



Columbia Planning & Zoning Commission Meeting Recap

Council Chambers, Columbia City Hall
7:00 PM Thursday, January 19, 2017

CALL TO ORDER (Members Present: Strodman, Burns, Harder, MacMann, Rushing, Toohey, Stanton)
(Members Absent: Loe and Russell.)

APPROVAL OF AGENDA (X)

APPROVAL OF MINUTES (X) (January 5, 2017 meeting minutes approved)

PUBLIC HEARING & SUBDIVISIONS

Case # 17-50 - A request by A Civil Group (agent), on behalf of Matt Ford Enterprises, LLC, for approval of a PUD development plan to be known as "Sinclair Road PUD Plan" and a variance from Section 25-53(4) of the City Code, limiting driveway access to residential lots along major roadways. The subject 5.03 -acre site is located immediately north of 6150 South Sinclair Road. The purpose for the development plan is to prepare the undeveloped lot for construction of a single-family residence.
(Action: Staff presentation as indicated. Makes technical corrections to allow for normal access to a residential parcel. Brief discussion. Motion to approve passed 7 – 0.)

Case # 17-49 - A request by A Civil Group (agent), on behalf of Matt Ford Enterprises, LLC, for approval of a two-lot final minor plat to be known as "Sinclair Road Plat 1". The subject 6.72-acre site consists of three lots, one addressed as 6150 Sinclair Road and two unaddressed lots. The purpose for the plat is to consolidate and reconfigure the lots into 2 parcels that coincide with zoning boundaries established in 2012, and to prepare the undeveloped lot north of 6150 Sinclair Road for construction of a single-family residence.
(Action: Staff report presented as indicated. Makes technical amendment to previous zoning actions and allows for use of property. Engineer for project appeared to answer questions from the Commission. Brief discussion. Motion to approve passed 7 – 0.)

PUBLIC HEARINGS

Case # 17-45

A request by EMT4, LLC (owner) to rezone land from M-C (Controlled Industrial District) and M-R (Research, Development and Office Park District) to R-1 (One-Family Dwelling District). The 50.28-acre subject site is located on the east side of Brown Station Road, between Blue Ridge Road and US 63.

[Staff Report to Planning and Zoning Commission](#)

(Action: Staff report to commission as indicated. Proposal is designed to properly rezone property from light industrial to residential for use in the construction of affordable homes under the Habitat for Humanity and related programs. Brief discussion about the nature of the existing industrial zoning and rationale for downzoning. MR and MC Districts do carry some additional screening requirements. Staff provided some additional definition. Staff indicated that there were no members of the public in attendance at the Public Information meeting held earlier.

Public Hearing was opened.

Speaker indicated that he represented Habitat for Humanity and that their method of operation was to sell homes for what they have in it. Testified that lots to build single family homes on under this program are difficult to find. Owners have made a good offer and they believe this will be a good opportunity. Indicated that these houses will be built in phases and that infrastructure has to go in first. Also, indicated that they have worked with Job Point in the past and that they may sell a few of the lots as this project goes along.

Price range is \$108,000 to \$120,000 by appraisal, then they sell the homes for 73% of the appraised value so many people are able to purchase a home for \$90,000. Right now, project could accommodate 100 homes. MacMann asks if some would end up going higher. That's possible, but this is a project in the works and don't know for sure. Stanton indicated that a mix of housing sizes in a community is a good thing. Speaker indicated that they understand the dynamic but plans are not solid right now. How long would it take to develop this many homes? Several years. Habitat board believes this is a good big step forward. Might be willing to have some other organizations build some of the homes and that would change the rate of development. Goal is to serve a lower income buyer and make affordable housing more widely available. Biggest hurdle to building affordable housing is finding an affordable lot without too many restrictions from neighborhoods. Price of housing has been driven up more by cost of materials, permitting fees, some labor, but a lot of these labor costs are donated.

No additional speakers.

Motion to approve downzoning approved 7-0)

Case # 17-48

A request by Frontgate of Columbia (owner) for approval of a C-P (Planned Business District) development plan to be known as "Addison's South C-P Plan". The 1.51-acre subject site is located on the southwest corner of Vawter School Road and Frontgate Drive.

[Staff Report to Planning and Zoning Commission](#)

[Locator Maps](#)

[Addison's South C-P Plan](#)

(Action: Staff report provided as indicated. Site has a previously approved C-P plan. This is a request to change that plan. Zoning entitlement has been in place since 1998. Right-in/right-out to Vawter School Road could be installed during second phase of development, and could be removed if additional properties were developed to the west.

Question about parking regarding number of spaces (approximately 90), subject to change based on other improvements. Street parking is not restricted according to staff.

Public hearing was opened.

Speaker indicated that he was the engineer for the project. Submitted a proposed drawing of the future building and provided history of the project. Meeting with neighbors in May indicated that some neighbors were worried about traffic. Neighbors asked for second access point to Vawter School to prevent a lot of cut through traffic. Problem with a main water line that runs through the second access area. Too expensive under current conditions to build access road to conform with utility. Building the road would be a deal killer at this time. Have asked to delay construction of second access until Vawter School Road is improved by city. Also, made agreements with surrounding property owners for cost-sharing on road improvements and easements.

There is some free-standing lighting on the site for parking lot. Plan shows a lighted sign, but right now that sign is not planned to be built. When Copperstone was originally developed, Vawter School Road was widened to accommodate left turns, but it was never striped that way. Pavement, however, does already exist.

Speaker indicated that the new restaurant could be a good addition, but it will create more traffic. When Scott Boulevard was shut down, a lot of people used the neighborhood as a cut through. This project as designed could increase traffic dramatically like it did during temporary Scott Boulevard construction. Front Gate Drive entrance to the restaurant is the problem. Wants the Vawter School Road entrance to be the primary entrance instead. Also, wants No Parking signs installed on Front Gate Drive. This is a chance to be proactive, not reactive, to prevent accidents. (Similar comments were presented by the next group of speakers.)

Next speaker indicated that the berm/median is 200 feet long. If there will be a break in that median to allow access, it will create a driver hazard due to the existence of trees which will block views of oncoming traffic. Also, favored the entrance to the restaurant coming from Vawter School Road since it will cause some patrons to have to drive by 39 houses if they take the southern route. Wants no parking on Front Gate Drive. Front Gate Lane might be OK.

Next speaker indicated that she lives across the street from the proposed restaurant. When they purchased their property, they thought a bank would go in here. Now it is proposed to be a restaurant and bar. This is now a family-friendly neighborhood. A bar and restaurant would create cut through traffic if allowed to be accessed from Front Gate Drive. She stated opposition to the plan and the restaurant itself. Realizes that this was pre-zoned commercial, but this is not how it was originally planned. A bank going in there is completely different.

Speaker indicated that she lives on Front Gate Drive. Original sales brochure indicated that this was a nice neighborhood and that this restaurant will create a bad traffic problem, particularly from Front Gate Drive. There are lots of hills and curves. These roads require careful attention. Related a story about her son running into the street to catch his dog. He was not injured, but that is because there is not much traffic in the neighborhood. Try to find an alternative engineering and financial solution to this problem.

Speaker indicated that he lives in the neighborhood. Testified that there are a lot of kids in the neighborhood and that there are several walking paths that meander through the neighborhood. Lives on a corner lot, and even without a lot of traffic, somehow at least one car every year ends up in his yard.

Speaker thanked the P&Z Commission for opportunity to speak. Lives on Front Gate Drive. Worries about parking on the street and think it will start to look like the streets around D' Rows and Murry's. Who will maintain the berms mentioned in the new plan? Used to be maintained by homeowners' association, now who will do that? Opposed the new plan. If it does go through, require the entrance from Vawter School Road.

Speaker lives on Front Gate Drive. Is also worried about safety, children, traffic. Not against Addison's – but this is not being placed in the right place with the correct access. Wants access off of Vawter School Road.

Speaker has no objection to Addison's. But, this is a tight space. Wish we could have zoned it differently in 1998, but we didn't. During Scott Boulevard construction, we had a lot of cut through traffic and construction traffic. This is too much.

Speaker indicated that walking trails in neighborhood only have sidewalks on one side of the street. That is a safety concern. Also, this would set a precedent by directing traffic to a business through a neighborhood. Ask developer to work with city to offset cost of entrance from Vawter School Road.

Speaker believes this is a safety problem, but that they need to build off of Vawter to make it safe. Not opposed to a restaurant, just the entrance.

Speaker lives in Spring Creek across the street. This is a commercial lot and has been for a while. Whether it's a bank or a restaurant, it still needs a safe entryway. Make the entrance off of Vawter School.

Public hearing was closed.

MacMann asked staff if Front Gate Drive could accommodate three lanes of traffic. No.

Staff indicated that the connection and extension of Front Gate Drive was shown on a plan from 2007. Part of that extension would serve additional future development, but that may not occur for many years. City would not share cost of new water line unless they caused it to be moved. If developer needs it to be moved, they have to pay for it. Explained that creating a Vawter School access now only solves part of the problem, since there will still be an incentive to go south to leave the restaurant in some instances. Front Gate Drive is a city street. The extension of that would be like a private drive through the development. Front Gate Lane is a private road. Islands in the streets are not owned by the city and are maintained by homeowners associations in many cases.

Vawter School Road entrance plan was not shown on the 2007 plan. Residential had not been built out at that time.

There are several subdivisions that have services at the outer edge. Stanton indicated that Cherry Hill reflects that new urbanism. Seems like commercial use at this corner was intentional and planned for.

Staff indicated that any entrance from Vawter School Road would not be signalized. Burns struggled with forcing traffic back through the neighborhood. Stanton feared that making the entrance come off of Vawter School Road would break the bank on the deal. Moving the water line would be crazy

expensive. Strodman indicated that even if we restricted access to this to Vawter School Road only it doesn't address the rights of the second parcel which has a right to access.

Did homeowners' association offer to help pay for moving water line to create Vawter School access? Don't know of any plan like that. Cost of moving and filling over water line is the big expense. Landlocked lot is a bigger problem than the access to this property.

Motion to approve applicant request made by Toohey. Motion DEFEATED 4 to 3.

COMMENTS FROM THE PUBLIC

(Action: One speaker indicated that he was involved with another development parcel and that there will be a requirement for the commercial parcels on Front Gate to be served in the future and that needs to be considered.)

COMMENTS FROM THE STAFF

(Action: Next meeting February 9. Work session schedule will be light. Two subdivisions will be on the agenda., Melbourne Street and Columbia College East.)

COMMENT FROM THE COMMISSION

(None.)

NEXT MEETING DATE - February 9, 2017

ADJOURNMENT

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