

January 19, 2017

City Council, City of Columbia, MO
701 E. Broadway
Columbia, MO 65201

To the members of the City of Columbia City Council:

10th and Elm South, LLC requests consideration to allow the issuance of a building permit for the construction of a residential use project in the downtown area currently under the Administrative Delay Ordinance. This project incorporates the construction of one 3-bedroom apartment unit on the first floor of an existing building located at 260 S. 10th Street. Our request is based on the following:

Section 3(c) of the Ordinance states that the council may allow the issuance of a building permit for the constructions of a multi-family structure located in the area affected by the ordinance if, *“The Council determines the construction of the structure complies with all existing and foreseeable planned city regulations, adequate infrastructure exists to provide necessary city services to the structure, adequate infrastructure is existing (or will exist at the completion of the project) to provide necessary city services to the structure, and such construction will not be otherwise detrimental to the health, safety, and general welfare of the city.”*

It is our assertion that the proposed construction complies with existing and foreseeable planned city regulations. On review of the proposed Development Code for the City of Columbia, we have determined the following:

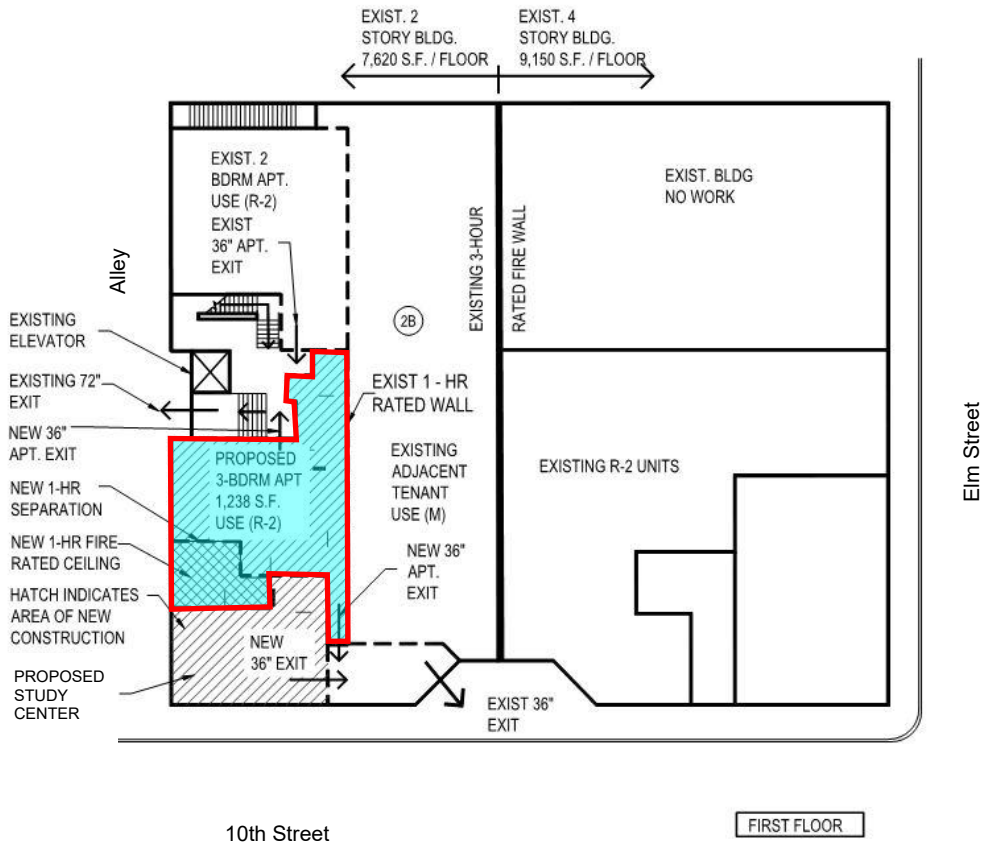
- The project lies within the proposed Urban General Zoning Overlay and is classified as Urban General. See attached Exhibit A.
- The proposed residential construction has no frontage on 10th Street – no new residential units are proposed at the Required Building Line. See attached Exhibit B.
- The Draft Development Code only restricts the use of Residential infills at street level where the residential use is at the Required Building line. It is our understanding that the 3' finished floor elevation requirement only applies to apartments at the Required Building Line. See attached Exhibit C.

Under current parking regulations, parking would be calculated at .25 spaces per bedroom, and require one space. With the proposed development code, parking would be calculated at 2.5 spaces per three-bedroom unit, requiring three spaces. Under either code, off-site parking needs to be within ¼ mile of the building - see attached Exhibit D. Adequate parking for this unit meeting both requirements would be provided by the developer within the required distance as indicated on Exhibit “A”.

Exhibit "A": Regulating Plan for Downtown with existing building under consideration highlighted in yellow; area of work is green



Exhibit B: Key Plan of Brookside 10th Building



more Stories, the first four (4) Stories shall be built to the Required Building Line.⁵⁷⁶

- (ii) Proposed buildings may be permitted to exceed the maximum height for their location as shown on the Regulating Plan subject to following the provisions of Section 29-5.4(q) (Tall Structures in the M-DT District).

Comment [PRZ164]: Provisions added to provide cross-reference to procedural requirements for increased building height in M-DT. Per public comment. (9/16)

(B) Ground Story Height

1) Non-residential uses

- (i) The Ground Story finished floor elevation shall be no lower than the average fronting exterior sidewalk elevation; and no higher than eighteen (18) inches above the average fronting sidewalk elevation.
- (ii) The Ground Story shall have a Clear Height of at least fifteen (15) feet contiguous to the Required Building Line frontage for a minimum depth of twenty-five (25) feet.

2) Residential Units at the Required Building Line⁵⁷⁷

- (i) The finished floor elevation shall be no less than three (3) feet.
- (ii) The Ground Story shall have a Clear Height of at least nine (9) feet.
- (iii) Main entrances and lobbies may be at grade, with transitions to meet the minimum finished floor elevation for the units within the building interior.

Comment [P165]: Staff disagrees with Clarion's Nov. 16, 2016 recommendation to remove this provision. Footnote 593 provides sound rationale for retention. (5/16)

(C) Upper Story Height

The minimum Clear Height for each upper Story is nine (9) feet.

(D) Street Walls⁵⁷⁸

A Street Wall not less than **four (4) feet** in height or greater than **eight (8) feet** in height shall be required along any Required Building Line frontage when:

- 1) At-grade parking is located inside the parking setback line; or
- 2) Refuse storage areas or bulk material storage areas are present in view from the street.

Comment [PRZ166]: Response to comments and Commission discussion that streets walls need clearer standards and should not be required merely because there is open area beside a building. Note footnote 588 refers to the original language. (9/16)

Table 4.4 – 1: Minimum Required Off-Street Parking (and Maximum Permitted Off-Street Parking for Selected Uses) ⁶⁵⁷ sf = square feet; gfa = gross floor area		
New Category	Current Standard	Proposed Standard
Dwelling, Multi-family	1.0 spaces/dwelling unit for "efficiency" apartment (i.e., units without a separate bedroom); 1.5 spaces/dwelling unit for 1 bedroom units; 2 spaces/dwelling unit for 2 bedroom units; 2.5 spaces/dwelling for 3 or more bedroom units; In addition to required parking for residents, 1 space/5 dwelling units will be required for visitor parking	1 space/dwelling unit containing 2 or fewer bedrooms; and 1.5 space/dwelling unit containing more than 2 bedrooms; and 1 space/10 dwelling units for visitor parking
Manufactured Home Park	2 space/dwelling unit	2 spaces/dwelling unit
Second Primary Dwelling Unit		1 space/dwelling unit

Comment [PRZ223]: Deleted per public comment. Current parking requirements will be the "Proposed Standard". (9/16)

(2) Exceptions⁶⁴⁵

- (i) M-DT District⁶⁴⁶
 - (A) Development and redevelopment in the M-DT district is exempt from the minimum parking requirements in Table 4.4-1.
 - (B) Residential development and redevelopment in the M-DT district shall provide one-quarter (0.25) mile (1,320 feet) of the site. Measurement of the walking distance shall be from entrance to entrance.
 - (C) If on-site parking is provided, it shall meet all other requirements of this Section 4.4 and may not be located forward to the Parking Setback Line pursuant to the Building Form Standards in Section 29-4.2.
 - (D) On-street parking shall meet the on-street parking requirements in Section 29-4.2(f)(iv).

Comment [PRZ220]: Maximum distance for off-site parking reduced from one-half to one-quarter mile in response to public comment and Commission discussion. "How measured" language added. (9/16)