



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: July 5, 2022

Re: 1 Sexton Road – Major PD Revision and Revised Statement of Intent (Case #165-2022)

Executive Summary

Approval of this request would revise the 2021 PD Plan for Kinney Point (a Columbia Housing Authority multi-family project) and amend its associated Statement of Intent governing the allowed uses and dimensional standards applicable to the site. Furthermore, approval of the PD Plan would grant a design exception to reduce the required on-site parking associated with the proposed development.

Discussion

Crockett Engineering (agent), on behalf of the Columbia Housing Authority (owner), seeks approval of a major amendment to the 2021 approved PD Plan and Statement of Intent (SOI) for Kinney Point. The subject 1.96-acre site is located the northeast corner of Sexton Road and Garth Avenue and addressed as 1 Sexton Road. The proposed revision includes a request for a “design exception” to the standard parking requirements for multi-family development.

The subject property is presently governed by the 2021 approved PD Plan and SOI (attached) that allowed up to 16 dwelling units containing a mixture of 2-4 bedrooms per unit. The 2021 plan was the third plan revision approved for the site and represented a significant reduction in the previously approved density of 28.6 unit/acre to 8.2 units/ acre. The current revision is sought to better serve the community’s shifting housing needs as well as address public comments heard during the previous plan revision approval process.

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. The proposed site design has been arrived at after considerable public engagement and seeks to re-establish the character of housing that previously occupied the site.

Landscaping and stormwater features have been proposed within the development that are consistent with the UDC’s requirements. The revised PD Plan (dated June 14) address technical comments pertaining to required property edge screening along the parcel’s northern boundary. Given the site’s location in a “critical downstream” area, stormwater improvements are proposed to ensure that all stormwater leaving the site has no greater impact upon the surrounding residential development than exist today. Comments offered



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the applicant's engineer indicate that installation of the improvements shown will in fact help to mitigate current stormwater issues.

In association with this request, the applicant is seeking a "design exception" to permit lessor off-street parking than what is typically required by Section 29-4.3 of the UDC for multi-family development. The PD plan illustrates 40 total on-site spaces as being provided which is 28 spaces fewer than required by the UDC given the proposed bedroom mixture. It should be noted at the time of PZC staff report preparation the bedroom mixture was not known and the information regarding the parking space waiver was based on "single-family dwellings".

In justification of the proposed reduction, CHA indicates that their residents typically have a low car ownership rate and given project site's centralized location there is less reliance on vehicles for their residents. The applicant believe that 40 spaces are sufficient to serve the needs of their residents and their potential guests. The applicant also indicated that parking is available at the adjoining (to the south) Oak Tower property and could serve as an "overflow" location, if needed. Furthermore, the applicant stated that approximately 10 spaces could be accommodated on the subject property; however, such accommodation would result in the loss of significant trees which was not desired by adjoining property owners or future residents.

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 and the applicant indicates that each dwelling unit will have built in bike storage to promote non-motorized options to future residents as well as a location for additional storage of personal effects. While staff does hold some concerns that, on occasion, over-utilization of the onsite parking could result, there are opportunities to address such situation should it arise either onsite or adjacent to the subject property.

The Planning & Zoning Commission considered this request at their June 9, 2022 meeting. Staff presented its report and responded to Commissioners' questions related to previously expressed concerns over stormwater management in the area. The applicant made a presentation and answered questions from Commissioners regarding the reduction in parking, stormwater management, and design considerations for the new development layout. The Housing Authority CEO expanded upon what the purpose of the development, who it would serve, as well as what efforts were made regarding public engagement.

Three members of the public spoke on this case. One member expressed concern with possible traffic congestion and the reduction in parking. The remaining two speakers indicated support for the project. One speaker offered comments on behalf of the Ridgeway Neighborhood Association and the other speaker indicated that recent drainage improvement had reducing stormwater issued as well as commented that the Oak Towers parking lot (to the south) often had available parking spaces to address overflow issues from the proposed development, if needed.



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After limited discussion, the Commission moved to approve the revised Statement of Intent and PD Plan (inclusive of the parking space reduction) which passed by vote of 7-0 with two Commissioners abstaining.

A copy of the Planning Commission staff report, locator maps, revised PD Plan (dated 6-14-22), original PD Plan (dated 5-25-22), Statement of Intent, 2021 approved PD Plan and SOI, and meeting minute excerpts are attached for review.

Fiscal Impact

Short-Term Impact: None anticipated. Expansion and installation of required public infrastructure will be at the expense of the applicant. The PD Plan includes obligations that right of way for a future roundabout be granted upon request.

Long-Term Impact: Minimal. Such impacts may include increased demands on public safety and solid waste collection as well as infrastructure maintenance.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Safe Neighborhoods, Secondary Impact: Reliable Infrastructure, Tertiary Impact: Not Applicable

Comprehensive Plan Impacts:

Primary Impact: Livable & Sustainable Communities, Secondary Impact: Land Use & Growth Management, Tertiary Impact: Infrastructure

Legislative History

Date	Action
2/28/21	Approved revised PD Plan (Ord. 24570)
8/18/13	Approved revised PD Plan (Ord. 21769)
6/30/02	Approved PUD Development Plan (Ord. 17354)
6/3/01	Approved PUD-30 rezoning (Ord. 16924)

Suggested Council Action

Approve the revised PD Plan and Statement of Intent for Kinney Point as recommended by the Planning and Zoning Commission.