



Department Source: Community Development - Planning

To: City Council

From: City Manager & Staff

Council Meeting Date: August 18, 2025

Re: Vanderveen Village – PD Rezone, PD Plan & Preliminary Plat (Case #184-2025)

Executive Summary

If approved, this request would authorize the rezoning of the property from R-MF (Multiple-family Dwelling) to PD (Planned Development) and approve an associated statement of intent and planned development plan that would also serve as the site's preliminary plat. The proposed PD Plan would be known as "*Vanderveen Village*", permitting the development of the site with 20 single-family attached dwellings. The approximately 2.01-acre subject site is located north of the cul-de-sac of Arctic Wolf Court, and includes the address 203 Arctic Wolf Court.

Discussion

A Civil Engineering (agent), on behalf of Heart2Homes Realty LLC (owner), is seeking to rezone a 2.01-acre subject 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 Lane and Providence Road, respectively. There are no structures on this site presently.

A concurrent replat (B171-25) proposing the consolidation of the site's existing three lots into a single lot is scheduled to receive second reading by City Council at its August 4, 2025 meeting. The purpose of the consolidation plat was to allow issuance of permits to pour the foundations for all of the proposed future dwelling units as shown on the attached PD Plan on a single lot that will be subsequently subdivided via a final plat into individual lots using their actual foundation locations not proposed locations.

The Statement of Intent (SOI) for this development notes only 20 single-family attached units will be permitted with a maximum height of 35 feet. 49 vehicle parking spaces are to be provided, 9 of which are accessed from the private street within development with the remaining 40 being located on the individual lots. 2 parking spaces will be on each lot (one driveway and one-garage space) and is compliant with the minimum parking standard of the UDC for the housing type to be constructed. 4 bicycle parking spaces are to be



provided next to the mailbox "cluster" for the development. The SOI also notes that 15% of the total land must be landscaped.

Single-family attached dwellings are considered to be consistent with the surrounding development, which contains two-family dwellings. The proposed density of the anticipated development will yield approximately 10 units/acre which is less than the maximum 17 units/acre allowed in the R-MF district. However, the anticipated density is slightly greater than 8 units/acre of the surrounding environment. This difference is considered nominal and will permit the introduction of "single-family" housing option not presently found within the surrounding area which is largely two-family dwellings on lots between 9,000 and 15,000 square feet. While the development would result in increased density within this subdivision on this specific lot, it would facilitate greater opportunities for units to be owner-occupied by making the units single-family attached. The increased density is not incompatible with available existing infrastructure serving the site and would not result in increased traffic at volumes that the existing street network would not be able to accommodate.

Sec. 29-2.2(4)(iv) of the UDC, allow "design exceptions" to be considered at the time of PD rezoning and plan approval from the generally applicable "Form and Development" standards found within Art. 4 of the UDC. Article 4 include dimensional standards for lots, parking standards, and open space standards applicable to all forms of development. Typically, relief from these standards requires Board of Adjustment approval; however, given that PD zoning is requested the UDC allows the Commission to recommend and the Council to approve modifications as part of the rezoning process. Below is a list of the "design exceptions" sought in connection with this request. The "design exceptions" shown below are also listed on the PD Plan.

DESIGN EXCEPTIONS

- Allow driveways to exceed the 30% maximum coverage of the rear yard.
- Allow driveway widths exceed 50% of the lot width.
- Allow lots with less than 30-feet of width.
- Allow attached single-family lots with less than 3,500 square feet of total area.
- Allow lesser front yard, side yard, and rear yard setbacks.
- Allow driveways closer than 5-feet from the side property line.

The design exceptions are sought given the Unified Development Code (UDC) does not accommodate typical dimensions for townhome development which is the land use most closely aligned with that proposed. By and large, townhome dwellings are not greater than 26 feet in width and given the UDC requires at least 30 feet of width for single-family attached dwellings in the R-2 and R-MF districts it is unlikely that any more than two units would be constructed as single-family attached given the middle (interior) units would not be able to meet the minimum lot width without requesting a variance.



City of Columbia

701 East Broadway, Columbia, Missouri 65201

This UDC limitation, may result in an underutilization of single-family, attached development opportunities in permissible zoning districts given relief from the minimum lot width standards can only be granted via PD zoning or by the Board of Adjustment as a "variance". Approval of a variance, given new construction would be being sought, could be challenging given the need to prove a "hardship" leading to further disinterest in construction of this housing typology.

Given these factors, the requested design exceptions are considered necessary by staff to facilitate development of the attached single-family dwellings such that they are compliant with the UDC standards relating required on-site parking. It is not believed that such exceptions will create new negative impacts upon 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.

Access the new dwelling 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 ingress/egress easement will be the sole point of vehicular access, as these lots cannot have direct private driveway access to the adjacent collector (Smiley) or arterial (Providence) roadways.

Corsbro Circle will be 24-feet wide, which is consistent with the minimum required width for a local residential street. Emergency services will access the structure from the front of the dwelling along their respective public street.

Private drainage easements are to be dedicated where necessary 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. The site has access to public sewer; however, if new easements for access to sewer are necessary they would be dedicated upon final platting of the acreage.

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.

A public hearing on this matter was heard before the Planning and Zoning Commission at its July 24, 2025, meeting. Following staff presentation, the applicant spoke about the reason for the request, stating that city base zoning districts could not accommodate development of



this nature, and going to the Board of Adjustment would result in greater impediments for development than rezoning for PD. No members of the public spoke regarding the request. Following limited additional Commission discussion, a motion was made to approve the PD Plan, SOI and preliminary plat. This motion was unanimously approved by a vote of (8-0).

A copy of the Planning and Zoning Commission staff report, locator maps, PD Plan, Statement of Intent, and meeting minute excerpts are attached for review.

Fiscal Impact

Short-Term Impact: Minimal. Costs associated with the expansion or installation of public infrastructure to serve the site will be borne by the applicant.

Long-Term Impact: Impacts may include the additional maintenance of public roadway upgrades as well as public service provision relating to trash collection, public safety, and sewer maintenance. Increased service costs may or may not be off-set by increased property tax collections and/or user-fees.

Strategic & Comprehensive Plan Impact

Strategic Plan Impacts:

Primary Impact: Inclusive Community, Secondary Impact: Reliable Infrastructure, Tertiary Impact: Resilient Economy

Comprehensive Plan Impacts:

Primary Impact: Land Use & Growth Management, Secondary Impact: Livable & Sustainable Communities, Tertiary Impact: Not Applicable

Legislative History

Date	Action
8/4/2025	Approval of one lot final plat (B171-25)

Suggested Council Action

Approve the PD Development Plan/Preliminary Plat entitled “Vanderveen Village” and the associated Statement of Intent, inclusive of design exceptions, as recommended by the Planning and Zoning Commission.