neighborhood to add a housing that is consistent with neighborhood architectural patterns and values. And so I'm here tonight to support this project, and all the effort and all the willingness to work us that has gone into this.

MS. LOE: Thank you, Ms. Kelly. Any questions for this speaker? I see none. Thank you. Any additional speakers on this case?

MS. JEFFERSON: Barbara Jefferson, 305 North Fifth Street. I am on that Housing and Board Commission, Community Development Board, and I did vote yes for this only because of Pat Kelly; okay? I hope it goes well. I foresee many problems that could go wrong with it. It's your all's decision.

MS. LOE: Thank you. Any additional speakers on this case? Seeing none.

MS. CARROLL: I wonder what --

MS. LOE: Commissioner Carroll?

MS. CARROLL: Thanks. I wonder if we could ask Barbara Jefferson a question.

MS. LOE: Ms. Jefferson, do you want to come back up to the podium.

MS. CARROLL: Yeah. I wondered what your concerns were. You said you --

MS. JEFFERSON: Traffic congestion. And just because they say they don't foresee people parking on that Garth -- on Sexton, I'm just thinking how terrible it would be if it actually happens. Yes. Oak Towers is supposed to be a senior -- a place for a senior center -- a place for seniors. However, you know, it just bothers me that the thought of having that many people, because I'm -- the way I add it up, it could be up to 72 residents. I could be wrong. If there are 24 units, you maybe have two to three bedrooms or something like that. So I just see it as -- it's a congestion problem in multiple different ways -- traffic, the number of people. You're across from a senior -- what's supposed to be a senior -- senior center. I hope it goes well.

MS. CARROLL: Thanks.

MS. LOE: If there's no additional speakers, we are -- close public hearing.

PUBLIC HEARING CLOSED

MS. LOE: Commissioner comment? Commissioner Placier?

MS. PLACIER: I just wondered about the comments that Barbara Jefferson just made and if I could ask Mr. Cole something?

MS. LOE: We can open up public hearing again.

MS. PLACIER: Well, and just in terms of what are the provisions for public housing for -- well, I don't want to call it rules, but, you know, what are the stipulations that you make on public housing -- residents and their impacts on -- on the neighborhood, on Oak Towers, in particular.

MS. LOE: If -- open up public hearing, again.

PUBLIC HEARING OPENED

MS. LOE: And we need your name and address again, Mr. Cole.

MR. COLE: My name is Randy Cole, CEO of the Columbia Housing Authority, 201 Switzler. So I think we were talking about parking, the 1.66 spaces, I can talk about that. When we were -- when we were thinking about how many spaces we need, we weren't necessarily looking at Oak Towers, even though that lot is, you know, less than 50 percent most of the time, but we looked at all of our family sites around our admin building, and what -- and what's the average car per -- per space there. And then, you know, what we think would be reasonable for visitors, that's how we landed on that number. In terms of provisions or rules for residents, you know, they have a lease that they abide by just like any -- any property manager would do. And then we also provide supportive services to help them connect other services in their community. We have a maintenance staff on staff that is on call 24/7 that does a great job. And we're just here to serve our residents. I'm really excited about the Columbia Housing Authority.

MS. LOE: So if I can follow up on Commissioner Placier's questions, the number -- or how many cars per unit do you -- did you come up with for the family units?

MR. COLE: Usually one. Sometimes there's two. So it kind of varies, you know. It depends. We do have single mothers with kids, and then we have some people that have two cars or it might be a

single mother that has a visitor every once in a while. But I think -- I think where we landed is a pretty reasonable number. I think 60 --

MS. LOE: And the bedroom count on those units is comparable to what would be going in at this site?

MR. COLE: Yeah. It's comparable to our family sites, yeah.

MS. LOE: So you're saying one to two cars per unit on your other family units, so an average of 1.5 cars?

MR. COLE: Uh-huh. Yeah.

MS. LOE: Which is where you're coming up with the 1.66, because that allows a little -- a little fudge for visitor parking?

MR. COLE: Correct.

MS. LOE: How many cars can you add on the north side of the driveway -- the west driveway?

MR. COLE: That would be a question for Tim.

MS. LOE: Because I have to admit, building in some cushion for future parking, as someone whose day job is also in subsidized housing, I've added parking because our earlier standards was one car per one bedroom, or half -- half a car per one bedroom for the senior, and that wasn't enough. And we had to go back -- that was back in the '70s, because they didn't think they would have cars. And that -- granted it's in more rural areas, but --

MR. COLE: Yeah.

MS. LOE: -- it's nice when you have room on the site to add parking. You're going to have to come up, introduce yourself, and speak into the microphone, Mr. Crockett.

MR. CROCKETT: Tim Crockett, 1000 West Nifong. To answer your question, we can add about another ten spaces, so that would potentially put us over the 50, which would give us over a two -- two parking space per unit ratio if we were to add those ten spaces.

MS. LOE: Does that leave the tree?

MR. CROCKETT: No.

MS. LOE: No.

MR. CROCKETT: The tree would have to come down.

MS. LOE: The tree would have to come down.

MR. CROCKETT: Correct. That's part of the reason why we wanted to save that tree and save that area.

MS. LOE: All right. Appreciate it. I think we have more questions for you. Commissioner Geuea Jones?

MS. GEUEA JONES: This is probably Randy's department.

MR. COLE: Do you need my address again?

MS. LOE: I think they know who is -- who is speaking for the record, I'm afraid, so, yes.

MR. COLE: Okay. Randy Cole, CEO of the Columbia Housing Authority, 201 Switzler.

MS. GEUEA JONES: Thank you. So are you planning -- we've been talking about Oak Towers as a place for overflow if it's needed. Will you update the signage to -- to make it clear that if you live at Kinney Point, you can park at Oak Towers?

MR. COLE: We can most certainly do that, yeah. I would be happy -- we would be happy to do that.

MS. GEUEA JONES: I think that would alleviate some of this, because then it's very clear, hey, if I get home, and every spot is full, I know I can go across the street.

MR. COLE: Yeah. Yeah. We really want to try to think outside the box to meet the neighborhood's needs of wanting to save those trees. That seems like a very good solution.

MS. GEUEA JONES: And I think we may be getting to a place where, societally, we have fewer cars.

MS. LOE: Commissioner Burns?

MS. BURNS: Thank you. I'm in favor of saving the trees, too. What would trigger -- or how would you evaluate if you needed to go ahead and remove the tree and add the additional ten spaces? Will you do an evaluation in three months, in six months? How --

MR. COLE: It would be -- it would call from our residents.

MS. BURNS: Okay.

MR. COLE: Yeah. Our residents are very responsive to us and we're very in tune with them, and we want to serve them, so I think we'd get feedback pretty quickly.

MS. BURNS: Thank you.

MS. LOE: Commissioner Wilson?

MS. WILSON: Is there any concern of liability with individuals maybe with children or elderly people parking across the street and having to walk across the street?

MR. COLE: Yeah. There is a crosswalk there, so, yeah. It is -- it is a fairly busy road, so that -- you know, that's something to consider. You know, it might be such that people that live there would have their spaces, visitors across the street, but certainly they might have some visitors with -- with young and old. But I think that intersection has been improved recently with lines, and -- but you would have an extra street to cross.

MS. WILSON: I do have another question. In terms of having to remove the trees, which I think everyone does not want, what is it, I'm The Lorax, I speak for the trees. So I'm -- I'm assuming that the litmus test would be Oak Towers parking lot is full, so now we're thinking about having to add more space over there by -- and remove the trees. So that seems to me to be that you would really want to use Oak Towers first, and then that considered --

MR. COLE: Yeah.

MS. WILSON: So -- so the possibility is very low?

MR. COLE: Yeah. I don't -- I don't know that I would see Oak Towers getting all the way full. I -- I'm over there quite a bit at different times of the day, different days, sometimes on the weekends --

MS. WILSON: Yeah.

MR. COLE: -- and I just -- I don't see it getting -- yeah.

MS. WILSON: I'm just trying to understand how we ever get to removing the trees. It doesn't seem like it would ever happen.

MR. COLE: Yeah.

MS. LOE: Mr. Zenner?

MR. ZENNER: If I may, Mr. Cole, how many units are at Oak Tower, and what is their bedroom mix?

MR. COLE: A hundred and seventy-five, and they're all studio or one bedroom. There are two people in some units. Most of the units, it's a single person.

MR. ZENNER: That would be on -- if they're one bedroom, if I'm not incorrect, that would be one and a half spaces per bedroom or per unit. If I recall, one or one and a half. I can't remember. Even if it's at one, that's 175 required parking spaces. You said 175 units; is that correct?

MR. COLE: Yeah. I don't know. I haven't counted the parking spaces at Oak Tower. I'm not -- I'm not sure are over there.

MR. ZENNER: And the only reason I raise that question is is before we get enamored by the idea of utilizing parking across the street to meet the 22, we have to evaluate and have an understanding of what the required parking demand is of Oak Tower, what's actually being used. Again, there's a disconnect between the use, the actual day-to-day use, and what our Code requires. And so when we -- when we come to that point, there may need to be some additional consideration given as it relates to the two properties. The Code is very clear that because these properties are within a proximity of each other, shared parking could potentially exist, but we have to understand the basis of parking requirements for both. And so the request that is being made has -- has been the standard established when most people do come forward to this body asking for an exception of this nature is do you have data to support your reduction. And as Mr. Cole has pointed out, their surveying data historically has shown that their sites are under -- their bedroom mixture is not anywhere comparable to what our Code requires. And so from a pure perspective, from a pure administrative perspective, the requested waiver without any additives to it, but understanding that there are options that can be creatively utilized administratively is what would be most advised when you take your action. No additions. Vote on what the housing has asked for. We can work out administratively, most likely, within the context of the Code as we are allowed, how we make the changes work should the clientele or complaints come in, and that is something that we can deal with in order to ensure that we're having the beneficial conversation that needs to be had at the time necessary. Thank you, Mr. Cole.

MR. COLE: Thank you.

MS. LOE: Thank you, Mr. Zenner. Any additional questions for Mr. Cole? I see none. Thank you. With that, we will close public hearing.

PUBLIC HEARING CLOSED

MS. LOE: Commission comments? Commissioner Burns?

MS. BURNS: So, Mr. Zenner, are you recommending that we change maybe what the motion would be to add language?

MR. ZENNER: No. If that was where you were heading, I would advise you not to.

MS. BURNS: Okay. Okay.

MR. ZENNER: The plan -- the plan, as it is submitted.

MS. BURNS: Yes.

MR. ZENNER: So Mr. Palmer's recommendation is with technical corrections. You will note, as you probably read the staff report, at the time the staff report was prepared, we did not have the actual bedroom mix; and therefore, there was a significant lack of clarity on what the actual total required parking would be. What was shown on the plan was 48 spaces based on single family, two per unit, and then an additional six overflow parking spaces which was based on one per four -- one per six units -- I'm sorry. The other way around, one -- six extra spaces for guest parking, which is a multi-family standard. So as the staff report pointed out, there was a muddling of our parking requirements. Part of the revisions that will need to be shown on this plan are actually what the standard requirement would be, which is the 62, based on the bedroom mix and what the authorized design exception will be, which would be a minimum of 40. As Mr. Crockett has pointed out, as Mr. Cole has conferred and stated is possible, ten additional parking spaces could be added in on site if needed. However, we don't want to lose the trees. Therefore, we would probably be coordinating to work out some solution, but we want to make clear that the minimum amount of parking spaces is what is shown on the plan. No need for a separate motion on that because it is a design exception, it is not a design adjustment. There was some confusion when this application was initially submitted. Design exceptions are permitted within the PD, and because parking is considered part of the zoning side of it, not the subdivision, there is only a design exception required, not a design adjustment.

MS. BURNS: Thank you.

MS. LOE: Are you going to make the motion now?

MS. BURNS: I'd be happy to unless someone else -- come on. Somebody else jump in here.

MS. GEUEA JONES: I'm happy to.

MS. BURNS: Go ahead, Sharon.

MS. GEUEA JONES: Okay.

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: Seeing no other comments, I have a motion. I move in the case of -- Case Number 165-2022, PD plan for Kinney Point major amendment, that we do approve the plan with the proposed Statement of Intent and the design exception for reduced parking subject to minor technical corrections.

MS. KIMBELL: Second.

MS. LOE: Moved by Commissioner Geuea Jones, seconded by Commissioner Kimbell. We

have a motion on the floor. Any discussion on this motion? Seeing none. Commissioner Carroll, may we have roll call, please.

Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Burns, Ms. Geuea Jones, Ms. Placier, Ms. Kimbell, Ms. Carroll, Ms. Wilson, Ms. Loe: Motion carries 7-0 with two abstentions.

MS. CARROLL; We have seven votes to approve and two abstentions.

MS. LOE: Recommendation for approval will be forwarded to City Council.