

**EXCERPTS**  
**PLANNING AND ZONING COMMISSION MEETING**  
**COLUMBIA CITY HALL COUNCIL CHAMBER**  
**701 EAST BROADWAY, COLUMBIA, MO**  
**APRIL 21, 2022**

**Case Number 113-2022**

**A request by Allstate Consultants (agent), on behalf of Missouri Alpha Chapter of Pi Beta Phi Corp. (owner), for approval to rezone property from R-MF (Multi-family Dwelling) to PD (Planned Development) with an accompanying Statement of Intent to allow "Dormitory/Fraternity/Sorority" as a permitted use, and a PD development plan that includes multiple design exceptions, to be known as the *Pi Beta Phi Sorority PD Plan*, that would enable the partial demolition and construction of a new building addition on the site. The 0.67-acre property is located on the north side of Rollins Street, approximately 400 feet east of Providence Road, and is addressed as 511 Rollins Street.**

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

Staff report was given by Mr. Clint Smith of the Planning and Development Department. Staff recommends approval of the rezoning of property from R-MF to PD, the Pi Beta Phi Sorority PD Plan, the associated Statement of Intent, and the following design exceptions:

1. Section 29.4.3(1)(3)(iv) to permit parking in the rear yard without installation of proper screening.
2. Section 29-4.3(f)(3)(iv) to permit parking in the rear yard without installation of proper screening.
3. Sections 29-4.3(f)(1)(v) and 29.4.1(b)(1)(i) to permit paving to exceed 30% of the required front and rear yards.
4. Section 29-4.3 and Table 4.3.1 to reduce the off street parking requirement such that a minimum of twenty-two (22) parking spaces shall be provided on site as shown on the PD plan; provided, however, the property owner shall also install twelve (12) additional parking spaces located partially in public right-of-way pursuant to the separate right of use license permit approved by Ordinance 24868, so long as such right of use license permit is in effect.
5. Section 29-4.3(f)(3)(iii) to permit parking perpendicular to the driveway.

MS. LOE: Thank you, Mr. Smith. Before we move to questions for staff, I would like to ask any Commissioner who has had any ex parte related to this case to please share that with the Commission now so all Commissioners have the benefit of the same information on the case in front of us. Seeing

none. Any questions for staff? Commissioner MacMann?

MR. MACMANN: Thank you, Madam Chair. Mr. Smith, could you return to the alley photograph where we're looking at the back of the automobiles? Yes, sir. Thank you. With the new right-of-way, will those cars be five feet further back into the alley; is that what I'm understanding here? Or are they going to be right there?

MR. SMITH: I think they are generally going to be in the same exact location. I might defer to the engineer on exactly how -- what the difference is of the building from the existing building and the new building, but I -- from my recollection, it was -- it was virtually about the same location, because they really couldn't go further into the alley because of the space.

MR. MACMANN: I see the edge of the alley. I actually do. I stare at too much concrete and asphalt, I guess. With that said, I have a comment. I think a PD in this case could refer to parking district. And given the fact that we have an intense amount of impervious surfaces, I have a stormwater concern. What are we doing to address the stormwater?

MR. SMITH: Well, the stormwater -- they will be required to follow the Section 12A, which is the stormwater requirements. I believe --

MR. MACMANN: Which means no additional water is going to come off this -- this property?

MR. SMITH: Yeah. They -- they made -- they're under an acre, so there's probably some exceptions to the stormwater, but I would have to confer with our stormwater team on it which ones it will be.

MR. MACMANN: Okay. Because we --

MR. SMITH: This is not a full redevelopment, either, so it's --

MR. MACMANN: No. It's -- it's more water in a situation that is entirely problematic. I'm going to hold my question and let my other Commissioners make further questions -- other Commissioners ask their questions.

MS. LOE: Commissioner Burns?

MS. BURNS: Thank you. Mr. Smith, could you go to the other alley photo that showed the adjacent property, the Newman Center and their parking lot?

MR. SMITH: The overhead?

MS. BURNS: Yes. This is it.

MR. SMITH: Okay.

MS. BURNS: Is this a recent photo?

MR. SMITH: This is -- this is probably Google photos.

MS. BURNS: Okay. Because this looks like when the Newman Center was being expanded many, many years ago. But, anyway, I see the tree buffer between the Newman Center parking lot and the Pi Phi house. That will remain; is that correct?

MR. SMITH: Yeah. So that was offsite, so it wouldn't be part of this request. I can't comment whether they would retain it, but it technically does meet the standard, so I don't think they would remove

it at this point.

MS. BURNS: Okay.

MR. SMITH: It is currently existing. I was out there today.

MS. BURNS: I haven't been to church as often as I should have been, so I haven't noticed it, but I know that there is overflow parking sometimes that occurs from Greek Town into the Newman Center. I just want to make sure that we can have some -- the buffer -- as much buffering as there currently would be retained.

MR. SMITH: Yeah. And that is on the Newman -- Newman Center's lot --

MS. BURNS: Yes. Yes.

MR. SMITH: -- so they could retain it if they so choose.

MS. BURNS: Thank you.

MS. LOE: Additional questions for staff? Mr. Smith, do you have a slide with your recommendations?

MR. SMITH: I do. And I would say, I think one of the recommendations, the design exceptions on the staff report might have got duplicated, so this is the correct list. I think the first one was incorrect.

MS. LOE: Exactly what I was looking for. Thank you. We'll come back to that, but I just like to have a list of what we're considering. All right. Any additional questions for staff? Commissioner MacMann?

MR. MACMANN: If I may double dip. Planner Smith, they want 36, 39, whatever, parking places, or are they just going by our minimums?

MR. SMITH: I believe -- I don't want to speak necessarily for them on exactly what their desire is. I can tell you 36 are required, 34 is what they were able to have on their property.

MR. MACMANN: I'm just looking --

MR. SMITH: We need to talk a little bit about decreasing some parking there, I think.

MR. MACMANN: I'd cut it in half and we would address some of these issues. That's why I was kind of wondering who is -- who is driving the parking thing. And I appreciate everyone's desire to drive. I truly do.

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: I should probably know the answer to this, but I'm going to ask you for your encyclopedia in your brain. Do we have a way to, through Planning and Zoning, require pervious parking surfaces, or is the -- is that some other department's department?

MR. SMITH: No. You could -- I mean, that is a -- a condition given, I think, the PD plan that could be included on the approval of this site. I don't see any reason why that would be outside the scope of -- of a condition that could be applied.

MS. GEUEA JONES: Okay. Thank you.

MS. LOE: Just to piggyback on that, I had the same thought. With the -- or the exception to exceed the 30 percent of paving, so is it conditioned to approving that exception requiring some pervious.

I'm going to go with Commissioner Carroll?

MS. CARROLL: Have the other Greek Town applicants that we've done in recent history, were they also increasing beyond 30 percent impervious pavement? There were a lot of parking requests, but I can't remember impervious pavement. Do you happen to know?

MR. SMITH: I -- I will -- I will also let Pat jump in, if he recalls, as he's -- he's a lot more involved in the Board of Adjustment cases. I do know a lot of the relief that was sought was for, I think, a decreased front yard setback. So most of the -- the designs I've seen hasn't had the parking in the front, but the building has been closer. And some of them also happened pre-2017 when the UDC was adopted, and that's when the 30 percent did kick in, I think, so --

MS. CARROLL: Well, maybe two years ago?

MR. SMITH: There's -- there's been -- there's been several since, but there has been some prior.

MS. CARROLL: And they increased -- they put their parking to the back. But they --

MR. ZENNER: But most -- most redevelopments that have occurred for -- for -- for the panhellenic houses have sought and received reductions in parking. The last several sorority requests that we have received, however, have requested to maintain as many of the parking spaces as they possibly can for the purposes of resident safety. The redevelopment on Providence at this point, a sorority home that is being built as we speak, sought a -- an expansion and an encroachment, if I'm -- if I recall correctly, into the required front. There was no pervious requirement made associated with that. Pervious pavement is something that has a history within this community of high maintenance costs, not necessarily the ability for it to be managed well if it's privately owned, given it has to be vac'd out in order to ensure that it percolates properly. There are a number of issues, and I would imagine while an option that can be conditioned by this body, I would think that the -- the cost benefit associated with that could be minimal given that it may work well for several years and then fail. So as Mr. MacMann pointed out, this parcel likely has an exemption. It is not a full redevelopment on the property, and pursuant to the stormwater ordinance and its flow chart, there are particular requirements that are going to need to be met for stormwater quality and stormwater quantity, and the flow chart defines how our engineering staff evaluates that. So impervious increases may be able to be offset by particular BMPs that may be able to be installed as the water is moving offsite to its proper location. But we don't have the design plans at this point, so I can't speak to that other than what we know from anecdotal information from our own engineering staff as it relates to impervious surfaces. Many of you may recall the City Hall was built with impervious surfaces that have since been removed and replaced with concrete paver block that provides similar permeable nature, but not necessarily an aggregate type, but it is -- and that's probably a more appropriate solution possibly.

MS. LOE: Thank you, Mr. Zenner. Commissioner MacMann?

MR. MACMANN: Just to redirect for those of us pondering pervious surfaces. I'm sorry I wasn't in the microphone. CPS did some installation here. As Mr. Zenner says, it has to be thoroughly cleaned and thoroughly vacuumed every two or three years, and that's a notable expense. And CPS has chosen

not to engage in that, so they spent a lot of money on pervious surfaces and now they don't maintain it. It's problematic in that -- and it's expensive. That's -- that's the issue here. That's why I was wondering about BMPs, and I don't see much BMP space on this, but they're not necessarily at -- trust me, folks. We're trying to get it refined before we get to you.

MS. LOE: But this is questions for staff.

MR. MACMANN: Oh, I understand that, I'm just letting them know why we're spending so much time discussing parking.

MS. LOE: Which we will defer till our later discussion if there are no further questions for staff at this time. I see none. So with that, we will open up the floor to public comment -- public hearing -- sorry.

#### **PUBLIC HEARING OPENED**

MS. LOE: So if you can please give your name and address for the record. We do limit you to three minutes. If you're speaking for a group, you can have six, but then you're speaking for the group.

MR. HUG: The rest of the group doesn't get to speak? Three minutes. Please let me know. My name is Michael Hug; I'm an architect for TraanorHL Architects. We've been working with Pi Beta Phi since 2017. My address is 1050 Signal Point, Alpharetta, Georgia 30005. So when we started working on this project, the -- we came to the house and we -- I had actually noticed this house on previous trips, just how beautiful it is built in 1930. It could very well be on the Historic Register. So a given was that we were going to maintain the existing house. So the existing situation, there are two additions in the back that are roughly have similar area to what we're building. One is a four-story stair tower that was built in 1971 that we're removing. The other is a two-story addition that has their dining room, which was built in 1957. We replatted the property before we could come to this body, and -- and donated property to the City for the right-of-way in the front and right-of-way in the back. And you've seen all of these slides, so I'm going to just skip through. What we're adding is a chapter dining hall on the lowest level, which I guess you would consider the basement. There's also a kitchen and serving down there, renovating all of the existing basement space into study space for the girls. And then we're creating that you can see on the left-hand side a new courtyard patio for the girls to hang out in a private, secure environment. On the main level, we're adding a TV lounge and eight double bedrooms with appropriate bathrooms for that. We're really not changing the public spaces of the house much because they wanted to maintain that. As we go up, we have -- we've added an elevator, two exit stairs, which the existing building does not -- it only has one exit stair, and then additional bedroom and bathrooms, and then a lower-level deck, as well, that you can see out from the back. And then on the top level, we're really just addition those exit stairs and the elevator to that level. This is the -- the courtyard in the back. So really what's happening here is we have a competition for the site. Part of the -- part of the area needs to be used for the additional building. This house is about 23,000 square feet and it's much smaller than some of the other houses that are closer to 30,000 square feet. So we've tried to keep it very compact, so the first thing is for the addition, then the City wanted right-of-way, and now we're left with the remaining property, and we've got to do one of two things with it. We're either going to turn it into green space or we're going to turn it into

parking. So as we designed this, what we tried to do is put the green space where it would have the most impact. So the purpose of a front yard generally is so that you can see the house from the street and you're not looking through cars. The original design with the circular driveway, there actually were two rows of parallel parking spaces that were blocking the view of the -- of the house. And we came up with this plan with the lawn in the front and then the driveways in front of the house so that the cars are not in front of the historic house at all. The cars are over to the sides.

MS. LOE: That is your time, but if you have concluding comments?

MR. HUG: I have concluding comments --

MS. LOE: Okay.

MR. HUG: -- that when you look at this, realize the different things that we -- we were juggling to compete, that were competing for the area, and that is the two that were left that had to be dealt with were landscaping and parking. Parking is a security issue, as Patrick mentioned, for sororities. They really want to have as many of the girls right on the site so that they can go into the house and be safe and not walking some distance away. Thank you.

MS. LOE: Thank you. Any questions for this speaker? I had a question. Are you adding any bedrooms?

MR. HUG: Yes. We're adding roughly eight beds to the house. It's 72 now and we're going to 80.

MS. LOE: So you're adding eight beds. How many bedrooms?

MR. HUG: To be honest, I don't know the exact number of bedrooms. I tend to think in terms of beds. You get the money from the beds.

MS. LOE: All right. Thank you.

MR. HUG: All right.

MS. LOE: Just come on up. And, again, we will need your name and address for the record.

MS. KLOTZ: Okay. Perfect. Good evening. My name is Vanessa Klotz; I am the current chapter president of Pi Beta Phi, so I live at 511 Rollins Street. I'm here tonight with seven of my sisters and our amazing house mom, Joy, and we all live in the existing Pi Phi house. And eight of us are attending this meeting as representatives of almost 300 active members in the Missouri Alpha Chapter of Pi Beta Phi, and we are here to express how truly important it is that our chapter -- to our chapter that the Planning and Zoning Commission approve the requested improvements that have been presented here this evening. Our chapter was founded at the University of Missouri in 1899, and our actives and alumni seek to preserve the legacy of our beautiful historic chapter house that our chapter has called home since 1930. This goal will require some flexibility in the application of the zoning requirements, flexibility that has been granted to many of the new and renovated Greek houses in Greek Town. In order to serve our growing chapter, our chapter house needs to be able to house more sisters. This completed project will grow the accommodating 72 women crammed rooms to 80 in more comfortable accommodations, and I can attest to this. We are in desperate need of larger meeting, studying, dining, and kitchen spaces to

allow our chapter to remain competitive with the numerous large new sorority houses that have been constructed on campus in recent years. We salute our Chapter Housing Corporation for the sensitive design and expansion of our house and improvements to our property. Significant thought has been given to showcasing our historic house by keeping the additions to the rear of the house. Parking has been relocated from directly in front of the house to create -- to create a large new lawn as a welcoming outdoor space in the front of our historic house. Safety of our sisters is our highest priority. The safety is enhanced when women members can park in close proximity to the house, and therefore, the new design maximizes the number of on-site parking spaces adjacent to the house. I can attest to this. I have a lot of friends that work downtown, and it scares me to death when they're walking home from their jobs at 2:00 in the morning when they get off. A new lower-level courtyard and room terraces on the main and third levels will provide -- provide our chapter with private secure outdoor areas in which to study and mingle. Once again, we hope that you support the thoughtfully prepared expansion and improvements of our beloved house. Thank you for the opportunity to make you aware of the needs of our house that this project will address. So thank you for listening.

MS. LOE: Thank you, Ms. Klotz.

MS. KLOTZ: Do you guys have any questions?

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: Hi. So you're -- thank you for being here.

MS. KLOTZ: Of course.

MS. GEUEA JONES: You're going to have 80 people living in the house; is that right?

MS. KLOTZ: Yeah.

MS. GEUEA JONES: Is that in addition to the house mom, or does that include house mom?

MS. KLOTZ: That does not include our house mom. She has her own little living quarter.

MS. GEUEA JONES: So 81 people?

MS. KLOTZ: Yes. Correct.

MS. GEUEA JONES: And you are asking for 32 spots. How are you going to decide who gets those spots?

MS. KLOTZ: Our parking spots? Oh, I'd love to tell you about this. See, I was actually VPO last semester, so we have a point system, which is amazing. It incentivizes our members to participate in our philanthropy events, service, everything, so when you participate in stuff, you get points. And so our 32 or, I guess, 34 most involved members will get those spots and our exec team. So our exec team gets it first, and then the rest of them are based off of our point system, so it's very fair. Members are very aware of that.

MS. GEUEA JONES: But it's not based on who has late-night classes or late-night work or any of that?

MS. KLOTZ: Unfortunately, it's not. We try to be accommodating, but if those members know that they're going to have those limitations, then they know that they need to do different things to help

out with the chapter to be in that top percentage.

MS. GEUEA JONES: And this will --

MS. KLOTZ: But we have a good system. I mean, we're sisters, we're friends.

MS. GEUEA JONES: Sure.

MS. KLOTZ: Like, if I know, you know, we'll go pick each other up.

MS. GEUEA JONES: I fully believe that you care deeply about the safety of your sisters. And it is still true that every Mizzou student has the ability to get a parking pass, just not right next to where they live?

MS. KLOTZ: Correct. Yeah. There's different lots. There's, like -- yeah. They're just kind of not directly close to Greek Town, but still campus property.

MS. GEUEA JONES: And do you currently have any water issues in your basement? I assume you're using the basement as a space now? It's not unfinished?

MS. KLOTZ: Correct. Yeah. We have our chapter meetings down there, eat down there, computer room. Yeah.

MS. GEUEA JONES: Do you have water issues when it rains?

MS. KLOTZ: Not really majorly, to my knowledge.

MS. GEUEA JONES: Okay. Thank you.

MS. LOE: Commissioner MacMann?

MR. MACMANN: Question: Are the student parking -- hi. Thanks. Are the student parking permits, which you guys are using for the remote option that was discussed, or do you guys have another lot somewhere?

MS. KLOTZ: Honestly, a lot of the fraternities sell off their spots, so some girls park next door.

MR. MACMANN: That's why I --

MS. KLOTZ: It's very competitive to get parking spots, I will admit. I mean, we do have a lot of girls that are kind of out of state, so some girls, you know, don't have a car. It just kind of depends. But parking in Columbia and Mizzou I think is just intense. They're hard to get.

MR. MACMANN: It is. We spend a lot of time talking about parking, and we're spending a lot of time now talking about parking. I don't have any more questions, Madam Chair. Thank you very much.

MS. LOE: Commissioner Carroll?

MS. CARROLL: I presume that you want to maintain 36 parking spots?

MS. KLOTZ: I do. I think it's needed. I agree with all these plans, and I think it's -- we are very in need of it and have been wanting it for a long time.

MS. CARROLL: Thanks. Just making sure the direct question was asked.

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

MS. KLOTZ: Thank you, guys.

MR. HUG: We have letters of support from --

MS. LOE: If you can please give us your name and address again for the record.



MR. HUG: Oh, I'm sorry. Michael S. Hug, Architect, 1050 Signal Point, Alpharetta, Georgia 30005. So I wanted -- would like to enter into the record -- and those are all from nearby fraternities or sororities supporting the rezoning of the property.

MS. LOE: Thank you. Mr. Smith, are these the correspondence you sent us?

MR. SMITH: They are.

MS. LOE: Thank you. Any additional speakers on this case? If there are none, we will close public hearing.

### **PUBLIC HEARING CLOSED**

MS. LOE: Commissioner comment? Commissioner MacMann?

MR. MACMANN: I've been -- other fraternities and sororities, we were granting a lot of freedom along Providence because the houses ended up being closer because the road kind of came to them, and we let the other houses come closer. I have been concerned about the additional parking -- well, the pervious -- impervious areas that we keep adding in Greek Town. The lots are essentially -- if they were to do this today, the lots are too small. I appreciate their concerns and as to Planner Smith's comment about an overlay or some maybe a special zoning district, I think that may be needed in the future because I don't see this problem -- even when we get through this round of redevelopment, within ten to twenty years, we'll have another round of redevelopment as fraternities and sororities endeavor to keep competitive, and we're putting more and more things in a small asphalt-covered box, and it's truly problematic. And this may require, God forbid, discussion with the University or other entities. My initial - I'm glad we had this presentation. I didn't realize exactly how tight this spot was. It is very tight, and I want to grant these folks relief, but I will say this. I don't like any of these options. I really, really, really -- stormwater, parking. We went through years of the UDC to address all these issues, and we're granting them all back. I'll shut up.

MS. LOE: Commissioner Stanton?

MR. STANTON: I agree with my colleague, Mr. MacMann, and I know this directly because I have been working on houses in this area for a number of -- a number of years now. I worked on the one across the street, the fraternity, and the sorority house that's right up against Providence. The only thing is that there's no other options, you know. I entertained the pervious surface idea. They're not going to take care of it. They're not going to maintain it. They're not going to take care of it like it needs to. Let's just keep it real. It's not going to happen. And then we're -- we're left with the repercussions of that. The stormwater issue, I'd rather have a pervious surface that's properly drained than an impervious surface that's not properly drained, drains into the neighbors' properties, denigrates their asphalt, concrete, all that stuff. Good for me. I'm in concrete, more money, but it's not going -- it's not going help the overall picture. So they did the best they could designwise to meet the -- their needs. I think they did a good job with the options they were presented with. I am a big preservationist, so keeping, you know, the look and feel of Greek Town and all that good stuff is a good idea, and they're opting to preserve it and build backwards is a good idea. I plan to support it. I wish there was a better way to do it, but it is what it is.

MS. LOE: Commissioner Carroll?

MS. CARROLL: Yeah. I think that I'm in close agreement with Commissioner Stanton here. I rather like this plan. I appreciate the sorority's desire to maintain the historic structure. We have seen a number of sorority/fraternity houses demolished, and while I see the need, I do appreciate the historic structure. As a Mizzou alum, I'm quite nostalgic about the campus and even historic structures in central city. Planner Smith mentioned that PD plans are meant to grant flexibility in exchange for amenities that benefit the community. I do find historic structure preservation, especially in central city, to be a benefit to the community, and I view that favorably. I -- I see the impervious structure -- the impervious pavement. It's a problem. I also see a call to build densely. We have 80 beds and 36 parking permits. That's actually a lot of rooms per parking. I wish that you would consider providing less parking. The majority of MU students don't park near their dorms. The majority of MU students walk from Trowbridge Parking Lot or from downtown, but I understand your request, as well.

MS. LOE: Commissioner Burns?

MS. BURNS: Thank you. I agree with my fellow Commissioners. I think that this design is the best use of the space. Greek Town is landlocked. At some point in time, we are going to run out of space for parking and structures to be improved and occupancy increased. I do think it's important to provide as much parking as possible for the students to be close to where they're living if we can. We've done that with the Delta Gamma house, we did it with the Alpha Phi house. We traded a parking lot with Alpha Chi Omega for property on Tiger Avenue versus their corner lot. That was my sorority, and I do remember walking, you know, a distance, sometimes feeling uncomfortable about that. So even though the parking isn't ideal, I feel like they have done the best with the plan, and I plan to support this.

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: I -- I understand the desire to park close to where you live. And even when I was in law school at Mizzou and having to walk across an empty campus in the middle of the night to get to a parking garage that was equally dark and poorly lit, that is uncomfortable, but it's also part of having a dense campus, and it's part of having the privilege of living on a dense campus where you can walk to your classes and you don't have to drive everywhere. It's a tradeoff for quality of life, frankly. I don't have a problem with the side yard. I have a real problem with the front yard for two reasons. First is impervious surface. Second is you've turned this beautiful, beautiful building into a parking lot, because that's what people are going to see. They're going to see 12 cars and maybe the center area. So, to me, eliminating -- eliminating those front spots, and maybe you need to keep the two that are ADA accessible. I'm not sure where else you would put an ADA spot, but certainly you don't need those front-yard parking spots. And I think removing them makes this a near perfect plan, or close to it as we can get without exacerbating problems that we have in downtown and, frankly, all of Columbia. I've got to say you -- you pave this much of it, you're going to start having basement water problems. I don't see how you avoid it if there's no more drainage around your foundation because everything is impervious. Even the best grading, you'll end up with a downpour, you'll end up with your beautiful new study room and an inch of

water on the carpet. So, I mean, I -- I just keep looking at it and, to me, the side yard makes sense, the backyard makes sense. The front yard is an ask that is not absolutely necessary, and I think makes this a poor design for it. That is my opinion.

MS. LOE: Commissioner Placier?

MS. PLACIER: I agree with Commissioner Geuea Jones about the front, the impervious surface on the front. Part of the historic character of the building was the front yard and the trees and all of that, and that's been turned into a concrete slab. It is tragic that Greek Town, if you look at it as a whole, has become almost as covered up with surface and buildings as the Columbia Mall. I mean, that's what it's become, like a big box area or something, just so that we could squeeze in more amenities and living space, and crowd more people in. I -- at this point, you're -- you're one of the last ones coming along with a request, and you are trying to preserve the at least historic front of the building, but in the process, there's something being lost. And while I understand the limitations of pervious surfaces, I wish somebody had at least looked into those options off of the front of the building. I think there's a loss there to the historic nature of it, and it's a beautiful place. That's my comment.

MS. LOE: I, too, am concerned about the front yard. And, Mr. Smith, you raised this point in your report, which is this property is close to the M-DT. And the report also identified several characteristics about this area, Greek Town, as being more comparable probably to M-DT, which is the downtown area, versus a standard multi-family which is it's denser, larger, perhaps more compact multi-family units, and walkable. This -- this close two things. So one thing that we haven't discussed yet on the dais is the walkability, and that's one thing that we kicked around a lot when coming up with the standards for the front yards and for the parking and for the screening, and I feel as if this plan does not give us much with preserving -- I think what I'm hearing as far as concerns go is that we're losing too much of what makes Rollins a nice street to walk down. We're giving up too much. And as Mr. Smith said previously, a PD plan needs to -- if we're going to be giving, we need to get something back. So I'm also really sorry we're losing, you know, some amazing trees on the site, and we're losing those. So I -- I'm willing to compromise, but I need more to keep the street a nice walkable street. I'm not happy when I hear you're not -- I mean, walking at 2:00 in the morning anywhere could be scary -- I get scared walking out in the middle of a field at 2:00 in the morning. But we want -- we're trying to make Columbia a walkable community, so we're -- the measures we have in place are to encourage that. We don't want to let building go in place that makes it feel like you're just walking down the parking lot. What if Phi Kappa Theta turns their front yard into a parking lot? I mean, it's -- you're going to feel like you're just walking through cars to get to school. So I looked at the M-DT standards because I also like to have a standard when coming -- I don't like to be subjective. And their standard for multi-family is, when there's more than 20 units, half a parking space per bedroom, not per bed. That's why I was asking about the bedrooms. So if we have 41 -- if we have 40, 39 for the -- and plus one for the house mom, that would give us 40 -- 20 -- 20 parking spaces. So per M-DT standards, I'm actually okay with going down to 20 required, because we've said that's enough for M-DT. This is adjacent to M-DT. All right. I'll go there.

UNIDENTIFIED SPEAKER: (Inaudible.)

MS. LOE: Well, now -- sorry -- we can open up the floor later, but -- the other thing I was looking at is, yes, M-DT does allow buildings to come up to the property line. However -- and not have a front yard. However, Mr. Smith, we also have an open area requirement for all residential units. That's 70 square feet for a one- or two-bedroom, and then 100 square feet if you're over three bedroom. Obviously, we're not quite in there, but if you divide this by 40 rooms or whatever, we come out to about 2,700 square feet. My rough estimate of your patio areas was closer to one -- we're looking at about 34 by 34, the other one maybe 16 by 16, and then there's that roof terrace. I was not quite even -- I think I was getting about 1,600 square feet, so we're short on open area for these residents. You need -- if you're living here, we want you not to be confined to your space, and we came up with a standard for more dense residential places. Think -- think of it. If you're in apartment buildings, you need to be able to have some space to get out. If you've been to Hong Kong or something, you understand what not having open space can be like. So I'm looking to keep at least some of the open space, and I'm looking for a walkable -- to maintain a walkable street. Those are my comments. Commissioner MacMann?

MR. MACMANN: I have a question and a suggestion, and we may reopen. To be clear, Mr. Smith, how many parking places are in the front yard?

MR. SMITH: In the front yard?

MR. MACMANN: Yeah.

MS. LOE: Twelve.

MR. SMITH: Twelve.

MR. MACMANN: Twelve. Thank you very much.

MR. ZENNER: So if I may ask, in your calculations, were you only looking at the balcony and the terrace space, not the green space in the middle of the front yard as being available as open space?

MS. LOE: If you add the green space in the front yard, you'll get to the -- but that's where the front yard comes into play, yes.

MR. ZENNER: But the green space that's in the middle of the driveway, if it is counted, that gets you to the minimum requirements for the M-DT.

MS. LOE: Yes. Yes.

MR. ZENNER: I would ask, is that not something that is worthy of consideration?

MR. MACMANN: It is something worthy of consideration. While I still have the floor, I would love to normally -- and Mr. Stanton would appreciate this -- make some sort of a swap to make this work. Get more buffering, or put some bioswales in there. There is no room. There's no way to do that unless you do it offsite, and there's nowhere to do that. I sense the angst to my immediate left. I do, and I -- I have problems with this. I would love for it to go forward. I would love for the building to stay. Balancing their economic need, their organizational need, their safety needs with the City's needs and the community's needs are one of the reasons we're up here and getting paid the zero dollars -- dollars that we get paid. We get dinner, by the way. I would be willing conceptually for a tradeoff for the PD, because this is -- this

is a parking district. This isn't a planned district; this is a parking district. My concept would be to keep the fire lane, the IFC approved fire lane in front, and get rid of that front parking, because I've been looking at this since I saw it, and I was, like, there is just nowhere to go with these cars. And that's the simplest change on this plan. The Chair is shaking her head radically no at me -- unless it's a redesign. And I do know I don't like to, as much as Mr. Stanton does, I don't like to legislate from the dais so to speak so much. I think it's really problematic if we don't take everything into account. I'll shut up now.

MS. LOE: Commissioner Burns? Whoops.

MR. HUG: May I speak?

MS. LOE: Excuse me, sir. We can't --

MR. STANTON: We've got to open up public hearing again.

MS. LOE: There's -- yours is the second hand raised from the floor. So once we get through our conversation, we can open it back up for additional -- just keep a note of your comments, and we'll get back there. Commissioner Burns?

MS. BURNS: Thank you. Mr. Smith, I apologize. What is the additional -- how many additional parking spaces are being created in the front yard with this plan?

MR. SMITH: Additional in the front yard?

MS. BURNS: Yes.

MR. SMITH: I don't know if I put that exact number. I think they had ten, if I remember right. Ten existing, I think, in the front yard, if you consider -- yeah.

MS. BURNS: In the circle drive, yes.

MR. SMITH: Correct.

MS. BURNS: And so now we're going to 12?

MR. SMITH: Right.

MS. BURNS: So we're adding two?

MR. SMITH: Yes. And two of those technically would be in the right-of-way, but, essentially, there's twelve in the required front yard.

MS. BURNS: Okay. So if that is correct, just two spaces. The other thing that we never really talked about was dumpsters or trash situation, and what type of space that's taking up, and if it's an option for additional parking spaces. So that would be my question, also, is what is our trash situation and are we taking spaces that could be used for parking?

MR. ZENNER: Trash is actually in the rear of the property off of the alley in a maintenance cubby where it's intended to be. Obviously, the most significant impact with the -- with this design -- you know, the circular driveway, which would have been considered legal nonconforming, because it already was in the required front yard setback, and due to the fire code related matters of having to have apparatus access, that is where you were ending up with the increased paving. So you're going from, if I recall correctly in the report, it was about 2,100 or so square feet was what the permissible 30 percent would be to about 4,500 square feet. The majority of that, however, is allocated to emergency access to meet

building code requirements, not parking. And in order to address the other issue that this redevelopment creates, that's creating a compliance structure, you've got to balance that as well. So you can't gain compliance in a contemporary structure without having to compromise on one or the other.

MS. BURNS: So, if I may, impervious surface is being added because of not additional, but accommodating and complying trash and access if necessary for a fire vehicle or other vehicle?

MR. SMITH: Exactly. I'd say -- I think it's a fair statement to say most of the new pavement in the front is accommodating the driveway --

MS. BURNS: Okay.

MR. SMITH: -- and its widening.

MS. BURNS: Okay.

MR. SMITH: The existing driveway is about 20 feet wide, and that includes a drive aisle and parallel parking, so all that 20 now has to be, basically dedicated to the fire lane, more or less. And it -- it's not a smooth circle, it's wider because of turning radiuses.

MS. BURNS: To accommodate a --

MR. SMITH: Fire truck.

MS. BURNS: Okay. So it isn't just accommodating parking, I get back to the two spaces that we're just adding that you have talked about.

MR. SMITH: Right.

MS. BURNS: Okay. Thank you.

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: I would say that characterizing it as adding two spaces is incorrect because the ten spaces that are existing are now where the fire truck will drive. So what --

MS. BURNS: And Clint is the one who --

MS. GEUEA JONES: Right. Right. But I'm saying we're adding 12 new spaces, and the ten spaces that exist are no longer available for parking. So it's not that we're going from ten to twelve, we're really going from ten to twenty-two, but we can't use the ten that are in the circle.

MR. SMITH: No. The -- there's -- there won't be any parallel circular drive parking. It is 12 standard spaces.

MS. GEUEA JONES: Right. Right. But the ten that exist currently are parallel in the circle drive. The circle drive will stay, get improved or whatever, but those ten spots will no longer be there, so twelve new spots are being created.

MR. SMITH: Yes. The existing parking spaces that are in the front circle basically now become the drive aisle.

MS. GEUEA JONES: Right.

MR. SMITH: And so they get pushed out to the side and 12 new ones are built. Yeah.

MR. ZENNER: So the additional -- the additional roughly 2,000, 2,100 square feet -- 2,100, 2,200 square feet of asphalt or concrete that's being added is the displaced ten parking -- ten, twelve parking

spaces.

MS. GEUEA JONES: Right. But I -- I just -- it sounded like what Clint was saying was -- and I don't think this was intentional, but it sounded like Clint was saying, Oh, no, we're just adding two more parking spaces. But that makes it seem like there's a lot less change happening than what's actually happening.

MR. SMITH: Right. The big -- the big change is we're going from a nine-foot-wide drive lane to, basically, a twenty-foot-wide one.

MS. GEUEA JONES: Right. And --

MR. SMITH: And so does parking get pushed out to the edge, we add to more, plus all the pavement for the drive aisle. So you can look at it either way. I mean, you could look at it as twelve parking spaces being added, and the driveway is there, or vice versa.

MS. GEUEA JONES: And taking down four trees?

MR. SMITH: I think that's correct. Yes.

MS. GEUEA JONES: Okay. Thank you. I just -- it sounded to me like you were saying something different, so I wanted to clarify and make sure that I'm not the --

MR. SMITH: Yes.

MS. GEUEA JONES: Thank you.

MS. LOE: Mr. Zenner, yes, I was jumping around between multiple thoughts, but if you add the front yard area, they do reach the minimum open area that would be required by M-DT, based on my very rough calculations.

MR. ZENNER: Yeah. I think you're -- you're on point with that because everything else made sense. I just wanted to make sure that we weren't discounting the fact that the green space was there for their use, which was the intent of why we included it in the M-DT.

MS. LOE: I just -- my real point was we need it.

MR. ZENNER: Oh, I would tend to agree.

MS. LOE: And I'm counting -- you do need to count it toward that. However, despite my being happy about that central green space, I -- I still want to do more for Rollins. The reason I was shaking my head at removing all the parking in the front yard is that we can't count the parking in the side right-of-way as permanent, because that may go away. And if we want to hold them to a minimum number of parking, be it 22 or 20 if we use the M-DT standard, we're going to need -- they have ten parking spaces in back, and they will need at least ten in front, and that's actually where I'm going. If we're amenable to going with the M-DT standard and removing the two front parking stalls that are in the right-of-way, providing more of a green buffer along the street, because right now I think we're under six feet, so it's really more of a parkway type area. Also in the M-DT, we would have required fencing, a minimum of four feet if parking was up against.

MR. ZENNER: That or a landscape buffer would have been the alternative.

MS. LOE: Or a landscaping buffer. And I noticed that the plants identified, some of them are

under four feet, 18 inches to one foot, so I would ask that that be raised. That can be designed however you want with the idea of safety. We've had that discussion in this Commission previously. It could be an open fence with some landscaping. But the ideas that you're changing the experience from walking by a parking lot to creating a nice pedestrian experience. Commissioner MacMann?

MR. MACMANN: Madam Chair, would you make that motion when it's time because you know what you're talking about?

MS. LOE: I can do that if necessary. Any additional questions? Commissioner Carroll?

MS. CARROLL: I was going to say that I would be amenable to waiving a minimum requirement or not holding them to the minimum that we would for M-DT because, unlike M-DT, MU students have access to offsite parking options that M-DT does not. I would also add that enhancing the green space and walkability of Rollins also enhances the safety of Rollins for all of your neighboring students in Greek Town and not in Greek Town because of the visibility. Walking through a parking lot feels unsafe. Having a street more like a parking lot is less safe.

MS. LOE: Commissioner Stanton?

MR. STANTON: So what I'm hearing is the win-win is you're going to have to give up some parking for new renovations. You're going to have to give up some parking for new renovations. I'm just putting that out there so everybody understands what we're talking about here. So the count was 32.

MS. LOE: They're at 34.

MR. STANTON: And you were willing to reduce based on the bedrooms --

MS. LOE: Take out the two --

MR. STANTON: -- so what's that, 40 beds -- bedrooms. Right? Because there's 80 beds. Right? Two per room, per se?

MR. ZENNER: There's a breakdown. The simpler way to -- the simpler way to phrase this, I think, Mr. Stanton, is the two parking spaces that are permissible by the right-of-use permit should this board decide it is willing to grant the waivers would be removed in the Rollins Street road right-of-way.

MR. STANTON: Okay.

MR. ZENNER: The right-of-use permit permitting ten spaces in the rear of the building would be retained. So you would take it from 34 spaces onsite, and that's -- that was inclusive of 12 right-of-use spaces, you will take to 32 total spaces onsite with only ten permitted right-of-use spaces. Now the request that is here is to reduce the minimum parking, so that is the -- that is the design exception -- that is the design exception request is to establish a minimum onsite percentage that must exist should the right-of-use permit be removed.

MR. STANTON: Right.

MR. ZENNER: If the ten are removed, that is going to leave you at 32. That'll leave you with the 22 which is what they were asking for. And that, I think, achieves what Ms. Loe is suggesting for the Commission that we are creating a streetscape experience that is more lushly landscaped, which is what may happen in the future, but at this point, we do not have any plans for road expansion. So we're just



speeding up what could come later, acknowledging the rear alley parking is an existing condition that has existed and is relied upon by everybody along Rollins. You beat me to the suggestion that I was going to make, so thank you, because I was thinking the exact same thing if that was something that you were willing to consider as a body. Just remove the front two parking spaces and increase the landscaping. That will give you the buffer.

MR. STANTON: It will still have to expand for the -- for the fire truck. Right?

MR. ZENNER: We would be able -- we would -- yes. So the driveways that are there, the site plan will remain the same with the exception of the two spaces in the front and are in the public right-of-way today.

MR. STANTON: Right. Okay.

MR. SMITH: I would just point out, Condition 4 on the screen would generally stay the same. The minimum required onsite parking would still be 22, but then generally it's an exception with a condition. So if the exception is for 22 required spaces, with the condition that they provide previously 12 per the right-of-use permit, but now it would be ten per the right-of-use permit. And you may specify in there that those ten would be in the rear yard.

MS. LOE: Commissioner Geuea Jones?

MS. GEUEA JONES: I think I've just moved from the majority to the minority. That's a good start. I still don't like the fact that that entire side yard is pavement. And -- and I am willing to defer to the chair that that is probably the better way to do it is allow the parking in the front and reduce impervious surface along the side, since those are the ones that in the right-of-way, but I -- I think just getting rid of those front two and adding more landscaping doesn't do anything to fix our water runoff and impervious surface problem.

MS. LOE: Commissioner MacMann?

MR. MACMANN: I will agree with the characterization that Commissioner Geuea Jones made, and I think this points to a bigger problem that we have with Newman and we're going to have along Providence, either an overlay or a focused zoning effort, because we're going to have -- these problems are going to get worse and worse and worse and worse. And we're dealing -- we're trying to deal with everyone's problems with these folks' deal, and I get -- I get their concerns. I do. I think your approach is probably the best place we're going to get right now.

MS. LOE: Commissioner Stanton?

MR. STANTON: My experience on this road, I was trying to look for the elevation here. I think that road slams into Providence.

MR. ZENNER: It does. It's a downward, westward slope.

MR. STANTON: Yeah. So in the sentiment about the water, but I think we're going to be slamming into Providence anyway. I'm assuming that the new parking lot would be sloping from -- north to south towards Rollins. I don't know if there's a -- I don't know what I can squeeze out of the architect. I'm trying to see if there's something I could get, kind of help my colleagues feel a little better about it.

Well, Ms. Jones, you don't want the side -- you don't want the side pavement at all, the side parking spots at all, in lieu --

MS. GEUEA JONES: I --

MR. STANTON: -- in lieu of keeping the 12 in the circle. Correct?

MS. GEUEA JONES: Yes. I think we need one or the other, not both.

MR. STANTON: Madam Chair, would you be happy with that?

MS. LOE: What's the proposal?

MR. STANTON: Don't -- don't put -- I'm just trying to work out a win-win here. I -- I personally don't have a problem because I think that the storm sewers -- I think the rainwater, based on being -- working in that area, is going to slam down to Rollins and go out Providence. So as long as the curb and gutter there is done well, I don't think it'll be a problem either way, but I'm just trying to see what you ladies would like. I'm trying to squeeze as much as I can out of this. It's a PD. Right?

MS. GEUEA JONES: Yeah.

MR. STANTON: So they need to give us something. I'm trying to squeeze something out of this architect here.

MS. LOE: Mr. Stanton, while we're thinking about this, should we open the floor up and see if they have any recommendations?

MR. STANTON: I think we do, yes. Yes. Yes.

MS. LOE: All right. We're going to open up public comment back up.

MR. STANTON: Make us a deal.

MS. LOE: If there is anyone has any comments, please come up. We will need your name and address again for the record, I'm afraid.

MR. STANTON: Let's make a deal.

MR. HUG: Michael S. Hug, 1050 Signal Point, Alpharetta, Georgia 30005. It's interesting because the debate that has happened here is exactly the debate that's gone on in our office. We started out with the curve driveway, and then we said, Okay, well, now we've got to get in an access point -- apparatus access point for a fire truck. And then we have to get in a driveway down the side to get access to those parking spaces. And so then we flipped some of the parking to the other side of the street, and the girls all said we can't park -- parallel park on the left-hand side of the street. And we started looking at this, and we've turned this thing into swiss cheese. That curved driveway that was there no longer had any feeling of the curve, and the cars were all stacked right in front of the historic house. So I won't even take credit for this. Our landscape architect said this is horrible. We should put the green space right in front of the house, make a big lawn, give them a place where they can all gather in a tent during recruitment, and move the parking out from in front of the house to the periphery, and then screen it on the edges so we protect the neighbors. And so that's -- that's the plan you're looking at. You know, a lot of the paving is from the fire truck apparatus parking areas, and that won't go away. That's a requirement of the fire code. I think the idea of taking the two parking spaces that are in the

right-of -- or in the right-of-way, I think that would be acceptable, and I think that could also create some more green space, and we could get a fence in there, some character along that edge, and then we can continue that across the green space in front of the house. And then I think we're -- we're getting to have most of our cake and we're getting to eat it, as well.

MS. LOE: I think Commissioner Stanton would call that a win-win.

MR. STANTON: I think he's squealing enough from me.

MR. HUG: Any other questions? By the way, the dumpster issue -- the dumpster is in a screened area in the back, and it can be rolled out into the alley and then picked up. It's out of the right-of-way, so if that alley ever gets expanded -- one other point that we talked about in the Board of Adjustment meeting is that the ten spaces that project out into the alley, while if the alley got expanded, those would go away. Some of that space would still be available, and just looking at it, I think we could probably pick up four parking spaces, so it's -- it's not a net loss of ten, it would be a net loss of, like, six.

MR. STANTON: One more question. How many actual bedrooms are in this building -- bedrooms?

MR. HUG: In the new design, there's 39.

MR. MACMANN: Does that include the house mother's apartment?

MR. HUG: No. That would be 40.

MS. LOE: You had a slide with that, so -- or the 39. Just for my clarification then, is the alley not wide enough for fire apparatus?

MR. HUG: It is not. And that's -- that's -- therein lies the problem. They've got to be able to get a hose -- if you park at the street, you don't have enough hose length to get around to the back of the building. That -- that was -- that was destroying the circular park driveway issue number one.

MS. LOE: Well, and it could be a reason for that alley being improved at some point if development continues, so it's good to keep in mind.

MR. ZENNER: It's currently a 15-foot-wide alley, if I'm not incorrect, so it is substandard today, not used by the fire service.

MS. LOE: Oh, if only it could be, that would eliminate all those issues in the front.

MR. MACMANN: Well, if I may, Madam Chair. It wouldn't be just their issue because they have neighbors on either side that would have to rectify in order to be fire accessible. In the M-DT, we have this problem. I do hope more of them speak, but I think Mr. Stanton's win-win is on the horizon.

MS. LOE: Any additional questions for this speaker? I see none. Oh. Mr. Stanton?

MR. STANTON: So, ladies, are you happy with what he's offering? Can you make us happier? Is there anything else you can do to make us happier with this alley side parking?

MR. HUG: I dance pretty well.

MR. STANTON: I need blood, I think. I think I need some blood, but --

MR. HUG: Especially -- you know, we've worked on this for six years. We have been talking with Patrick for over a year.

MR. ZENNER: It seems like.

MR. HUG: Well, and we talked to you early in the process, as well. So this has been fine-tuned and fine-tuned and fine-tuned, and I think this is the best solution for this piece of property. You know, there -- there are a lot of givens. There are a lot of competing interests. I think the biggest, most important part of this is we're going to preserve a beautiful 1930s house. And instead of having cars in front of it, we're going to have mostly grass, or it's not just grass. There's going to be shrubbery and some trees, and what's left will be open area that you can see through, which is, you know, that area, the fire apparatus parking, and the cars are off to the side out of the view of that. So if you want to back up and take a picture of that house, you're not going to see -- you can crop the cars -- the cars don't need to be in that picture. Also, somebody mentioned that a bunch of trees were being lost. There were -- and if you see it on the Goggle maps, there were two major trees in the front yard, but those trees have been gone for over a year. They -- they passed away sadly, which is part of what gave us the opportunity to refresh this and we're planning on putting street trees in along that to create a nice walkable sidewalk.

MS. LOE: Any additional questions?

MR. STANTON: I was just going to say we appreciate your efforts. We have to think 50, 100 years down the road, and we have to set precedent for the neighbors and surrounding people, so don't think we're picking on you ladies. We have a 50-year, 100-year vision, so that's why we're -- we're tough on you and making sure that we --

MR. HUG: You should be tough, especially to the neighbors that might do something that's not as nice as this.

MR. MACMANN: The neighbor is the church. I don't think --

MR. HUG: Okay. Thank you very much.

MS. LOE: Thank you.

MS. PULLIAM: Hi. Good evening. I'm Joy Pulliam; I'm the house director of Pi Beta Phi Sorority, and I live at 511 Rollins Street, Columbia. And I'm just here to answer Ms. Burns' bedroom questions. We have 26 current bedrooms, plus me, 72 beds. We are going to 80 beds, and I believe it's 35 bedrooms, because it's not just two. We have anywhere from two member to four member bedrooms right now, some of which will be reconfigured. And, yes, we did lose two big trees, sadly, and I left the day they cut them down because it was very sad. Also the pine trees that sit on the corner, what would be the southeast corner of that potential drive to the east side are also failing and will be eventually coming down for safety reasons so that property is not damaged under those trees, so those are sadly not going to be with us much longer. It's inevitable. So is there any other questions?

MS. LOE: Any questions for this speaker? I see none. Thank you. Any additional speakers?

MR. SHY: My name is Ron Shy; I live at 5600 South Highway KK. I wanted to say a couple of things about the storm-sewer situation in the area. There is none. In order to do a pervious pavement, you need somewhere to drain it. Really, it's -- it's down the street to the west, and it's not feasible to do anything. What we have really sought to do is try not to concentrate the drainage from the roof drains

and the other areas on the site into a pipe. We're going to try to get them to flow across the lay of the land so that it won't concentrate until it gets to the alley. That's really the best they can do because there just isn't anywhere to go with it. And I agree with Mr. Zenner that we have seen several locations in the town, and I've seen some in my own personal stuff, that it's hard to do pervious pavement, because when you try to clean it, you never know when you get it clean. You vacuum it and vacuum it, but it still clogs up some. But it does work in time, and it's just not a perfect situation. Maybe at some point in the future, we will be able to master that -- that type of -- because it is -- it is a good -- good focal BMP to do because you can get large areas into a small pipe. But anyway, that's -- that's all I have to say.

MS. LOE: Thank you, Mr. Shy. Any questions -- Mr. Shy? Questions.

MR. STANTON: We've got a question for you, sir.

MS. LOE: You're not done yet.

MS. BURNS: A quick question, Mr. Shy. This is a yes or a no. My understanding there are retention ponds to the south of this property on University property that maintain water runoff. Yes or no, do you -- are you aware of that personally?

MR. SHY: I am not.

MS. BURNS: Okay. Thank you.

MR. SHY: I don't think this water would get there. I think it would get to the drain and the street below actually.

MS. BURNS: Thank you.

MS. LOE: Thank you. Any additional speakers on this case?

MS. FISCHER: I'm Kylie Fischer; I'm the vice president of finance and housing at Pi Phi currently. I also live at 511 Rollins Street. And I just wanted to put it out there that there's been a topic just about walkability in Columbia, and in my understanding, it may be like that in the dense area way of talking about it, but, as a student, I do not see that as a reality downtown. It may have sidewalks you can walk on, but that doesn't mean they're safe to walk on. I get many MU alerts, text messages, not on a daily, but very frequently about shootings, stabbings, any type of intruder or unsafe person that I do not want to be around, and I work downtown late at night, and I appreciate having a parking spot at Pi Phi. I did not have one last semester, and it was awful. I parked at RP 10 on Providence Street. It is, as far as I know, about a mile away, and Mizzou advertises that you can shuttle there, which is seven days a week, but it is not 24 hours. If I'm getting off late at night and my friends are asleep, I have to walk. And, luckily, that has never happened to me, and has never been my case, but I have seen people walk around that, like, highway before, just going back home, I assume. And I feel bad for them, and it makes me think of our potential sisters coming in to recruitment next year and parking being a very good reason that they would want to live at Pi Phi as well, just because I do think it would make them feel safer. It has made me feel safer, especially not having to pay that expense, as well. We do not have to pay for parking as members of Pi Beta Phi if you have a parking spot, and those are very hefty expenses as a college student. The neighboring ones in the Newman Center, and at Phi Kap go very close to \$500, maybe

\$300 depending on where you go, and those also have waiting lists. So it is very unlikely that we do have those, remote parking spots available for our members.

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

MS. GEUEA JONES: I truly do sympathize walking late at night. I do it a lot myself. I would strongly recommend, even if we gave you everything you wanted, you still can't even service half of your residents. I would strongly recommend if this is something that you are hearing repeatedly, you find a different solution to specifically service your sisters and residents who are having to walk late at night, because I know it's not just working at a place that closes late, it's also night classes and even more so in the winter when sundown is 6:00. But I -- I hear what you're saying. Even your plan as drafted doesn't solve your problem. It -- it doesn't even solve half your problem. So I -- I strongly encourage you as leadership in your sorority, which is a great way to start your life, to start thinking about ways you can protect people.

MS. FISCHER: And we do, and I think that's part of this plan's achievement, as well, just because right now we currently have 26 parking spots. And if we were to go down to that number, which you were saying half of the bedrooms, it would go down significantly to around 20. And, I mean, that's six members that would have that feeling of safety that it just got lost, so --

MS. LOE: Commissioner MacMann?

MR. MACMANN: Just real quick. I think you're only going to lose two. And I appreciate, as Ms. Geuea Jones said, your concern for your sisters, and that's awesome. Very few people come up here thinking of anyone else but themselves. Just FYI, because it's money and there's property. But I just want you guys to know that we have multiple constituencies and concerns that we have to address at the same time. As Mr. Stanton said, we've got to look in the future, and, right now, we've been talking to you guys for two hours. Not many people get two hours. You might have heard that we're going to have to address Greek Town problems at large, and not just your all's, because this is get -- do nothing but get worse. And I appreciate you guys coming up here, and I appreciate you not being super contentious, because I saw you guys and I was, like, oh, man, there's 12 of them. But, no, it's fine. It's been a good conversation, and we've -- I think we've found a solution, and I think we've identified some other problems and some other solutions moving forward, and I appreciate you guys coming here today. Thank you.

MS. LOE: I really appreciate seeing you all. I would just like to add to the looking forward, which you all well know having spent six years on the design of this. So as an architect and planner, I was taught by one of my bosses that planning takes a long time. So while you've been working on your design, we've been responding to the concerns about walkability, and that's what put the new requirements in place four years ago, but it's going to take, frankly, decades before we turn it around. So we're just trying to make sure we're not maintaining some of the issues we've seen because we agree. We want you to feel better about walking around. So thank you. Any additional questions for this speaker? I see none. Thank you.

MS. DOKKEN: My name is Dee Dokken; I live at 804 Again. Let's talk about walking at night.

I've been -- I worked on campus. I got off a late shift of being a nurse for many years. I don't feel safe walking. I rode a bike. If you ride a bike, you pass the person before they even have a chance to think they're going to grab you or anything. So I suggest people ride bikes instead of walk, with good lights.

MS. LOE: Thank you, Ms. Dokken. Any additional speakers on this case?

MR. HUG: Real quick. We -- Michael S. Hug, 1050 Signal Point, Alpharetta, Georgia 30005. We have bicycle parking for that reason, as well. We have about -- I think there's 20 spaces. Thank you.

MS. LOE: Thank you. All right. Any additional speakers? If not, I'm going to close the public hearing.

#### **PUBLIC HEARING CLOSED**

MS. LOE: Commission comment?

MR. MACMANN: I think the chair should make a motion.

MS. LOE: The chair never makes a motion.

MR. MACMANN: I think the chair has the most coherent, cogent approach to this motion.

MS. LOE: Oh. We have five recommendations to go through. I think the only modification is in number 4, if we -- if we agree on eliminating the two spots in the front.

MR. STANTON: Ten. Right?

MS. LOE: So do we need to actually condition one to indicate that we want -- how do we -- if we say ten.

MR. MACMANN: Change twelve to ten.

MR. SMITH: Yeah. I would -- I would revise exception number 4. Four is already kind of phrased in the way of a condition. It's a reduction of off-street parking provided, however, that they shall also install 12 spaces, so could add there -- you could revise that condition down to ten and add an additional condition that those are located in the rear yard.

MS. LOE: Specifically stay partially in the public right-of-way in the rear -- at the rear of the property.

MR. ZENNER: Correct.

MS. LOE: All right. Let's just go through them. So first motion. In the case of 113-2022, approve design exception section 29-4.3(f)(3)(i) and (ii) to permit parking in the required front and east side yard.

MS. PLACIER: Second.

MS. LOE: We have a second. We have a motion floor. Any discussion on this motion? If not, may we have roll call, please, Commissioner Carroll.

**Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Placier, Ms. Kimbell, Ms. Carroll, Ms. Loe, Mr. Stanton, Ms. Burns, Ms. Rushing, Mr. MacMann. Voting No: Ms. Geuea Jones. Motion carries 8-1.**

MS. CARROLL: We have eight to approve, and one no.

MS. LOE: Second motion, in the case of 113-2022, following approval of the rezoning -- do we

have to do each one separately, or can I do them all?

MR. ZENNER: I think -- that's what we've been jammering about over here. You could probably do all of these as a single motion because the exceptions, because they are noted on the development plan, which is what you were approving -- these are design exceptions -- they're already noted. You'll need to make a modification to Number 4, though --

MS. LOE: Okay.

MR. ZENNER: -- which would be the specific one to modify. So it would be approval of the PD plan, Statement of Intent, and Rezoning subject to the design exception noted and a revision to Number 4.

MS. LOE: So do we want to withdraw the first motion?

MR. MACMANN: Just move 2, 3, and 4 --

MR. ZENNER: Just move -- yeah.

MS. LOE: Just move -- okay. So motion to approve the rezoning of property from R-MF to PD in the Pi Beta Phi Sorority PD plan, and associated Statement of Intent, with the following exceptions. We've already done one, so adding 2 -- can I just list them -- 3, 4, with the modification to revise 12 additional parking spaces to ten, located partially in the public right-of-way at the rear pursuant to a separate right-of-us license, and item 5.

MR. MACMANN: Second.

MS. LOE: Seconded by Commissioner MacMann. Motion on the floor. Any discussion on this motion? Commissioner Geuea Jones?

MS. GEUEA JONES: I was going to vote yes on some of these.

MS. LOE: Ah.

MS. GEUEA JONES: But that's fine. We can do it this way. I still think that side yard is too much; and therefore, I'm going to have to vote no, but I have no problem with the rear yard, I have no problem with exceeding the permanent -- or the pavement 30 percent, just not to the extent it is. I just want to be clear, I don't hate everything, just a few things.

MS. LOE: Commissioner MacMann?

MR. MACMANN: Just an add on, and this is for staff. This is one of those issues that are going to keep occurring with redevelopment here, so we'll have to address that.

MR. ZENNER: And that is something that is within our general work program. Given your current workload, we will be having to pass some things through first.

MS. LOE: Additional comments? If not, Commissioner Carroll, may we have roll call, please.

**Roll Call Vote (Voting "yes" is to recommend approval.) Voting Yes: Ms. Kimbell, Ms. Carroll, Ms. Loe, Mr. Stanton, Ms. Burns, Ms. Rushing, Mr. MacMann. Voting No: Ms. Geuea Jones, Ms. Placier. Motion carries 7-2.**

MS. CARROLL: We have eight yes and two no. The motion carries.

MS. LOE: Seven yes.



MS. CARROLL: Seven. Okay. We've gotten to the point where my math fails.

MS. LOE: But it still passes with seven.

MS. CARROLL: Still pass --

MS. LOE: -- and the majority, so recommendation for approval will be forwarded to City Council.