



Columbia Planning & Zoning Commission Meeting Recap

Council Chambers, Columbia City Hall
7:00 PM Thursday, April 19, 2018

CALL TO ORDER

(Members present: Harder, MacMann, Strodtman, Stanton, Russell, Rushing, Loe, Burns.)
(Members absent: Toohey.)

APPROVAL OF AGENDA

(Agenda approved as submitted.)

APPROVAL OF MINUTES

([Minutes from the April 2, 2018 meeting](#) approved as submitted.)

SUBDIVISIONS

Case # 18-94

A request by Crockett Engineering Consultants (agent) on behalf of the Robert G. Craig Trust (owner) for approval of a final minor plat to be known as Craig Point Plat No. 1. The .23-acre subject property is zoned R-MF (Multiple-Family Dwelling) and is addressed 1022 S. College Avenue.

(Action: Staff presented the following report. The applicant is seeking approval to plat previously unplattoned property to allow for redevelopment of the site. The applicant has indicated a desire to build a duplex on the property; two Quonset hut structures were demolished in 2017. Duplexes are permitted in the R-MF zone and redevelopment shall comply with the requirements of the UDC. As the property is located immediately to the east of the T-intersection alignment of College Avenue (State Route 763) and Hospital Drive, access will continue to be provided via the existing controlled signal which provides direct ingress into the property's driveway. MoDOT has reviewed the plat and the proposed redevelopment plan and has indicated it does not desire to redesign the existing signalized access, nor are they asking for any additional right-of-way (ROW). There is no encroachment or request for a design adjustment. Staff recommends approval.

Loe asked how many unplattoned lots exist in the city. Staff did not know. This parcel has never been platted. It may have existed as a deed lot, but no plat. MacMann indicated that a chicken farm was across the street in earlier days. He noted that the access drive was right across from the signalized intersection. Staff explained that there is another access and that one of the driveways appearing on the exhibit will not be functional. However, the position of the functional drive will go into a parking area and it will be functional with the light timing. He next asked about the south property line and thought it looked a little "wonky". Staff indicated that the boundaries were correct but that aerial photos provide a slightly distorted view.

Public comment was invited.

An engineer appeared on behalf of the applicant. He explained the ingress and egress and explained the stormwater compliance for the site. (A technical correction was made to information presented on one slide in the city presentation. Information on the agenda was correct.)

A motion was made to approve. The motion to approve passed unanimously, 8 – 0.)

PUBLIC HEARINGS & SUBDIVISIONS

(The following two items are related.)

Case # 18-91

A request by GRAM Engineering (agent), on behalf of AHJ, LLC (owner), seeking approval to rezone their 10.8-acre property located at the current terminus of Jenne Lane at Jenne Hill Drive, from PD (Planned District) to M-OF (Mixed-Use Office District). The owner intends to divide the property and develop Lot 1 with a residential care facility. A preliminary plat of the property (Case # 18-90) is being considered concurrently with this rezoning.

(Action: The applicant is seeking rezoning of their property on the north side Highway 63, at the terminus of Jenne Lane, from PD (Planned District) to M-OF (Mixed-Use Office District). The rezoning is to facilitate development of a portion of the property with an 8 to 10 bed residential care facility. The existing development plan, the “AHJ O-P Development Plan,” includes a larger facility that encumbers the entire parcel. However, the property is being divided by its owners and the existing development plan will become void. Public notice was provided.

The existing development plan was approved in August of 2004, when the property was rezoned from A-1 (Agriculture District) to O-P (Planned Office District). The plan included the entire parcel and depicted 5 office buildings. The statement of intent limited uses to just business and professional offices. While a residential care facility is a departure from this original intent, the proposed use and M-OF zoning are comparable. The exception being that this rezoning would allow single and multi-family development, as well as a number of community service uses on the property.

The property is isolated from other uses, except on its north side, with Highway 63 along the southwest property boundary, and the abandoned COLT Railroad to the southeast. The property to the north contains the Jenne Hill Townhomes, which is an 88-unit duplex development, which is zoned R-2. Office uses are low-intensity transitional uses that are compatible with residential zoning. The proposed use is believed to be appropriate to the location, and the additional use options presented by the proposed open zoning would not negatively affect contextual properties. Staff believes the requested rezoning is in keeping with the intent of the 2004 rezoning and supports it for approval.

A copy of the original plan was shown. Along with an additional location map.

MacMann asked about public notification. No public comment was received. Loe asked if the entire parcel was being rezoned and if so, what is going to be put on the remainder of the property? Staff does not have specific plans at this time. Rushing asked about access to the site and noted that there was no second access. Staff indicated that this parcel was surrounded by inaccessible areas so that was a limitation. Staff indicated that this will affect development of the remainder of the site and can never host more than 30 dwelling units. Rushing asked about a stub on the property to the north and its

utilization. Staff indicated no development is planned on that parcel and because it is a linear property, it may never have that road completed. The future is unclear. Strodtman asked about the limitation of 30 units on the remainder of the property. Staff confirmed that that was the residential maximum, but if it ever hosted office, square footage and fire access would dictate the use. This is compatible with existing, surrounding properties. A loop road would be required if the second part of the property were to be developed. The abandoned rail line on the south is owned by the City and MoDOT, although some of that land has been transferred to city ownership. Using that parcel may not solve the access limitation.

The public hearing was opened, and no one appeared.

A motion to approve was made. Motion to approve passed unanimously, 8 -0.)

Case # 18-90

A request by GRAM Engineering (agent), on behalf of AHJ, LLC (owner), seeking approval of a preliminary plat to be known as "Hilltop Subdivision". The subject parcel is 10.8 acres in size and is located at the current terminus of Jenne Lane at Jenne Hill Drive. A rezoning of the property (Case # 18-91) is being considered concurrently with this preliminary plat.

(Action: The applicant is seeking a 2-lot, preliminary plat of their property located just east of the intersection of Jenne Lane and Jenne Hill Drive, immediately north of Highway 63. The plat would divide the parcel into two lots, with Lot 1 being roughly 2.25 acres and being developed with an 8-10 bed residential care facility. Lot 2 would remain undeveloped; however, vehicular access and infrastructure connections would be provided. Public notice was provided as required.

A concurrent rezoning request (Case # 18-91) rezoned the property from PD (Planned District, originally O-P) to M-OF (Mixed-Use Office District) and was approved by P&Z in the previous action. Such action would remove the requirement for an O-P development plan and allow development of Lot 1 independently from the rest of the parcel. Council will provide final approval.

The AHJ O-P Development Plan, approved in February 2004, includes a residential care facility that encumbers the entire parcel. The property will be accessed via a short extension of Jenne Lane, with the provision of a permanent cul-de-sac turnaround at the northwest corner of the parcel. Additional right-of-way for this turnaround is provided on the preliminary plat and will be dedicated on the final plat.

The site is served by all City utilities; however, water and sewer extensions are required in order to reach both newly-created lots. Access to Lot 2 is provided via a 25-foot wide stem along the northern edge of the project site. The UDC generally no longer allows stem, or flag lot arrangements except in instances where the proposed stem lot is to occur on previously unplatte land. The subject site is currently an unplatte survey tract and as such the creation of the stem lot is permitted. This arrangement allows for vehicular access to Lot 2 while limiting the amount of public roadway extension required thereby reducing the amount of public roadway for the City to maintain in the future.

Jenne Lane and Jenne Hill Drive are improved with all necessary sidewalks; however additional sidewalk construction will be required adjacent to the Jenne Lane extension, around the cul-de-sac turnaround. Jenne Lane is a MoDOT access road, and Jenne Hill Drive is a local residential street. Neither existing street is named on the CATSO Major Roadway Plan. The preliminary plat of this property is required by code, as the subdivision of the existing lot is not consistent with the originally approved preliminary plat (O-P Plan) and will require installation of additional public infrastructure. Both sewer and water main

extensions are required to serve the proposed lots on the parcel. As such, the proposed preliminary plat is considered a major replat and requires Commission approval before the final plat (Case #18-92) can be presented to Council for consideration. The proposed preliminary plat has been reviewed by staff and is found to be compliant with all subdivisions regulations. Staff recommends approval.

Strodtman asked if the stem will have a sidewalk. Staff indicated that that would not be required.

Public hearing was opened, and no one appeared. No further discussion occurred.

The motion to approve passed unanimously, 8 – 0.)

PUBLIC COMMENTS

(None.)

STAFF COMMENTS

Staff indicated that the next meeting will be held on May 10, along with a work session. Review of CIP projects will occur during the worksession along with discussion of the Climate Action Study. On the regular agenda for May 10 P&Z Commissioners will see three items:

1. McGary Subdivision, Plat 3 (Final & Design Adjustment) Located off St. Charles Road.

This item has already been considered by the Board of Adjustment, but the new change will require a new stem lot that requires an additional change to become compliant.

2. M-DT Regulating Plan Amendment (Alley vacation by the bank at Providence and Walnut)
3. M-DT Regulating Plan Amendment (Alley easement dedication in the same general location.)

The two items relating to the M-DT plan are required by the new zoning code. Under the new rules, you can't just approve an alley vacation, you must amend the zoning code regulating map. You will be allowed to evaluate the plan in terms of use, connectivity and traffic circulation concerns in this Urban General West area and decide if that is a good use, then approve the acceptance of the request and the amendment to the plan. According to the new rules, any alley that is removed must be replaced. The second item deals with the replacement, so you will be able to evaluate that replacement as well. We will provide additional information from council discussion on this item.

If you choose not to do either, both will be affected. Russell indicated she will not be in attendance at the next meeting.

COMMISSIONER COMMENTS

Loe commented in the last case heard this evening staff indicated that no sidewalk would be required on the stem lot. Loe suggested that under some development scenarios, ADA regulations WOULD require the construction of a sidewalk.

MacMann suggested that there could be another consideration on that sidewalk and that depending on how the site was configured, it could be too narrow for a sidewalk. He thanked a group for attending to monitor this evening's proceedings. He further commented that the Jenne Lane action tonight basically created an island of the second property and suggested that the land, access and location of the city property made this problematic. He did not know exactly how to solve the situation and wondered if

Jenne Lane was created before the new Highway was constructed. Staff indicated that it was constructed after the 2004 plan was adopted, so it was allowed after the new highway was built. MacMann thought the whole access problem may be unsolvable without a whole lot of money.

No further comments.

NEXT MEETING DATE - May 10, 2018 @ 7pm

ADJOURNMENT
(Time: 7:42 PM)

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