

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
July 24, 2025**

SUMMARY

A request by A Civil Group (agent), on behalf of Heart2Homes Realty LLC (owner), for approval to rezone 2.01-acres from R-MF (Multiple-family Dwelling) to PD (Planned Development) with an associated statement of intent and planned development plan known as “*Vanderveen Village*”, which would permit the development of the site with 20 single-family attached dwellings. The approximately 2.01-acre subject site is located northeast of the cul-de-sac of Arctic Wolf Court, and includes the address 203 Arctic Wolf Court.

DISCUSSION

The applicant is seeking to rezone the subject 2.01-acre site from R-MF to PD with an associated statement of intent and PD plan to facilitate the development of 20 single-family, attached dwelling units on the site. Approval of the PD plan would also serve as a site’s preliminary plat subdividing the lot into 23 lots, of which 20 would contain single-family, attached dwellings with the remaining three lots being dedicated as common lots for stormwater management and internal access, including a private street accessed from Arctic Wolf Court. The site is surrounded by R-MF zoning to the south and west across Arctic Wolf Court, and M-C (mixed use – corridor) zoning to the north and east across Smiley and Providence Road respectively. There are no structures on this site presently.

A replat of the site’s existing three lots into a single lot is current under review by City Council. The purpose of this consolidation plat is to allow foundations to be poured for all proposed future dwelling units on a single lot that would then be divided, through the final platting process into the lots shown on the PD plan using actual foundation location information not proposed locations.

The statement of intent (SOI) for this development notes only single-family attached units will be permitted, and the intent is to construct 20 of such units with a maximum height of 35 feet. 49 vehicle parking spaces are to be provided, 9 of which are on the private street off the drive aisle, and the other 40 being the required number of parking spaces for 20 single-family attached dwellings (2 spaces/unit). The requisite on-site parking will be provided through a one-car garage and one parking space on the driveway leading to the garage in the rear. 4 bicycle parking spaces are to be provided next to the grouped mailboxes for the development. Single-family attached dwellings are considered to be consistent with the surrounding development, which contains two-family dwellings. The SOI also notes that 15% of the total land must be landscaped.

The proposed density on the site yields around 10 units/acre. This unit/acre density is less than what would be maximally permitted with a lot this size in the R-MF district, which is 17 units/acre. However, it is slightly greater than what is currently developed around the area, which has a unit density around 8 units/acre. Such difference is believed to be nominal, but the build character of this development will be different than the surrounding area, which is largely two-family dwellings on lots between 9,000 and 15,000 square feet. While this would result in increased density within this subdivision, it would facilitate greater opportunities for units to be owner-occupied by making the units single-family attached. The increase in density is not believed to be a strain on existing infrastructure serving the site or would result in increased traffic at such volumes that the existing street network would not be able to handle the increase.

Sec. 29-2.2(4)(iv), development and form standards within the PD base zoning district, states that PD application may include variations in development or form standards in 29-4.4, which principally includes setbacks, lot width minimums, lot minimum square footage. Below is a list of design exceptions requested for this plan which are also listed on the plan itself. Staff analysis of the requested exceptions are italicized in the bullet beneath the listed exception.

DESIGN EXCEPTIONS

- Driveways exceed the maximum of 30% of rear yard area. (29-4.3(f)(1)(v))
 - o *Byproduct of lot width being reduced – also limited paving in front yard as vehicular access is provided in rear of units despite fronting on public streets. The architectural front is facing the public streets, not private drive from where access is derived. Many driveways appear to be fewer than 500 square feet; however, so they would comply with 29-4.3(f)(1)(v) in many circumstances.*
- Driveway widths exceed maximum of 50% of the lot. (29-4.1(c))
 - o *Byproduct of lot width reduction. Lot width being reduced to accommodate more attached dwellings with unique ownership opportunities, as attached dwellings typically are between 18 and 26 feet in width. Driveways appear to be around 12 feet in width, which is technically greater than 50% of a 23 foot-wide lot, although not egregiously.*
- Less than 30' minimum lot width for single-family attached dwellings. (29-2.2(a)(3))
 - o *Done in order to facilitate more typical townhome development with greater than 2 attached units, as townhomes are seldom developed to be 30 feet wide.*
- Less than 3,500 square foot minimum lot area for single-family attached. (29-2.2(a)(3))
 - o *Building footprints are around 1,100 square feet. Front and rear yards are smaller than usual. This exception is sought in an attempt to maximize developable land on the property while complying with storm water and access requirements. Perhaps not ideal but may result in more attainable housing opportunities by reducing the amount of land for a lot with an individual dwelling unit.*
- Less than 25' of front yard setback, fewer than 10' side yard setback, fewer than 25' rear yard setback. (29-2.2(a)(3))
 - o *20' front and rear yard setbacks provided on all lots with exception of Providence, where a 15' front yard setback is provided. Side yard setbacks for non-attached units are 5 feet, resulting in a minimum of 10 feet between end dwellings, which complies with fire code requiring at least 5 feet of setback for exterior walls. Fire rated walls are required for interior units.*
- Driveways are fewer than 5' setback from the side property line. (29-4.1(c))
 - o *In some cases this is true, in others there are greater than 5' of setback. For interior dwelling lots, driveways appear to be closer than 5' to a side lot line. This appears to be done in order for the driveway to align with the proposed garage entry in the rear. Could be relocated to be more central to the lot, but ultimately shown placement is unlikely to create issues, as foundation and paving will likely be done prior to final platting.*

Many of the design exceptions sought are a result of the Unified Development Code (UDC) not accommodating typical dimensions for townhome development. By and large, townhome dwellings are not greater than 26 feet in width. Provided the UDC requires at least 30 feet of width for single-family attached dwellings in open zoning, it is unlikely that any more than two units would be constructed as single-family attached, as the middle (interior) units would not be able to suffice the lot minimum width, without requesting a variance. This may result in an underutilization of single-family, attached development opportunities in permissible zoning districts, as developers would more or less be required

to rezone to PD to receive relief from lot width minimums if they desire to construct more than 2 single-family, attached dwellings with unique ownership opportunities, unless they would prefer to go through the Board of Adjustment. Semantically, a structure with more than 2 townhome dwellings on one lot would no longer be considered single-family, attached, as the units are not on individual lots.

Access will be provided in the rear of the lots, despite fronting on public streets. Such access will be final platted as an irrevocable ingress/egress easement within common lot 121 and will be named Corsbro Circle. This will be the sole point of vehicular access, as these lots are not able to have direct private driveway access from collectors or arterials, which both Smiley and Providence are classified as. The drive aisle will be 24-feet wide, which comports with the minimum required width for local residential streets. Emergency services will access the structure from the front on public streets, so there is not a parking restriction noted on the PD plan, although for practical reasons it will likely be restricted to one side of the street, or completely restricted as it may not comport with driveway spacing.

Private drainage easements will be dedicated where necessary, mostly the front of lots, to redirect stormwater to the northwest corner of the site. The private street, platted as a common lot, will also be a public utility easement where sanitary sewer is currently located within. Sewer access exists on the site and easements for extension of sewer will be dedicated upon final platting if necessary. Sidewalks are to be provided along all public street frontages where it currently does not exist. There will be private sidewalks along the private street, and leading from public sidewalks to the individual dwellings. A monument sign is to be included on the western side of the entry at the intersection of Arctic Wolf Court and Snowy Owl Drive that is compliant with signage standards of 29-4.8 of the UDC for monument signs in residential districts along a local residential street.

Staff believes the PD Plan and rezoning are appropriate as the plan will be providing a type of housing that is often not feasible within base zoning districts. Such housing type is different from the surrounding development, but not inconsistent to a concerning extent regarding the created density. The requested design exceptions are considered necessary by staff to facilitate development of townhomes on this site that provide necessary on-site required parking. It is not believed that such exceptions will create new negative impacts to the health and safety of future residents or neighboring properties. The reduction in lot size and setbacks enables this development and creates new ownership opportunities while offering dwellings that fit a market preference of being single-family, albeit attached, without requiring a condominium association.

RECOMMENDATION

1. Approval of the requested Statement of Intent and PD rezoning from the R-MF district
2. Approval of the PD plan to be known as "*Vanderveen Village*" inclusive of the identified design exceptions

SUPPORTING DOCUMENTS (ATTACHED)

- Locator Maps
- PD plan
- Statement of Intent

SITE CHARACTERISTICS

Area (acres)	2.01
Topography	Flat, slight slope to NW corner
Vegetation/Landscaping	Cleared
Watershed/Drainage	Bear creek
Existing structures	None

HISTORY

Annexation date	1985
Zoning District	R-MF
Land Use Plan designation	Residential
Previous Subdivision/Legal Lot Status	3 legal lots

UTILITIES & SERVICES

Sanitary Sewer	City of Columbia
Water	
Fire Protection	
Electric	

ACCESS

Corsbro Circle	
Location	Rear of all lots
Major Roadway Plan	Private Street
CIP projects	None
Sidewalk	Sidewalks to be constructed

PARKS & RECREATION

Neighborhood Parks	Smiley Lane Park, Bear Creek Trail
Trails Plan	Smiley Lane Park Trail, Bear Creek Trail Connector
Bicycle/Pedestrian Plan	NA

PUBLIC NOTIFICATION

All property owners within 185 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of this pending request on July 7, 2025 via property owner letters. An advertisement in the Columbia Tribune regarding this case ran on July 8, 2025. 36 property owner letters were distributed. No inquiries relating to this request have been made.

Public inquiries	None
Notified neighborhood association(s)	Vanderveen Crossing, Brookside Square
Correspondence received	None

Report prepared by David Kunz

Approved by Patrick Zenner