

**AGENDA REPORT
PLANNING AND ZONING COMMISSION MEETING
June 6, 2013**

SUMMARY

A request by Collegiate Housing Partners, LLC to rezone approximately 1.25 acres from R-3 (Medium Density Multiple Family Dwelling) to PUD-90 (Planned Residential Development maximum 90 units per acre), to approve a PUD Development Plan to be known as "The Residences at 5th and Conley", and to grant variances to maximum building height, minimum perimeter setbacks, minimum landscaping/open space, required parking, and required public right-of-way width on adjoining public streets. The subject site is located on the northern half of the block bounded by Conley Avenue, 5th Street, Turner Avenue, and 4th Street. (Case#13-79)

DISCUSSION

Request Overview -

The applicant is seeking approval to rezone 1.25 acres from R-3 to PUD 90 to permit construction of a 6-story, 103-unit (maximum) student housing development. The ground floor of the proposed construction would incorporate a parking structure capable of accommodating a minimum of 115 vehicle parking spaces and 90 bike parking spaces. The proposed construction would have an on-site leasing office at the corner of 5th Street and Conley Avenue. An on-site (rooftop) pool and student study deck are proposed as amenities for the development.

The following variances are being sought in connection with this project:

1. **A 35-foot variance in structure height.** Applicant desires to construct a maximum 80-foot tall structure.
2. **A variance to the 25-foot perimeter setback.** Applicant requests 0-foot front and side setbacks and 4-foot rear setback (south property line).
3. **A 6% variance in the amount of required landscaping and open-space.** Applicant proposes to provide 9% landscaping/open space verses required 15%.
4. **A 134 space on-site parking variance.** Applicant proposes minimum of 115 on-site vehicle parking spaces. 249 spaces are required (this includes 15-space bike parking credit).
5. **A variance to the required half-width road right-of-way upgrades.** Applicant requests waiver of half-width right-of-way upgrades to all adjacent street. **(Eliminated through plan revisions)**

Site Context –

- Urban and located on the southern edge of the Central City district
- Improved with sidewalks (5-feet at back of curb) on 5th Street and Conley Avenue – no sidewalk on 4th street. 10-foot sidewalk (at back of curb) on 5th Street adjacent to Mark Twain Hall
- On-street parking available on the west side of 4th Street only
- Surrounded by mix of residential uses:

North	Mark Twain Hall and parking facilities
Northeast	Conley Avenue parking garage (4-stories)
East	University surface parking lot
South	Two and three story multi-family residential, Lewis & Clark Hall (8 stories) & parking facilities (south of Turner Avenue)
West	Single-family residential

- The streets surrounding the development site are substandard.

The applicant prepared a traffic impact study that has been reviewed by the City's Traffic Engineers. Based on staff review, the site plan has been modified from its original submission to:

- a) Provide required half-width upgrades on all adjacent streets
- b) Show an increase in the pavement width (to 28 total feet) on 4th Street and Conley Avenue which will ensure compliance with the "residential" street standards and offer the opportunity for potential on-street parking.
- c) Provide a 10-foot sidewalk along 5th Street and 6-foot sidewalks along 4th and Conley Streets. The sidewalk width on 4th Street and Conley Avenue, while smaller than requested by staff, is the maximum possible based on upgraded right-of-way and additional pavement width. Sidewalks will be located along the back of the curb which is typical in the C-2 District.

There are additional traffic study comments that have not been addressed through the revised site plan which require additional analysis by the Traffic Consultant. The staff's traffic study comments and the study itself attached. The outstanding comments can be addressed prior to the final plat approval or issuance of building permits.

Site Plan -

The attached site plan illustrates the construction of an "urban" style building that:

- Is located within the required 25-foot perimeter setback **(variance requested)**
- Provides less landscaping/open space than required **(variance requested)**
- Is 6-stories tall (maximum 80-feet) **(variance requested)**
- Provides fewer parking spaces than required **(variance requested)**
- Provides 75 more bike parking spaces than required
- Will include a combination of 10 & 6-foot sidewalks on all frontages (adjacent to back of curb)
- Provides required half-width upgrade on all adjacent streets and increased pavement width on 4th Street and Conley Avenue. **(Original variance no longer necessary)**

Variance to required 25-foot perimeter setback -

The applicant is seeking no setbacks along the front and side property lines and a four-foot setback on the rear property line. The establishment of the proposed setbacks would permit this site to develop in a similar fashion to other urban lots within the C-2 district. The purpose of the perimeter setback for a PUD is to provide landscaping and buffering from less intense development similar to that surrounding the subject site.

Given the desire to construct an urban-style development the requested reductions are understood; however, are inconsistent with the adjacent development. Many of the surrounding structures are not compliant with the current zoning setbacks; however, are considered legal non-conformities. Additionally, while taller and more significant buildings (i.e. Lewis and Clark Hall, Mark Twain Hall, and Conley Avenue Parking Garage) are near the proposed development site they are also setback from the adjacent property lines.

Considering the applicant has upgraded all the adjacent roadway half-widths and will improve the pavement width on 4th Street and Conley Avenue to meet the "residential" street standards, it is not possible to obtain the required 25-foot perimeter setback. Staff finds that the provided upgrades and future urban frontage that will be created are not undesirable in this location. The development plan clearly identifies a building envelope which, by default, creates setbacks.

Variance to required landscaping/open space -

The requested reduction in the amount of landscaping/open space is influenced by two factors – the building design, and the increase in adjacent right-of-way and pavement sections. As a result of these factors, the applicant's ability to meet the 15% landscaping and open space standards has been diminished and necessitated the requested variance.

Given the fact that urban-style C-2 development does not have a landscaping requirement and that the proposed construction desires to emulate that pattern, the reduction of the required landscaping and open space by 6% is not objectionable. Development within the same block is significantly impervious. Most of the adjacent lots, due to their multi-family nature, are paved over. Development on these sites occurred prior to the adoption of the existing landscaping regulations.

Concern exists; however, that the existing tree canopy along the southern property line will be eliminated further increasing the impact on adjacent residential uses. Furthermore, the setback proposed along this property line is questionable in its width to permit the replacement landscaping. Landscaping along this property line should consist of materials that, upon planting, will assist in reducing the visual disparities between the existing and proposed development and will, within four growing seasons, provide substantially similar screening that exists today.

Variance to building height -

The applicant proposes to construct a 6-story, 80-foot maximum, tall building on the site. The proposed construction will be within 5.1 feet of the southeastern property line and will be approximately 12 feet from the closest adjacent structure. The PUD district allows construction of buildings up to 45-feet tall "by right" when complying with the setback requirements. For each additional foot of height above the permitted 45-feet one foot of additional setback shall be provided from all property lines. As noted above the applicant is seeking to eliminate front and side setbacks and reduce the rear setback.

The adjacent development within the immediate block consists of two and three-story structures on property sloping to the south and west. The proposed structure will be significantly greater in height than the immediately adjacent development; however, not greater than the height of similar adjacent buildings in the surrounding vicinity. The site's location between the taller Lewis and Clark Hall and Mark Twain Hall will allow the proposed structure to visually blend into the adjacent area.

The mass of the building and its placement on the site is of greater concern than its overall height. The taller structures surrounding the site will allow the proposed construction to blend more naturally into the neighborhood. If greater setbacks were provided the public realm surrounding the building could be established which, in staff's opinion, would better integrate the building into the neighborhood.

Variance in on-site parking -

The applicant is seeking approval of a **134 space parking variance** with this proposed development. The variance is based upon the ordinance requirement minus the SOI minimum parking to be provided.

The parking requirements of Section 29-30 shall apply to all PUD requests; however, Section 29-10(d)(10) allows the applicant to request or the Planning Commission to recommend and Council to approve a lesser requirement. The Commission's and Council's action to reduce parking shall consider "the availability of other parking in the area (including parking on public streets) and other relevant factors" in determining if a lesser requirement is appropriate.

In meeting the above stated evaluation criteria, the applicant has provided a letter (attached) giving justification for the proposed parking variance. If the variance is granted, the **minimum** parking to be

provided on-site would constitute 46% of that required by the code. The development plan; however, shows that approximately 50% of the required parking is being provided. The applicant has indicated that it desires to build a project that is more transit and multi-modal (i.e. bike or shared-car service) supported.

The attached letter shows the applicant's innovation and diligence in investigating options to support the reduction in parking. However, concern exists that several of the suggested reasons to support the variance are not based on directly applicable comparisons, binding agreements, or actual data that can be verified. Below are the staff's concerns with the justification that was provided.

- The development comparisons from other university towns does not take into account the nature of the metropolitan environments that those projects are located in nor the available transit services.
- There is no binding agreement between the City and the applicant related to the 50 additional parking spaces. Such agreement, at the time of report preparation, was being prepared by the City Law Department.
- Provision of only 100 bus passes for 354 potential residents appears to be leaving a gap in providing alternative transportation services. If 174 (124 on-site and 50 off-site) of those 354 residents brought and parked vehicles that would leave 80 residents with no public transit option. The applicant reserves the sole discretion to cease the purchase of bus passes.
- No evidence has been supplied support the effectiveness of "shared vehicle" services in markets similar to Columbia's or in developments similar to that proposed.
- The ability to obtain "economically feasible" parking off-site for students has not been supported by any documented evidence.

RECOMMENDATION

Considering the location of the proposed site and the desire to support increased density within the Central City district this proposal presents several challenging issues. As a location for student housing, this development is considered well-suited given its proximity to the University's campus and access to future services.

While redevelopment of this site has several attractive aspects, there are issues with a building as large as proposed. As discussed above, several variances will be needed to allow the proposed development to become a reality. Future redevelopment of the immediate block and similar environments will ultimately be effected by the outcome of this request. Considering this, caution must be exerted to ensure that the impacts the proposed development will likely create do not overwhelm the surrounding area.

The principal difference between development's within the downtown core and that proposed is location and adjacent zoning. Intense urban style development is seen as compatible within the downtown core; however, not within this particular location. As such, staff believes that the proposed PUD zoning and Statement of Intent restrictions combined with the recommended variance actions, shown below, will ensure that the proposed development can be successfully integrated into its proposed environment.

Staff recommends **APPROVAL** of the requested PUD 90 rezoning and PUD development plan, subject to their revisions as stated below as well as action on the five requested variances as stated below.

1. *Variance in the required number of on-site vehicle parking spaces.* **Denial.** However, if the Commission supports the request it is recommended that:
 - a. A parking space agreement be executed securing 50 additional parking spaces and the SOI be modified to specify that **no less than 165 spaces** will be provided in a

combination of on-site and off-site spaces. Such agreement to run with the land and to be finalized prior to 2nd reading at Council.

2. *Variance to the 25-foot perimeter setback.* **Denial.**
 - a. Staff would support, based on infrastructure upgrades:
 - i. 0-foot front (along Conley)
 - ii. 1-foot side (on 4th Street)
 - iii. 4-foot (on 5th Street)
 - iv. 5-foot rear (south property line)
3. *Variance in the amount of required landscaping and open-space.* **Approval**
4. *Variance in structure height.* **Approval**
5. Modification of the SOI to correct the maximum number of units based on the revised "net" acreage after right-of-way dedication.
6. Building permits be withheld until additional pedestrian impact analysis has been provided to the City Traffic Engineer's.

SUPPORTING DOCUMENTS (ATTACHED)

- Aerial/zoning maps
- Development plan
- Response to comments letter
- Statement of Intent
- City Traffic Engineer comments and Traffic Impact Study
- Correspondence

SITE CHARACTERISTICS

Area (acres)	1.25 acres
Topography	Sloping to the west with 16-feet of fall from 5 th Street
Vegetation/Landscaping	Mostly paved/impervious; some landscaping
Watershed/Drainage	Hinkson Creek
Existing structures	6 rental residential structures

HISTORY

Annexation date	1826 (part of the original town of Columbia)
Zoning District	R-3 (Medium Density Multi-family District)
Land Use Plan designation	City Center
Previous Subdivision/Legal Lot Status	Legally platted as Lots 1-6 of "A Plat of Broadhead Place"

UTILITIES & SERVICES

All City services are available to the site.

ACCESS

5th Street	
Location	East side of site
Major Roadway Plan	Local residential (improved & City-maintained), requiring 50 ft of ROW. 40 ft existing ROW. 5 ft additional half-width required
CIP projects	None

Conley Avenue	
Location	North side of site
Major Roadway Plan	Local Residential (improved & City-maintained), requiring 50 ft of ROW. 35 ft existing ROW. 7.5 ft additional ½ width ROW needed. 5 ft provided.
CIP projects	None

4th Street	
Location	West side of site
Major Roadway Plan	Local Residential (improved & City-maintained), requiring 50 ft of ROW. 40 ft existing ROW. 5 ft additional ½ width ROW needed.
CIP projects	None

PARKS & RECREATION

Neighborhood Parks	Flat Branch Park is north of site.
Trails Plan	No trails planned adjacent to site.
Bicycle/Pedestrian Plan	N/A

Parks and Recreation Commission discussed this project at their meeting of May 16, 2013 and concluded that the project would create no impact upon their services.

PUBLIC NOTIFICATION

All property owners within 200 feet and City-recognized neighborhood associations within 1,000 feet of the boundaries of the subject property were notified of a public information meeting, which was held on May 14, 2013.

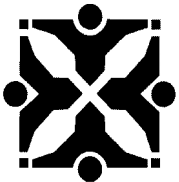
Public information meeting recap	Number of attendees: 8 Comments/concerns: Public utility sufficiency, parking, multi-modal options
Notified neighborhood association(s)	None
Correspondence received	1 letter in support (attached)

Report prepared by: Patrick Zenner

Approved by Patrick Zenner



Boone County Assessor's Office; Sanborn Map Company



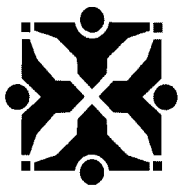
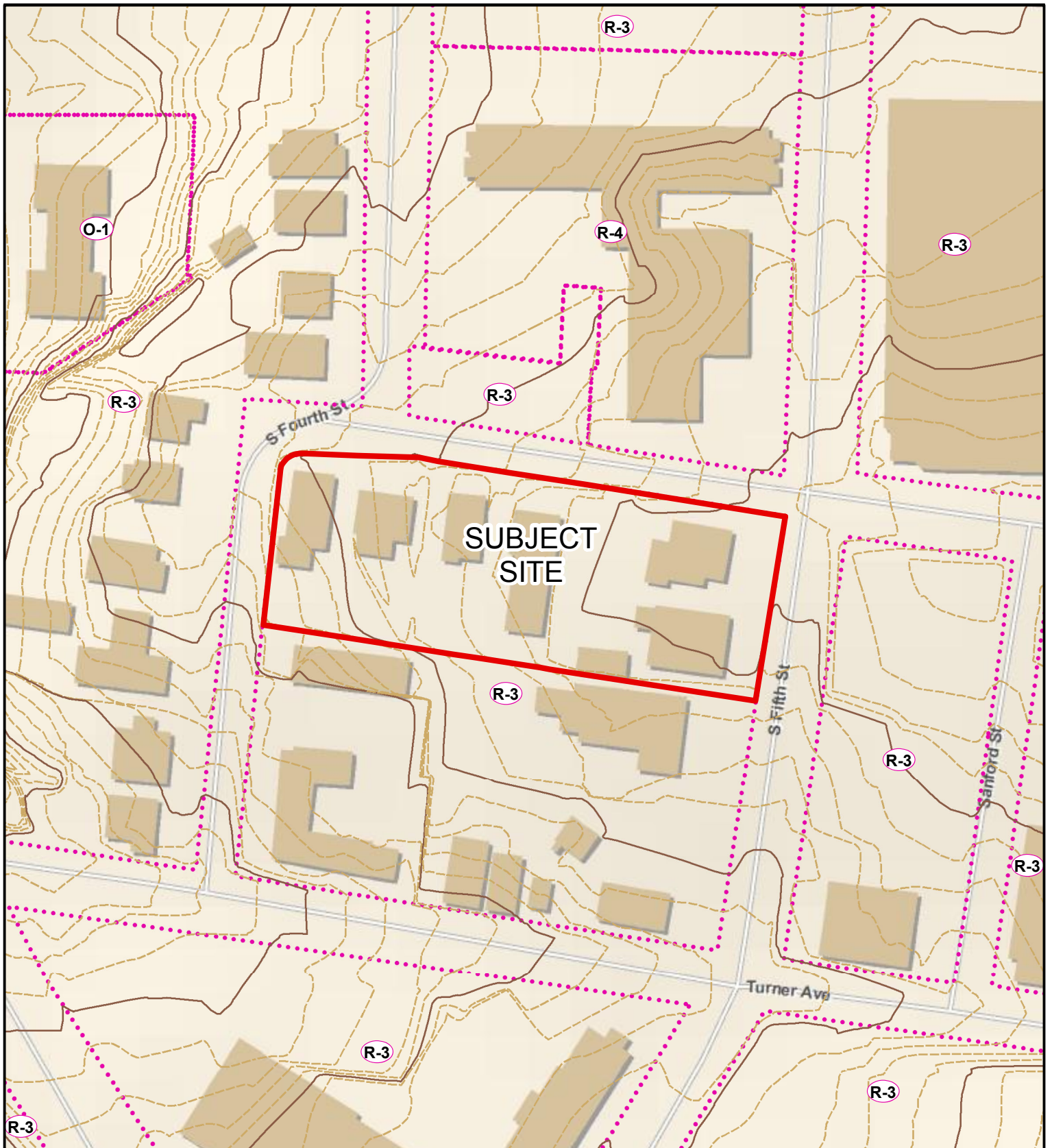
Case 13-79: PUD Development Plan Collegiate Housing Partners, LLC

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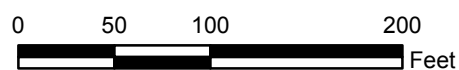
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Parcel Data and Aerial Photo
Source: Boone County Assessor



Case 13-79: PUD Development Plan Collegiate Housing Partners, LLC



1 inch = 100 feet



VAN MATRE, HARRISON, HOLLIS, TAYLOR, AND BACON, P.C.

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* ADMITTED IN MISSOURI AND ILLINOIS

May 23, 2013

Patrick Zenner, Development Services Manager
Community Development Department
City of Columbia
701 East Broadway
Columbia, MO 65201
Via Hand Delivery and E-mail: przenner@gocolumbiamo.com

RE: Collegiate Housing Partners (the "Applicant") / Fifth and Conley / Rezoning /
PUD Plan Approval (Case No. 13-65)

Dear Mr. Zenner,

Please see the attached and revised PUD Site Plan for The Residences at Fifth and Conley (the "PUD Plan"), as well as a written explanation of changes to the PUD Plan from the Applicant's engineer, Crockett Engineering Consultants ("Crockett's Explanation"), a revised legal description, and a revised Statement of Intent. This letter, Crockett's Explanation, the changes shown on the PUD Plan, the revised legal description, and the revisions to the Statement of Intent are intended to respond to Staff's comments on the rezoning application and PUD Plan. Also, please see the attached letter of support from the owner of the property that is immediately south of the property within the PUD Plan.

With respect to certain of those comments made by the "Planning Department", please see the following:

1. Comment number 2 from the Planning Department suggests changes to the parking calculations submitted with the rezoning application and PUD plan. Accordingly, the number of total required spaces has been recalculated to 250 parking spaces. Crockett's Explanation and the revised PUD Plan show in detail how 250 was reached in the recalculation. In a manner related to comment number 2, the Applicant has increased the number of parking spaces it will provide. The revised PUD Plan now shows 124 spaces actually being provided, as opposed to 120 spaces previously shown.

2. With respect to comment number 5 from the Planning Department, although the Applicant believes it would be prudent to refer to conditional uses when Section 29-10 requires the ordinance approving the rezoning to "specify the uses allowed", the references to "conditional use" have been removed from the Statement of Intent.

3. With respect to comment number 6 from the Planning Department, the intent of the project is to create an urban development. The PUD Plan has been modified to remove front and side yard setbacks and the Statement of Intent has been clarified (see paragraph 4 below) regarding front and side yard setbacks; therefore, the “vision clearance” requirements of Section 29-10(d)(8) no longer apply. That Section only applies to corner lots where a front or side yard is required, which is not the case for the Property as proposed. Furthermore, even if the “vision clearance” requirements applied to the site, they would not be warranted and should be waived for a variety of reasons, to-wit: (i) there are no safety related reasons for such requirements to apply; (ii) the current structures on the property do not comply with those requirements and there are no apparent, negative effects (iii) there is ample vision clearance now and the proposed structure will be located in nearly the exact same location as the current structure on that part of the Property; (iv) the traffic at the intersection of Fourth Street and Conley Avenue (which basically functions as a two-way intersection) is and will be slow moving; (v) the proposed plan will be urban redevelopment to which such requirements are not intended to apply (there are no such requirements for property within the C-2 zoning district); and, (vi) the requirements would not permit development that is consistent with developments in the same vicinity (e.g., structures which are part of the University of Missouri campus are not required to comply with the “vision clearance” provisions).

4. As mentioned above in paragraph 3, the PUD Plan and the Statement of Intent have been modified to permit minimum front and side yard setbacks of zero feet, which is a decision left to the discretion of City Council by the Zoning Ordinances. A minimum of four feet was previously shown on the PUD Plan, but the Applicant is not aware of any legitimate reason why. In other words, four feet was shown because it was possible to show that amount of setback. Reducing that amount to zero feet changes nothing on the PUD Plan other than an arbitrary line is almost imperceptibly moved on the PUD Plan. No buildings or structures or any other proposed improvements will change. However, removing the requirement for front and side yard setbacks merely eliminates the applicability of the “vision clearance” requirements, which, as described above, serve no legitimate purpose and are not intended to apply to urban redevelopments such as what the Applicant has proposed.

5. With respect to comment number 9 from the Planning Department, it is the Applicant’s intent to provide additional information to help City Council determine that a lesser requirement for parking should be applicable to this site. While the Applicant does not agree that it has not provided information supporting a lesser parking requirement (e.g., Applicant’s statements regarding its intentions employ strategies fostering a pedestrian friendly development including, WeCar, FastCat, ample bicycle facilities, etc.), the Applicant appreciates the request for more information and a better explanation with regard to such information.

6. The Applicant's single largest contribution to supporting a pedestrian friendly development and lessening the need for parking spaces is the choice of location for a student housing development. The location is a factor sufficient enough on its own to support a lesser parking requirement. It is virtually located on the campus of the University of Missouri. The residents will be University of Missouri students who will not need an automobile to have convenient access to the University's facilities. Moreover, as residential development has continued around campus and in the downtown area, goods and services that the residents will consume are becoming more readily available without the need to have an automobile. In addition to the foregoing, the following are important factors that further justify a lower parking requirement:

a. Students do not need and are not willing to pay for parking spaces for this type of development. The Applicant has studied other student housing developments adjacent to campuses where similar ratios of parking spaces were provided. As examples, the Applicant is listing three of such developments: 8 ½ Canal in Richmond, VA, Stadium Village Flats in Minneapolis, MN, and University View in College Park, MD. Parking spaces per bed percentages provided at those developments are 52%, 32%, and 31% respectively. The Minneapolis, MN development (52%) has had to lease parking spaces to non-resident users because the demand by residents of the development for parking is significantly less than the number of on-site spaces provided. Obviously, the most important common factor among the three aforementioned developments and the proposed development is the close proximity of each of them to college campuses that their residents attend.

b. There is additional parking available close to the Property that the Applicant can access for its residents should the need arise. Although the Applicant does not foresee any need for additional parking, there are those that have shown concern about the matter, which is why the Applicant has endeavored to identify additional sources of parking spaces. The Applicant recently confirmed with the City Manager that there is capacity available within the downtown City parking garages that the Applicant can procure if necessary. In particular, the Applicant could lease up to 50 parking spaces for its students in the City's downtown garages, which would increase the percentage of parking spaces available for the site to approximately 70%. The Statement of Intent has been modified to refer to such an arrangement should it become necessary.

c. The Applicant will participate in the "FastCat" program. In addition to the benefits of utilizing FastCat in general, if downtown garage parking spaces become necessary, FastCat would be an ideal mode of transportation between the Property and the applicable garage. The Statement of Intent now includes a requirement that the Applicant utilize the FastCat program.

d. There will be at least one shared car available to the residents of the Property that they can reserve and use should they choose driving an automobile as their mode of transportation. The vehicle or vehicles will be obtained via an agreement between the Applicant and a third-party, such as the car rental company, Enterprise. A likely arrangement will be a program such as "WeCar" offered by Enterprise, which the Applicant has thoroughly investigated and confirmed that it can provide. This has been added to the Statement of Intent.

e. Also, in response to concerns that the Applicant has heard regarding parking, the Applicant has investigated the possibility of securing "long-term" parking spaces in locations where it would be economically feasible for students to store their vehicles should there be such a need. On the outside chance that there is a demand for any parking spaces beyond those being provided, it would be for "long-term" parking spaces for vehicles that students would only occasionally need to use. The Applicant is confident that it could secure such parking based on its investigation into the matter.

7. With respect to comment number 15 by the Planning Department, the Applicant has added two notes to the PUD Plan and requests that the rezoning ordinance include approvals of the subject matter of such notes. The first note refers to the variance to be granted by City Council with respect to the minimum 25 foot wide right-of-way half-width required by Section 25-43 for Conley Avenue. The variance will permit the Applicant to grant no more than 5 feet of additional right-of-way along Conley Avenue, resulting in a 20 ½ foot wide right-of-way half width. The second note refers to utility easements that must be shown on a final plat. In particular, the Applicant requests that the rezoning ordinance approve a variance permitting the Applicant to grant no more than 5 feet for a utility easement along Conley Avenue in conjunction with final plat approval for the Property. It is Applicant's intent that those two variances listed on the PUD Plan be approved as part of the rezoning ordinance, such that the PUD Plan notes can refer to said rezoning ordinance as approving the variances as suggested by City Staff in comment number 15.

8. With respect to the City Surveyor comments, please see the attached and revised legal description. An editable version has been or will be sent to you by e-mail.

Thank you for your attention to these matters and please let me know if you have any questions, comments, or suggestions.

Sincerely,

Van Matre, Harrison, Hollis, Taylor, and Bacon, P.C.

By:


Robert N. Hollis

RNH/jae

Enclosures

CC: Timothy Teddy, Mike Matthes, Tim Crockett, and Brandt Stiles



2608 North Stadium Boulevard
Columbia, Missouri 65202
(573) 447-0292

May 21, 2013

Pat Zenner
Building and Site Development
PO Box 6015
Columbia, MO 65205

Pat:

Herewith please find five copies of the revised PUD Plan for the Residence at Fifth and Conley. I offer the following responses to staff's comments for this project.

Planning Department

1. Please see the revised plan.
2. Please see the revised plan.
3. Please see the revised plan.
4. A note has been added to the plan.
5. Please see the revised SOI.
6. This is understood. It is the intent of this development to be an urban development with minimal setbacks. Given the location and intent of the development, we feel that this requirement is not justified for a project of this type.
7. The entrance in question is not an entrance to the parking structure but rather access to the dumpster facility that is located within the lower level of the building. This access will only be utilized by the solid waste department and not by any residents of the development. Notes on the schematic as well as in the note section have been added to the plan.
8. Please see comment above.
9. Additional information has been added with this submittal as well as in the SOI to address this comment.
10. Additional landscaping materials have been added along the south side of the development to help with transition.
11. Please see the revised plan.
12. Please see the revised plan.
13. The SOI has been revised to state that there will be no perimeter setback.
Given this revision no setbacks are being shown at this time.
14. I have added off-site sanitary sewer lines to sheet 2.
15. Please see the revised plan.
16. Understood.
17. Understood.

Public Works Department

1. Please see revised plan.
2. Please see revised plan.
3. Please see revised plan.
4. The traffic impact study is being completed. Submittal to the City should take place in the very near future.
5. Please see revised plan.
6. Please see revised plan as well as item 7 under the Planning Department comments.
7. The percentage of proposed landscaping has been increased to a minimum of 12%. Applicant would like to draw attention to the exterior common areas (ie. Pool deck and study deck) where additional landscaping will be installed, which is not included in the landscaping calculation.
8. Understood.

City Surveyor

Please see the revised description.

Water and Light Department

A note has been added to the plan with regards to undergrounding the existing overhead electric lines. It is understood that these lines need to be relocated and appropriate easements granted prior to construction of the full building.

Please review the revised plan and should you have questions, please feel free to contact me.

Sincerely,

Crockett Engineering Consultants, LLC

A handwritten signature in black ink, appearing to read "Tim Crockett", with a stylized, cursive script.

Tim Crockett, PE

JOB #130083-00

BROADHEAD PLACE LOTS 1 THROUGH 6

DESCRIPTION FOR PUD PLAN – COLLEGIATE HOUSING PARTNER

APRIL 29, 2013

REVISED: 5/16/13

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 48 NORTH, RANGE 13 WEST, COLUMBIA, BOONE COUNTY, MISSOURI AND BEING PART OF THE LAND DESCRIBED BY THE WARRANTY DEEDS RECORDED IN BOOK 3831, PAGE 110, BOOK 2800, PAGE 99, BOOK 1071, PAGE 640, AND THE TRUSTEE'S DEEDS RECORDED IN BOOK 2683, PAGE 160, AND BOOK 3508, PAGE 40, AND BEING ALL OF LOTS 1, 2, 3, 4, 5, & 6 OF BROADHEAD PLACE RECORDED IN PLAT BOOK 2, PAGE 45 AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SURVEY RECORDED IN BOOK 316, PAGE 547, AND WITH THE NORTH LINE THEREOF, N 81°28'55"W, 380.14 FEET TO THE NORTHWEST CORNER OF SAID SURVEY AND THE EAST RIGHT-OF-WAY LINE OF FOURTH STREET; THENCE LEAVING THE LINES OF SAID SURVEY AND WITH SAID EAST RIGHT-OF-WAY LINE, N 5°47'00"E, 120.66 FEET; THENCE 22.99 FEET ALONG A 15.00 FOOT-RADIUS CURVE TO THE RIGHT, SAID CURVE HAVING A CHORD N 49°41'05"E, 20.80 FEET; THENCE S 86°24'50"E, 86.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF CONLEY AVENUE; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE OF FOURTH STREET AND WITH SAID SOUTH RIGHT-OF-WAY LINE, S 81°18'05"E, 286.16 FEET TO THE WEST RIGHT-OF-WAY LINE OF FIFTH STREET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE OF CONLEY AVENUE AND WITH SAID WEST RIGHT-OF-WAY LINE, S 0°39'45"E, 9.10 FEET; THENCE S 9°23'00"W, 133.80 FEET TO THE POINT OF BEGINNING AND CONTAINING 1.25 ACRES.



DAVID T. BUTCHER, PLS-2002014095

5/16/2013

DATE



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EVERETT S. VAN MATRE
(1922-1998)
* ADMITTED IN MISSOURI AND ILLINOIS

May 23, 2013

Tim Teddy, Director
Department of Planning & Development
City of Columbia
701 E Broadway
Columbia, MO 65201
Via Hand Delivery

Pat Zenner
Department of Planning & Development
City of Columbia
701 E Broadway
Columbia, MO 65201
Via Hand Delivery

RE: Statement of Intent / Application for Permanent Rezoning and Planned Unit
Development Plan / Collegiate Housing Partners, LLC (the "Applicant")

Dear Mssrs. Teddy and Zenner,

The following is intended to satisfy the requirements of Section 29-10(e)(2) of the City's
Zoning Ordinances:

- a. The uses proposed for the site are all uses permitted in Section 29-10 of the City's zoning ordinances, which specifically includes, without limiting the foregoing, a sales and leasing office.
- b. The types of dwelling units shall be: Multiple-Family, including, without limiting the foregoing, 1, 2, 3, and/or 4 bedroom units.
- c. The maximum number of dwelling units shall be 112 units and maximum density shall be 90 units per acre.
- d. The maximum building height proposed for the Property is 80 feet measured from the highest curb elevation adjacent to the Property.
- e. The total number of parking spaces proposed is 115 and the proposed parking ratio per dwelling unit is 1.026 (115/112); however, the actual number of parking spaces and parking ratio shall be determined by an approved PUD plan for the Property.
- f. The minimum percentage of the site to be maintained in open space shall be 12% in landscaping and 0% left in existing vegetation.

g. A swimming pool is proposed as an amenity.

h. The PUD Plan is generally described as a plan containing Multiple-Family 1, 2, 3, and 4 bedroom units and any combination of same. There shall be no minimum lot size. Units may be contained on a single zero lot line lot, a single family lot, or on a large lot containing several units. There shall not be any minimum front or side yard setback requirements; however, there shall be a minimum setback from the south property line of 4 feet. There shall be no minimum setbacks from perimeter or interior streets or between buildings.

i. Should the Applicant reasonably determine that demand for parking from residents of the Property substantially exceeds available parking and should the City have capacity within its downtown parking garages, the Applicant shall lease up to 50 spaces from the City in such garages for use by residents of the Property. The Applicant shall be charged by the City for such spaces no more than the average monthly rate of the then current rates charged by the City for corresponding parking spaces within the parking garages owned by the City and within the downtown area of the City. Such spaces shall be reserved by the City for the exclusive use of same by the residents of the Property. The City and the Applicant shall memorialize any such arrangement by executing documentation as may be reasonably required to implement the foregoing general obligations.

j. Following the completion of construction of the project and students taking residence on the Property, the Applicant shall purchase a minimum of 100 FastCat transit system bus passes, at a price of \$62.50 per pass, for each fall and spring semester session of the University of Missouri. The Applicant shall continue to purchase FastCat bus passes, so long as the FastCat system is providing transit services that are reasonably useful to the residents of the Property at a commercially reasonable price.

k. The Applicant shall make available to the residents of the Property at least one shared car for the residents to use for transportation purposes (e.g., WeCar offered through an arrangement with Enterprise Car Rental).

Thank you for your attention to this matter.

Sincerely,

Van Matre, Harrison, Hollis, Taylor, and Bacon, P.C.

By:


Robert N. Hollis

RNH/jae

26 April 2013

TO WHOM IT MAY CONCERN:

I am writing this letter in support of the student housing project on West campus that is proposed by Collegiate Housing Partners (CHP). I have owned properties on this side of campus for over eight years and I am quite familiar with its particular features.

Eight years ago, the neighborhood that lies between Providence, Turner, Sanford, and Conley, and the campus of the University of Missouri was a quiet neighborhood, known to fewer students. Altogether this neighborhood provided housing for no more than 150 students (in my best estimate). Typically West campus attracted more mature students from the very competitive health science programs at Lewis and Clark Hall, Engineering School, and Business and Finance Schools. All of these programs are located in buildings that border West campus. In recent years, the demand for housing in this neighborhood skyrocketed due to the increase in student population and, in particular, the increase in the student population of the neighboring professional programs. In a typical year, say for housing starting in August 2013, leases are signed by November 2012, and from December 2012 until July 2013, hundreds of requests for housing are simply turned down.

West campus is in an ideal location to develop student housing. It is closer to the heart of campus than most dormitory buildings on campus. The site is ideal for a pedestrian campus housing project, because it is not separated from the heart of the campus by any major street (such as College or Providence). The addition of new units in this area will provide much needed space for students who wish to live at an easy walking distance to major departments on campus.

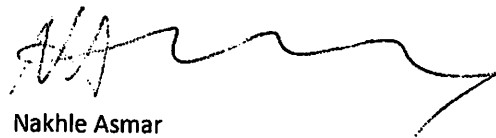
The advantage of such a project is clear to anyone who has dealt with student housing on West campus. In my opinion, there is also an equally important benefit to the housing situation in Columbia, in general. In recent years, because we are not able to accommodate the housing requests for hundreds of students who come to us inquiring about campus housing, we have been directing this traffic to houses that are centrally located in Columbia, that are also at a walking or biking distance from campus or downtown. It is now clear that students are occupying many if not most of the houses in the Benton-Stevens area and, more recently, the area west of Providence, by West Ash, N. Garth, and Worley. Houses in these areas provide affordable housing for low income families. Their location at proximity to schools, the public library, and hospitals, make them ideally suitable for families, especially low income families. Many of these houses are now occupied by students who are willing to pay rents that a typical low income family cannot afford. This is creating a housing crisis and a shortage of affordable housing that is getting worse by the day.

Unlike other recent student housing projects, the development of West campus will not take away a single unit from the housing market for the general public, because West campus is only known to students. Quite the contrary, by developing West campus, we may be able to attract students back to campus and away from areas that are more suitable for family housing.

On the architectural side, CHP shared details of their site plan with some property owners on West campus. As one of the property owners who reviewed the plan, I found it to be very suitable and fitting for the neighborhood. In particular, the height of the buildings and the setbacks seemed very appropriate. In fact, the project offers a nice transition from the tall dormitory buildings on Conley and the rest of the campus, starting with the old Chancellor's mansion to the East on Sanford.

As a 25 year (daytime) resident of Columbia, I support the students' projects near campus for the support the project.) In addition, I recently had the chance to work with Collegiate Housing on the purchase of the Niedermeyer Building in downtown Columbia. I was impressed by the priority that CHP placed on doing what is right for Columbia and the residents of Columbia. I have every reason to believe that CHP will do what is ultimately in the best interest of the City and the students.

Respectfully,

A handwritten signature in black ink, appearing to read 'Nakhle Asmar', with a long, sweeping horizontal line extending to the right.

Nakhle Asmar
709 Sherwood Drive
Jefferson City, Missouri 65109
Cellphone: 573-673-0567
Email: nakhle5@mchsi.com

INTER-OFFICE MEMO

TO: Patrick Zenner

FROM: Richard Stone *RS*

DATE: May 30, 2013

SUBJECT: Student Housing Development – Fifth Street and Conley Avenue
Traffic Study review and Traffic Engineering Unit comments

Discussion:

Following are Traffic Engineering comments:

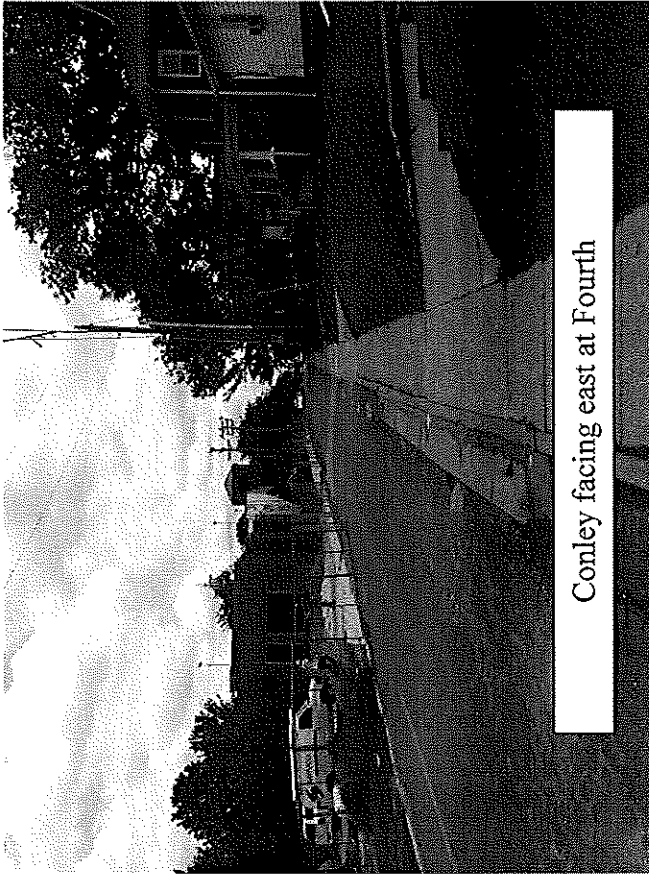
A traffic impact study has been provided. Generally the proposed volumes and scope of the study are consistent with what would be expected from an operational perspective for a development similar to the proposed. The consultant worked with City staff to address issues with construction near the site and to provide a reasonable assessment of traffic load for a development that does not fit neatly into an ITE Trip Generation classification.

Following are items needing further explanation or examination:

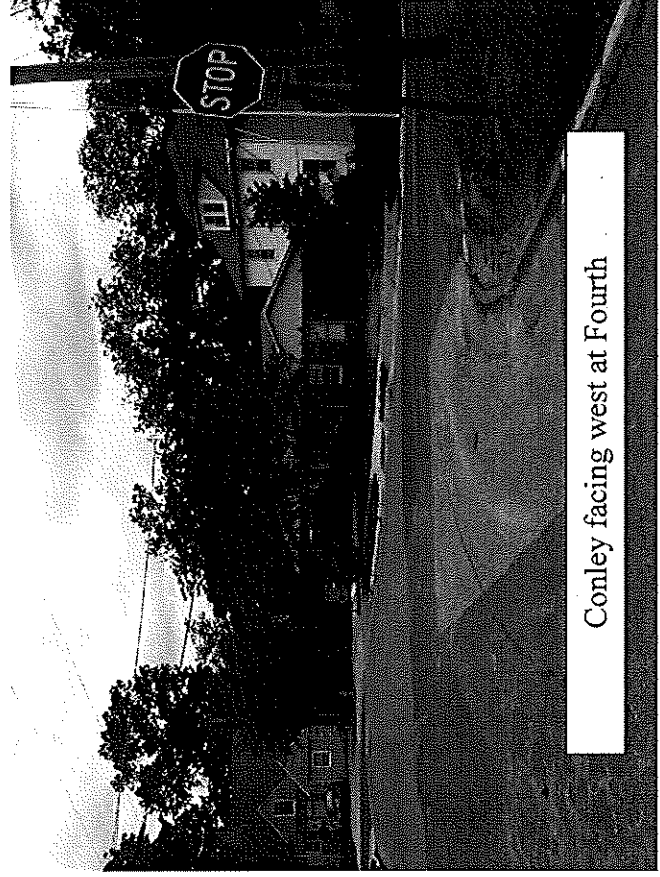
1. There is no analysis of the impact of pedestrians at the intersection(s), specifically at the Fifth & Conley intersection. There is reference to an anticipated reduced vehicular impact to the roadways due to a high pedestrian trip generation. City staff concurs that the vehicle trips during the peak hours will be lessened by additional pedestrian traffic. The consultant should reconcile how much of an impact pedestrians will have at the Fifth & Conley location.
2. The study indicates that the vehicular impact at Fifth & Conley is minor during the peak hour. While City staff tends to agree with this assessment, pedestrian impact will likely impair the operation of the intersection. It is likely that with pedestrians included, the LOS will be below the analysis. The development related pedestrian and vehicular traffic may not by itself necessitate an intersection modification, but it is likely to heavily contribute to the need for an improvement. Such improvement is likely to be a signal, roundabout or mini-roundabout. City staff believes that right of way or easement to accommodate a future improvement would be a reasonable stipulation.
3. One item of importance will be the desired travel paths of pedestrians and the discouragement of uncontrolled mid-block crossings along Fifth. Placement of doorways and design features to mitigate this will be important or there will need to be ways to address it. While these elements are typically outside of an operational traffic engineering study analysis, City staff thinks it appropriate to mention due to the nature of the development and the reliance on pedestrian traffic. There should be a clear understanding that this needs to be addressed as part of design. Sidewalks should be at the back of the curb and should be a minimum of 8' wide, with 10'-12' preferred.

4. The traffic study does not address available parking in the nearby vicinity (which is limited) or how parking will be accommodated for residents. The developer should provide an explanation as to how the development will accommodate vehicles for residents. It should be noted that existing on-street parking along Fourth creates some operational problems, which due to very low current volumes are tenable at present. There is not adequate space for two way traffic to pass when cars are parked along Fourth. This may need to be addressed in the future. Existing on-street parking along Turner Avenue could be impacted depending on Council action regarding the Providence Road improvements. For these and other reasons, on-street parking along the current sections of Conley, Fourth or Turner is not really a viable solution to consider for the development.
5. Fourth Street and Conley Avenue west of Fifth are relatively narrow streets with less than 20' of operable driving surface. The character of the streets is consistent with older neighborhood streets, originally constructed when there was less vehicular demand. The streets have been overlaid with asphalt, but the surface is deteriorating. The side yard drainage is not ideal. The study indicates the vehicular impact of this development along these streets should be minor due to the location of the driveway. However, the right of way and sidewalks should be positioned such that operational modifications are made to accommodate future needs in the area if they are needed. Development of the site should be designed so as to improve drainage along the streets.
6. A 50' right of way (25' half width) for Conley and Fourth should be provided and is consistent with residential street standards. A 60' right of way (30' half width) along Fifth Street should be provided and is consistent with a non-residential street standard.
7. An option City staff finds that could help both the operational characteristics of Conley and Fourth and that will help to address parking accommodations would be for construction of a 28' wide residential street section along Conley and along the development's Fourth Street property line. Parking would be allowed on one side along the length of the development frontage. This is a consistent width for a residential street. The standards indicate parking on both sides, but we would recommend parking only on one side in this particular area. An easement near the intersection of Fifth & Conley (80' to the south, 50' to the west) to accommodate future intersection improvements should also be provided.
8. At present, it is unknown how the development may influence potential modifications along Turner that could occur with the Providence Road improvement project. The consultant's explanation as to how the development fits in to the possible improvements is about as good as could be expected at this time given what is currently known. The timing of this study, City staff comments and the decisions regarding the Providence improvements (if any) will probably lead to additional questions once more is known about the selected alternative for Providence.

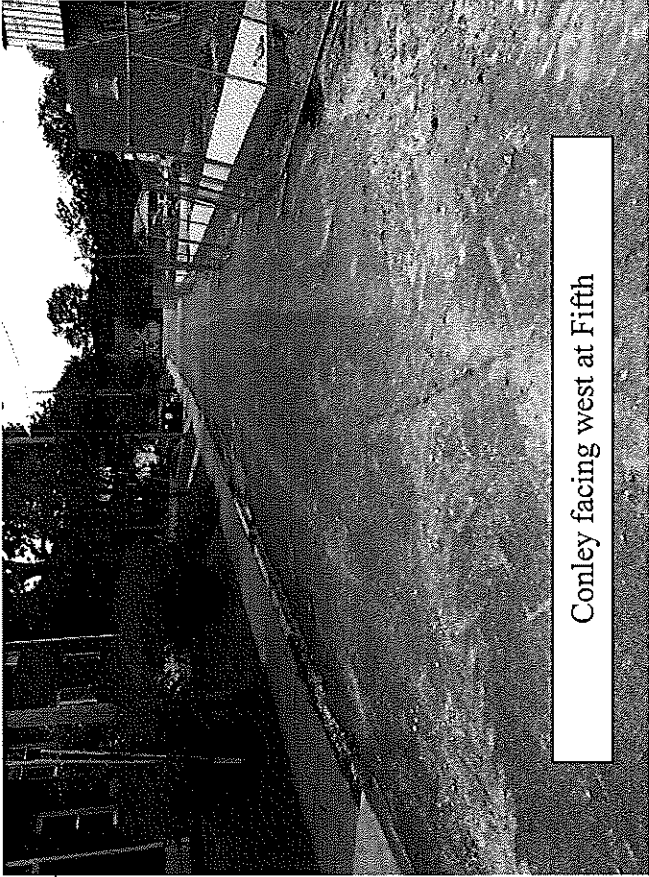
Photos of the nearby areas are provided for reference. For reference the residential and non-residential street standards are provided.



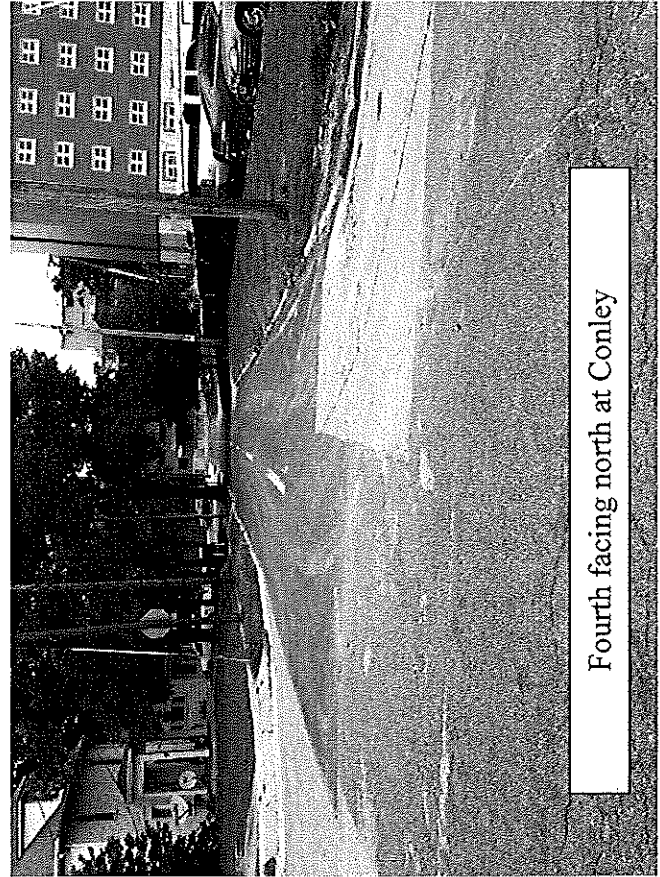
Conley facing east at Fourth



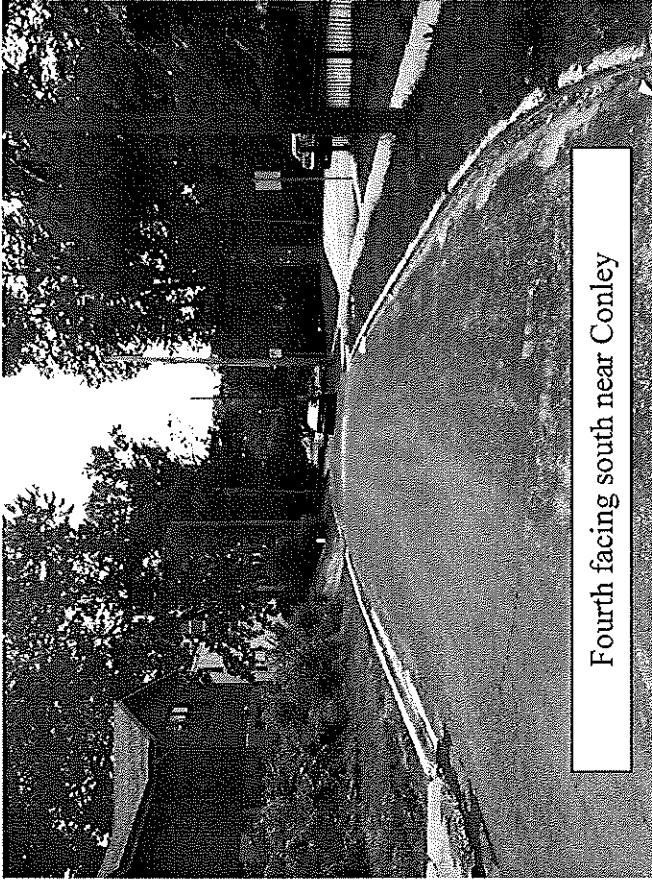
Conley facing west at Fourth



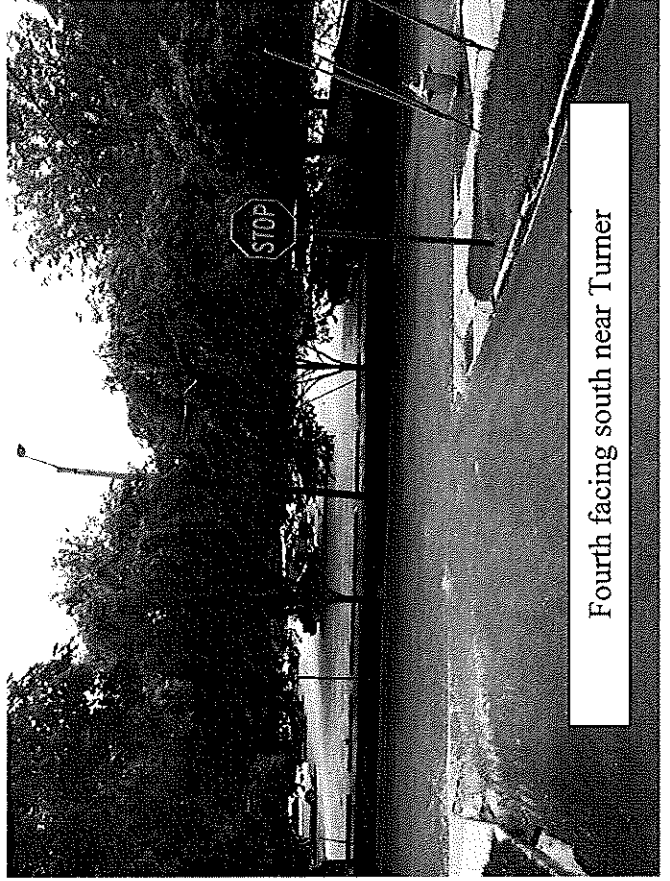
Conley facing west at Fifth



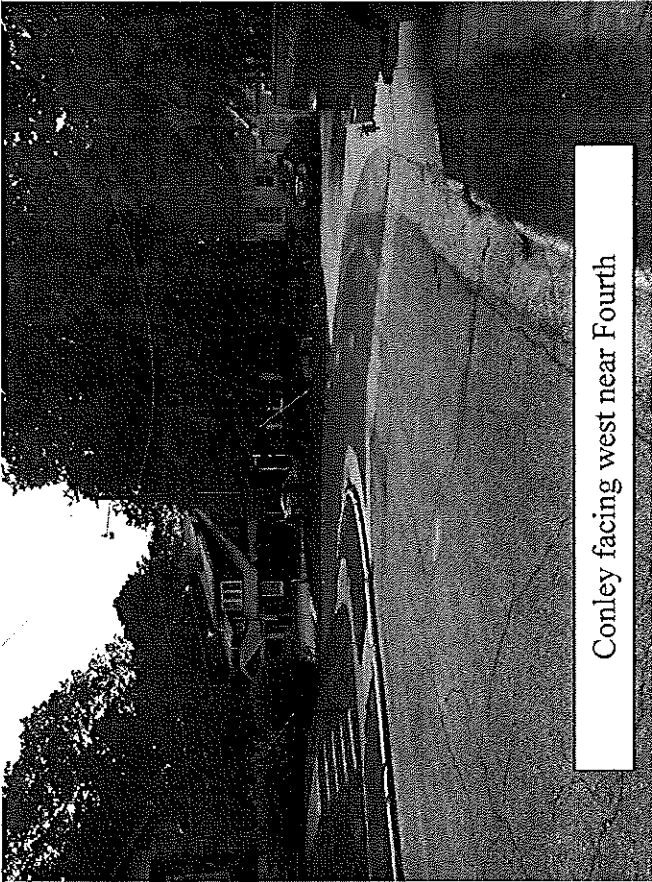
Fourth facing north at Conley



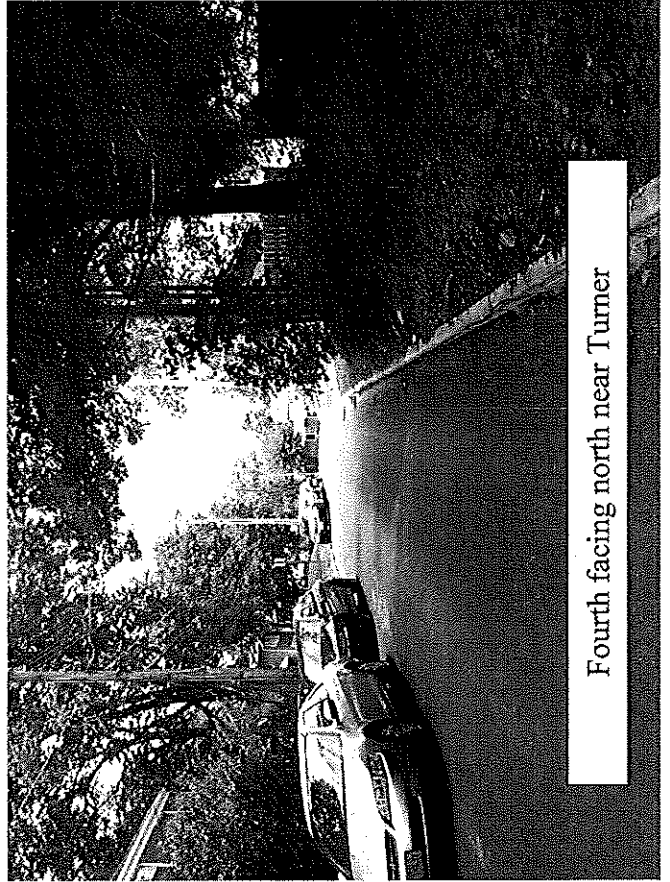
Fourth facing south near Conley



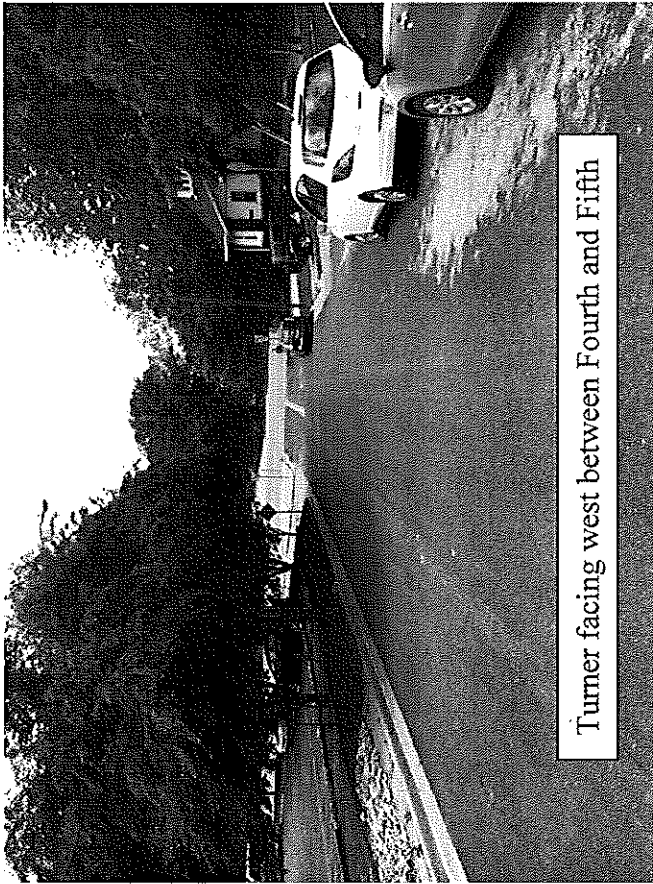
Fourth facing south near Turner



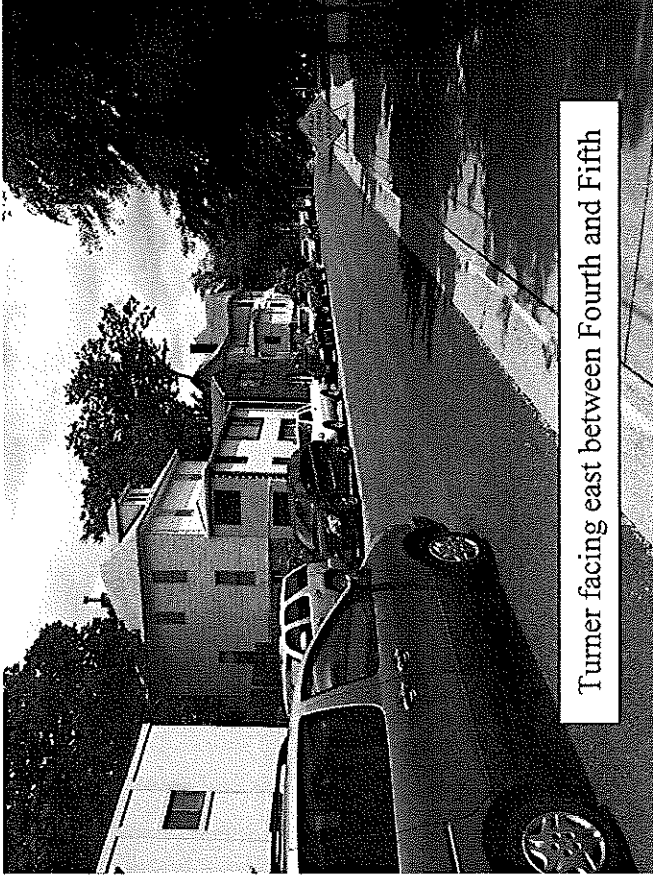
Conley facing west near Fourth



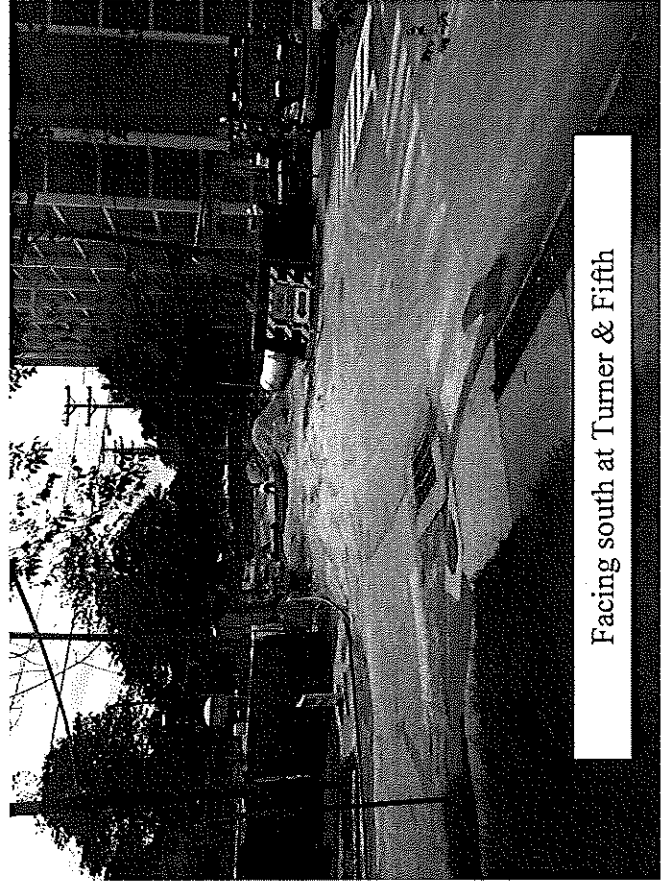
Fourth facing north near Turner



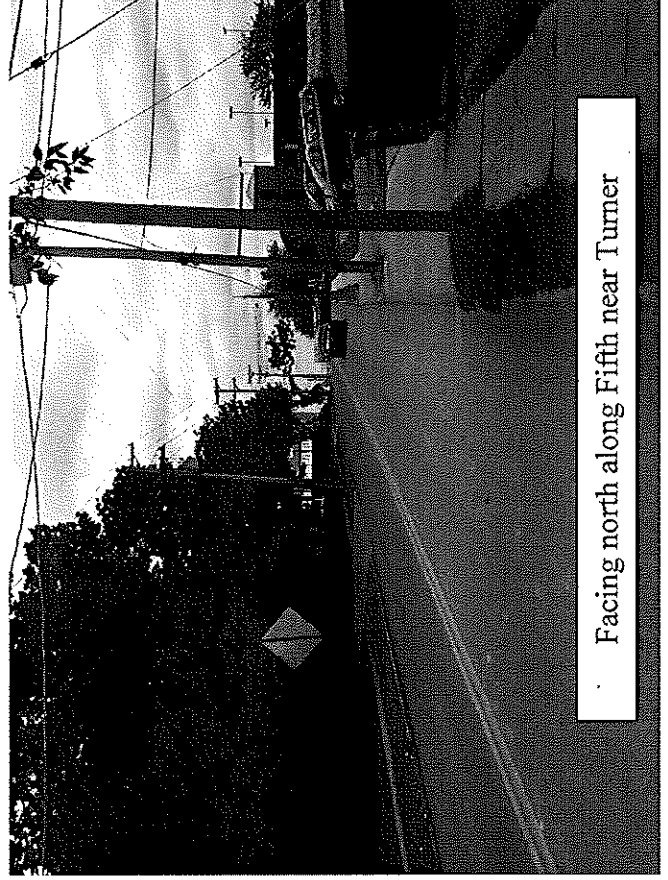
Turner facing west between Fourth and Fifth



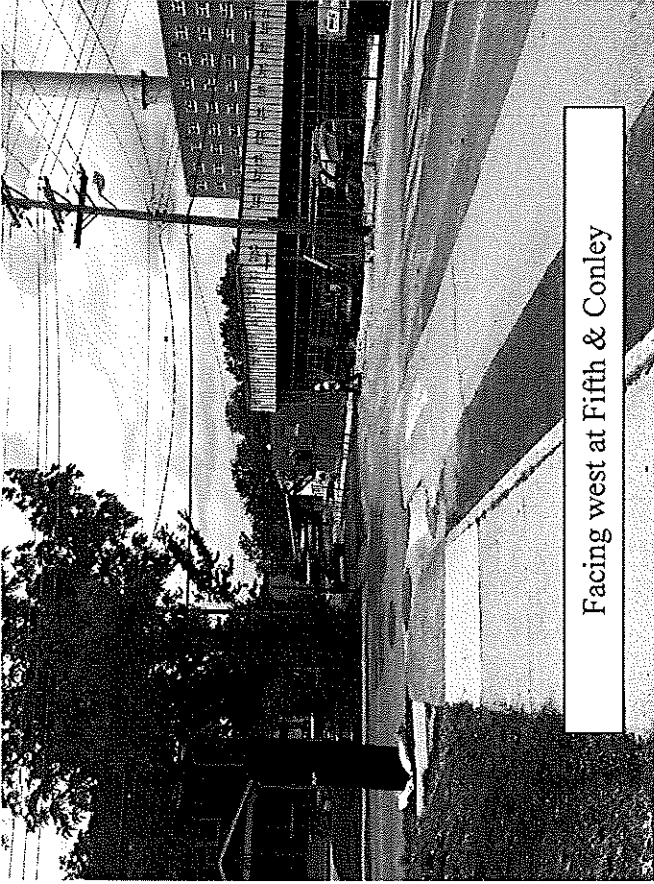
Turner facing east between Fourth and Fifth



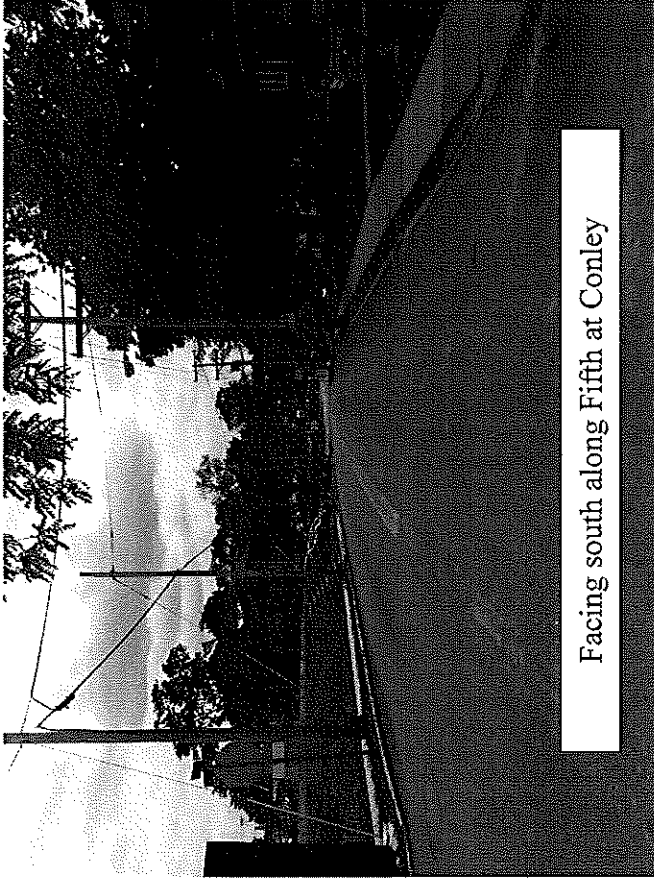
Facing south at Turner & Fifth



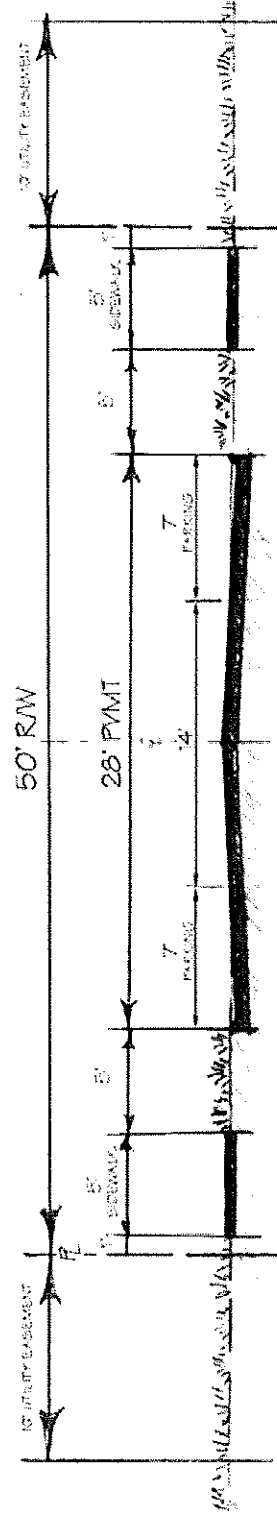
Facing north along Fifth near Turner



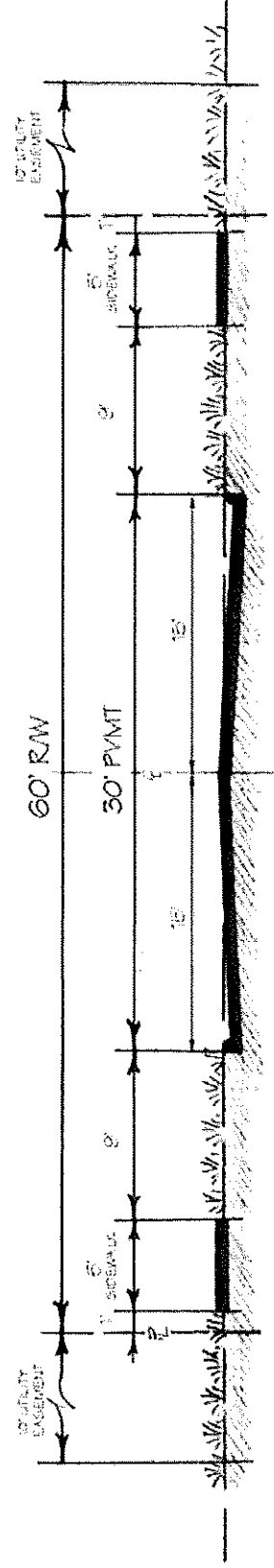
Facing west at Fifth & Conley



Facing south along Fifth at Conley



RESIDENTIAL STREET



OPTION 'A'

Non-residential Street

Since 1973

TECHNICAL REPORT

Date:	May 24, 2013
To:	Mr. Brandt Stiles, Collegiate Housing Partners Mr. Tim Crockett, Crockett Engineering Consultants
From:	Mr. Srinivasa R. Yanamanamanda, P.E., PTOE, PTP
CBB Job Number	2013-035
Project:	Student Housing Development – Fifth Street and Conley Avenue

As per your request, Crawford Bunte Brammeier (CBB) has completed an analysis of traffic operations for the proposed student housing development at Fifth Street and Conley Avenue by Collegiate Housing Partners in Columbia, Missouri. This study was prepared in accordance with parameters discussed with the City of Columbia staff at the commencement of the study. The proposed student housing development is located south of Conley Avenue between Fourth Street and Fifth Street. Figure 1 identifies the general location of the proposed development site.



Figure 1: Project Location Map



The proposed student housing development would replace six existing properties currently being used for student housing. Based on the site plan provided by Collegiate Housing Partners, the proposed development would consist of approximately 106 units with a total of 351 beds. The proposed development would be served via one full access driveway onto Fifth Street. A schematic of the site plan provided is shown in **Exhibit 1**, attached to the end of this report.

The purpose of this study was to determine the number of additional trips that would be generated by the proposed student housing development, evaluate the impact on the traffic operating conditions for the adjacent roadways, determine the ability of motorists to safely enter and exit the site, and recommend roadway improvements (lane additions and/or traffic control modifications) as necessary to mitigate the impact of the development and to accommodate the additional traffic.

Based on our discussion with the City at the commencement of the study, the following intersections were included in the study:

- Fifth Street and Conley Avenue
- Fifth Street and Turner Avenue
- Fourth Street and Turner Avenue
- Fifth Street and the site driveway

This report presents the methodology and findings relative to the existing and forecasted (existing minus units to be removed plus site) conditions. The analysis focused on the weekday morning and evening peak periods since these times represent the most critical periods with respect to the combined adjacent roadway and site-generated traffic characteristics.

EXISTING CONDITIONS

Area Roadway System: Fifth Street is a two-lane local road maintained by the City of Columbia. On-street parking is restricted on Fifth Street adjacent to the proposed site. Sidewalks are provided along both sides of Fifth Street.

Turner Avenue is a two-lane local road maintained by the City of Columbia. On-street parking is allowed along the north side of Turner Avenue, between Fourth Street and Fifth Street. Sidewalks are provided along both sides of Turner Avenue.

Conley Avenue is a two-lane local road maintained by the City of Columbia. On-street parking is restricted on Conley Avenue adjacent to the proposed site. A sidewalk is provided along the south side of Conley Avenue.

Fourth Street is a two-lane local road maintained by the City of Columbia. On-street parking is allowed along the west side of Fourth Street adjacent to the proposed site. A sidewalk is provided along the west side of Fourth Street.

The intersections of Fifth Street with Conley Avenue and with Turner Avenue are All-Way STOP controlled (AWSC) intersections. The intersection of Turner Avenue and Fourth Street is side-street STOP controlled (TWSC) with stop control only for the Fourth Street approach. **Figure 2** provides an aerial view of the Fifth Street/Conley Avenue, Fifth Street/Turner Avenue and Fourth Street/Turner Avenue intersections.



Figure 2: Aerial of Study Intersections



Existing Traffic Volumes: In order to establish existing traffic conditions, manual peak period turning movement traffic counts were conducted at the study intersections. These counts were conducted from 7:30 to 9:30 a.m. and from 3:30 to 5:30 p.m. on a typical weekday during April 2013 during normal school operations.

It should be noted that our data collection coincided with the University's construction project and the associated closure on Turner Avenue. As such, in accordance with discussions with the City Staff, traffic data collected was adjusted to reflect base traffic conditions assuming all streets open to traffic.

Based on the traffic data collected, the a.m. peak hour occurred between 7:30 and 8:30 a.m. with the p.m. peak hour occurring between 4:30 and 5:30 p.m. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday commuter peak periods would represent a "worst-case scenario" with regards to the traffic impact. If traffic operations are acceptable during the weekday commuter peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day.

The existing peak hour traffic volumes are summarized in **Exhibit 2**.

Forecasted Conditions

Proposed Land Use: Based upon the most recent site plan provided by Collegiate Housing Partners, the proposed student housing development would consist of approximately 106 apartment units with a total of 351 bedrooms. The units would consist of a mix of one, two and four bedroom units. As mentioned previously, the proposed student housing development would replace six existing properties currently being used for student housing. The existing properties contain 27 apartment units with a total of 49 bedrooms.

Site Access: Access to the student housing development is proposed via one full access driveway onto Fifth Street, south of Conley Avenue; in the southeast corner of the proposed development.

Trip Generation: The proposed student housing development is unique, in that, all of the residents would be students at the area universities, most likely, the University of Missouri (MU). As such, their trips would consist primarily of going to and from school. Given the close proximity of the development to the university, it is anticipated that most students would walk to and from class.

Given the unique characteristics of the proposed student housing development, traffic count data previously collected for The Cottages student housing development located off campus at Bearfield Drive and Nifong Boulevard was referenced to assist in determining the projected trip generation for the proposed student housing development. It is anticipated that the proposed student housing development would generate significantly fewer trips than The Cottages since it is right on campus versus The Cottages which is a little over three miles southeast of campus.

As such, a Trip Generation Study prepared by Spack Consulting of six student housing sites near the University of Minnesota was also referenced to assist in determining the projected trip generation for the proposed student housing development. This Trip Generation study is similar to the proposed student housing development, in that, all six of the study sites were within walking distance (less than a half a mile) of the campus.

The trip rates provided in the *Trip Generation Manual*, 8th Edition, published by the Institute of Transportation Engineers (ITE) were also evaluated to provide a basis of comparison. The following is a summary of the data collected for The Cottages student housing development, the Spack Consulting Trip Generation study and the land use rates from the *Trip Generation Manual* used for determining the trip generation characteristics of the proposed student housing development:

- The data collected for The Cottages student housing development consisted of driveway counts during the weekday a.m. and p.m. peak periods. The Cottages student housing development consists of 525 bedrooms. Based on the empirical data the average rates are as follows:
 - AM Peak Hour – 0.30 trips per bedroom (40% enter / 60% exit)
 - PM Peak Hour – 0.32 trips per bedroom (50% enter / 50% exit)

- The Trip Generation Study prepared by Spack Consulting was based on six student housing developments with an average size of 148 bedrooms. Based on the empirical data the average rates are as follows:
 - AM Peak Hour – 0.07 trips per unit (40% enter / 60% exit)
 - AM Peak Hour – 0.13 trips per unit (50% enter / 50% exit)
- Land Use Code 220 – *Apartment* was used for comparison

Table 1: Student Housing Trip Generation Estimate

Land Use	Units	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Forecasted Trips Using Local Trip Rate for The Cottages							
Proposed Student Housing	351 beds	40	65	105	55	60	115
Existing Student Housing	49 beds	5	10	15	10	10	20
Net New Trips (Based on The Cottages)		35	55	90	45	50	95
Forecasted Trips Using Spack Trip Generation Study							
Proposed Student Housing	351 beds	10	15	25	25	25	50
Existing Student Housing	49 beds	1	2	3	3	3	6
Net New Trips (Based on Spack Study)		9	13	22	22	22	44
Forecasted Trips Using ITE Rate for Apartments							
Proposed Student Housing	106 units	10	45	55	50	25	75
Existing Student Housing	27 beds	5	15	20	20	10	30
Net New Trips (Based on ITE Data)		5	30	35	30	15	45
Proposed Student Housing Estimated Net New Trips		20	35	55	35	35	70

Using the traffic count data collected for The Cottages student housing development, the findings of the Trip Generation Study prepared by Spack Consulting and the rates provided in *ITE Trip Generation Manual* for apartments, the number of trips that would be generated by the proposed

student housing development were calculated, as shown in **Table 1**. The existing student housing (27 units/49 beds) to be removed in conjunction with the proposed development is reflected in the table to determine the net new trips for the proposed student housing development.

After discussion with representatives of the City of Columbia Public Works Department, it was agreed that the trips based upon the Cottages rate seemed high given the proximity of the proposed student housing to the MU campus. As shown in the table, the local trip data collected for The Cottages student housing development resulted in a net increase in trips of approximately 90 trips during the a.m. peak hour and 95 trips during the p.m. peak hour. However, this rate is based on a site over three miles from campus where walking to campus is not a feasible option.

Conversely, the trips based on the Space Consulting study appeared low and was based upon a limited number (six) of case studies, albeit comparable in location to the proposed project. However, it should be noted that given the location of the proposed development relative to the campus, these numbers are most likely realistic since most students would be expected to walk to campus.

Based on the above, and in an effort to be conservative, a hybrid trip generation rate was used that was between the two extremes. As such, it was assumed that the proposed student housing development would generate a total of 55 *new* trips during the a.m. peak hour and 70 *new* trips during the p.m. peak hour.

Trip Distribution: The anticipated site-generated traffic for the proposed student housing development was assigned to the adjoining roadway system based upon the estimated directional distribution summarized below:

- 30% to/from the South on 5th Street;
- 20% to/from the North on 5th Street;
- 20% to/from the west on Turner Avenue;
- 10% to/from the east on Conley Avenue;
- 10% to/from the east on Turner Avenue; and
- 10% to/from the north on 4th Street

The site-generated traffic volumes for the a.m. and p.m. peak hours are shown in **Exhibit 3**.

Forecasted (Existing plus Site) Traffic Volumes: The assigned traffic volumes resulting from the trip distribution for the proposed student housing development were then added to the existing traffic volumes to determine the total volumes in the forecasted scenario. The forecasted, or existing plus site-generated, traffic volumes for the a.m. and p.m. peak hours are shown in **Exhibit 4**.

TRAFFIC OPERATIONAL ANALYSIS

Study Procedures: The existing and forecasted operating conditions were analyzed using SYNCHRO, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. LOS C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, LOS D is generally considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the major street are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. Table 2 summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 2: Level of Service (LOS) Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Intersection Level of Service Results: The study intersections were evaluated using the methodologies described above. Table 3 summarizes the results of this analysis, which reflects the existing and forecasted operating conditions and average delays during the a.m. and p.m. peak hours.

Table 3: Capacity Analysis Summary
Comparison of Existing and Forecasted Operating Conditions

<i>Intersection/Movement</i>	<i>AM Peak Hour</i>		<i>PM Peak Hour</i>	
	<i>Existing Conditions</i>	<i>Forecasted Conditions</i>	<i>Existing Conditions</i>	<i>Forecasted Conditions</i>
<i>Fifth Street & Conley Avenue (All-Way Stop Control)</i>				
Eastbound Conley Avenue Approach	A (8.0)	A (8.1)	A (8.1)	A (8.0)
Westbound Conley Avenue Approach	A (7.9)	A (8.0)	A (10.0)	A (10.1)
Northbound Fifth Street Approach	A (7.8)	A (8.0)	A (9.1)	A (9.2)
Southbound Fifth Street Approach	A (8.9)	A (9.0)	A (8.8)	A (8.9)
<i>Overall</i>	<i>A (8.3)</i>	<i>A (8.4)</i>	<i>A (9.4)</i>	<i>A (9.5)</i>
<i>Fifth Street & Turner Avenue (All-Way Stop Control)</i>				
Eastbound Turner Avenue Approach	B (11.3)	B (11.7)	B (10.4)	B (10.8)
Westbound Turner Avenue Approach	A (8.3)	A (8.4)	B (10.2)	B (10.5)
Northbound Fifth Street Approach	A (8.1)	A (8.3)	A (9.0)	A (9.3)
Southbound Fifth Street Approach	A (9.1)	A (9.4)	B (10.6)	B (11.2)
<i>Overall</i>	<i>B (10.4)</i>	<i>B (10.7)</i>	<i>B (10.3)</i>	<i>B (10.7)</i>
<i>Fourth Street & Turner Avenue (Side-Street Stop Control)</i>				
Eastbound Turner Avenue Approach	A (0.5)	A (0.5)	A (0.5)	A (0.5)
Southbound Fourth Street Approach	B (10.6)	B (10.7)	B (10.3)	B (10.4)
<i>Fifth Street & Site Entrance (Side-Street Stop Control)</i>				
Eastbound Site Driveway Approach		A (9.9)		B (10.8)
Northbound 5 th Street Approach		A (0.6)		A (1.0)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

As can be seen in Table 3, the proposed student housing development would not have a significant impact on the overall traffic conditions at the study intersections. In fact, the traffic operations at the study area intersections with the addition of the proposed student housing development are anticipated to be similar to those under existing conditions. The overall delay for the study intersections would increase by approximately 0.4 seconds or less on average during the peak

hours. Even the increase in any one approach is 0.6 seconds or less. Additionally, the proposed site access drive on Fifth Street is expected to operate at highly desirable levels of service during both peak hours.

Left-Turn Lane Warrants: The need for a separate northbound left-turn lane on Fifth Street at the proposed site entrance was compared to criteria set forth in the AASHTO Green Book. This guideline considers auxiliary lanes an asset in promoting safety and improved traffic flow at relatively high conflict locations. Separate turn lanes are intended to remove turning vehicles from the through lanes to reduce the potential number of rear-end collisions at intersections.

The AASHTO method provides volume guidelines in Exhibit 9-75 for the consideration of separate left-turn lanes. This exhibit compares the total advancing volume (which includes all turning traffic) to the total opposing volume during the design hour with respect to the number of left-turns for a given design speed.

Figure 3 graphically illustrates the AASHTO Green Book evaluation assuming the Forecasted Build Traffic Volumes during the a.m. and p.m. peak hours. The line(s) shown on the graph are the delineation line for the percent left-turns assuming a 40 mph design speed (lowest operating speed provided which in reality is over the actual posted limit) in addition to the opposing volume and advancing volumes. As can be seen, *the Forecasted Build traffic does not warrant a separate northbound left-turn lane on Fifth Street at the proposed student housing development site entrance.*

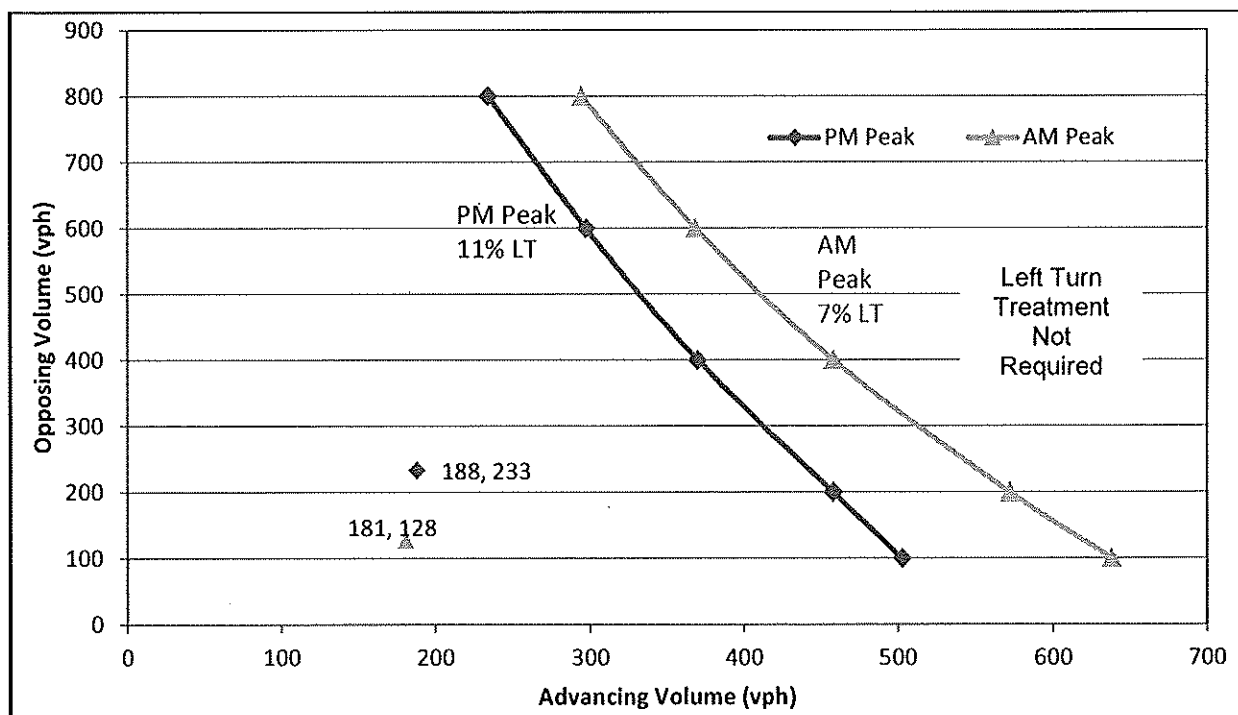


Figure 3: Northbound Left-Turn Lane Warrants Analysis

Providence Avenue Improvement Project: It should be noted that the City is currently investigating alternatives to improve traffic flow along Providence Avenue in the vicinity of the proposed development. Although the nature of the proposed improvements is uncertain at this time; one of the possible improvement alternatives that could be selected for construction includes installation of a traffic signal at the intersection of Turner Avenue and Providence Avenue, while removing the existing traffic signal at Rollins Street intersection on Providence Avenue.

Since our study considered all new trips that would be generated by the proposed student housing development, it is anticipated that the forecasted traffic operations presented here would essentially be similar to those that would be anticipated with any possible improvements associated with the Providence Avenue Project.

It is also important to note that in conjunction with the Providence Avenue Improvement Project, as part of an independent study for the University of Missouri, we have recommended capacity enhancements at the intersection of Fifth Street and Turner Avenue; including the addition of a southbound right-turn lane and an eastbound left-turn lane at this intersection. Although not necessitated by the proposed student housing development, it is essential that the proposed development would not hinder the ability to construct the above improvements. Crockett Engineering has verified that the proposed development would not affect the ability to construct the proposed capacity enhancements at this intersection. Based on preliminary information available at this time, the proposed capacity enhancements along Fifth Street are anticipated to fit within the existing Right-of-Way (ROW); and as such, it is anticipated that this proposed student housing development would not infringe upon the proposed widening along Fifth Street.



SUMMARY AND CONCLUSIONS

CBB has completed the preceding study to address the traffic impacts associated with the proposed student housing development at Fifth Street and Conley Avenue, in Columbia, Missouri. The development site is located near the southwest quadrant of the intersection of Fifth Street and Conley Avenue.

The proposed student housing development would replace six existing properties currently being used for student housing which contains 27 apartment units with a total of 49 bedrooms. Based on the development plan, the proposed student housing development would consist of approximately 106 units with a total of 351 beds. The proposed development would be served via one driveway onto Fifth Street, south of Conley Avenue.

As discussed in the preceding sections of this report, the proposed development would generate 55 trips during the weekday morning peak hour and 70 trips during weekday evening peak hour. The forecasted traffic conditions were evaluated to determine the anticipated operating conditions and to identify any roadway improvements that may be needed to mitigate the impacts of the proposed development.

The proposed student housing development would not have a significant impact on the overall or approach conditions at the study intersections. The forecasted traffic volumes will not exceed minimum requirements to warrant a separate northbound left-turn lane on Fifth Street at the proposed Site Entrance.

As such, based on a traffic operations standpoint, it is our conclusion that the proposed student housing development could be reasonably accommodated by the existing roadway system in the vicinity of the site. Furthermore, the proposed development would not hinder the Providence Avenue Project or the associated improvements at Fifth Street and Turner Avenue intersection.

We trust that this traffic study adequately describes the forecasted traffic conditions that should be expected in the vicinity of the proposed student housing development. Should there be any questions or comments regarding this technical memorandum, please contact our office.

COLUMBIA STUDENT HOUSING									
UNIT NAME	UNIT TYPE	UNIT COUNT	UNIT AREA	UNIT PRICE	UNIT TOTAL	UNIT TOTAL	UNIT TOTAL	UNIT TOTAL	UNIT TOTAL
D1	1 BR	20	1,200	\$12,000	\$240,000				
D2	2 BR	20	1,800	\$18,000	\$360,000				
D3	3 BR	20	2,400	\$24,000	\$480,000				
D4	4 BR	20	3,000	\$30,000	\$600,000				
D5	5 BR	20	3,600	\$36,000	\$720,000				
D6	6 BR	20	4,200	\$42,000	\$840,000				
D7	7 BR	20	4,800	\$48,000	\$960,000				
D8	8 BR	20	5,400	\$54,000	\$1,080,000				
D9	9 BR	20	6,000	\$60,000	\$1,200,000				
D10	10 BR	20	6,600	\$66,000	\$1,320,000				
D11	11 BR	20	7,200	\$72,000	\$1,440,000				
D12	12 BR	20	7,800	\$78,000	\$1,560,000				
D13	13 BR	20	8,400	\$84,000	\$1,680,000				
D14	14 BR	20	9,000	\$90,000	\$1,800,000				
D15	15 BR	20	9,600	\$96,000	\$1,920,000				
D16	16 BR	20	10,200	\$102,000	\$2,040,000				
D17	17 BR	20	10,800	\$108,000	\$2,160,000				
D18	18 BR	20	11,400	\$114,000	\$2,280,000				
D19	19 BR	20	12,000	\$120,000	\$2,400,000				
D20	20 BR	20	12,600	\$126,000	\$2,520,000				
D21	21 BR	20	13,200	\$132,000	\$2,640,000				
D22	22 BR	20	13,800	\$138,000	\$2,760,000				
D23	23 BR	20	14,400	\$144,000	\$2,880,000				
D24	24 BR	20	15,000	\$150,000	\$3,000,000				
D25	25 BR	20	15,600	\$156,000	\$3,120,000				
D26	26 BR	20	16,200	\$162,000	\$3,240,000				
D27	27 BR	20	16,800	\$168,000	\$3,360,000				
D28	28 BR	20	17,400	\$174,000	\$3,480,000				
D29	29 BR	20	18,000	\$180,000	\$3,600,000				
D30	30 BR	20	18,600	\$186,000	\$3,720,000				
D31	31 BR	20	19,200	\$192,000	\$3,840,000				
D32	32 BR	20	19,800	\$198,000	\$3,960,000				
D33	33 BR	20	20,400	\$204,000	\$4,080,000				
D34	34 BR	20	21,000	\$210,000	\$4,200,000				
D35	35 BR	20	21,600	\$216,000	\$4,320,000				
D36	36 BR	20	22,200	\$222,000	\$4,440,000				
D37	37 BR	20	22,800	\$228,000	\$4,560,000				
D38	38 BR	20	23,400	\$234,000	\$4,680,000				
D39	39 BR	20	24,000	\$240,000	\$4,800,000				
D40	40 BR	20	24,600	\$246,000	\$4,920,000				
D41	41 BR	20	25,200	\$252,000	\$5,040,000				
D42	42 BR	20	25,800	\$258,000	\$5,160,000				
D43	43 BR	20	26,400	\$264,000	\$5,280,000				
D44	44 BR	20	27,000	\$270,000	\$5,400,000				
D45	45 BR	20	27,600	\$276,000	\$5,520,000				
D46	46 BR	20	28,200	\$282,000	\$5,640,000				
D47	47 BR	20	28,800	\$288,000	\$5,760,000				
D48	48 BR	20	29,400	\$294,000	\$5,880,000				
D49	49 BR	20	30,000	\$300,000	\$6,000,000				
D50	50 BR	20	30,600	\$306,000	\$6,120,000				
D51	51 BR	20	31,200	\$312,000	\$6,240,000				
D52	52 BR	20	31,800	\$318,000	\$6,360,000				
D53	53 BR	20	32,400	\$324,000	\$6,480,000				
D54	54 BR	20	33,000	\$330,000	\$6,600,000				
D55	55 BR	20	33,600	\$336,000	\$6,720,000				
D56	56 BR	20	34,200	\$342,000	\$6,840,000				
D57	57 BR	20	34,800	\$348,000	\$6,960,000				
D58	58 BR	20	35,400	\$354,000	\$7,080,000				
D59	59 BR	20	36,000	\$360,000	\$7,200,000				
D60	60 BR	20	36,600	\$366,000	\$7,320,000				
D61	61 BR	20	37,200	\$372,000	\$7,440,000				
D62	62 BR	20	37,800	\$378,000	\$7,560,000				
D63	63 BR	20	38,400	\$384,000	\$7,680,000				
D64	64 BR	20	39,000	\$390,000	\$7,800,000				
D65	65 BR	20	39,600	\$396,000	\$7,920,000				
D66	66 BR	20	40,200	\$402,000	\$8,040,000				
D67	67 BR	20	40,800	\$408,000	\$8,160,000				
D68	68 BR	20	41,400	\$414,000	\$8,280,000				
D69	69 BR	20	42,000	\$420,000	\$8,400,000				
D70	70 BR	20	42,600	\$426,000	\$8,520,000				
D71	71 BR	20	43,200	\$432,000	\$8,640,000				
D72	72 BR	20	43,800	\$438,000	\$8,760,000				
D73	73 BR	20	44,400	\$444,000	\$8,880,000				
D74	74 BR	20	45,000	\$450,000	\$9,000,000				
D75	75 BR	20	45,600	\$456,000	\$9,120,000				
D76	76 BR	20	46,200	\$462,000	\$9,240,000				
D77	77 BR	20	46,800	\$468,000	\$9,360,000				
D78	78 BR	20	47,400	\$474,000	\$9,480,000				
D79	79 BR	20	48,000	\$480,000	\$9,600,000				
D80	80 BR	20	48,600	\$486,000	\$9,720,000				
D81	81 BR	20	49,200	\$492,000	\$9,840,000				
D82	82 BR	20	49,800	\$498,000	\$9,960,000				
D83	83 BR	20	50,400	\$504,000	\$10,080,000				
D84	84 BR	20	51,000	\$510,000	\$10,200,000				
D85	85 BR	20	51,600	\$516,000	\$10,320,000				
D86	86 BR	20	52,200	\$522,000	\$10,440,000				
D87	87 BR	20	52,800	\$528,000	\$10,560,000				
D88	88 BR	20	53,400	\$534,000	\$10,680,000				
D89	89 BR	20	54,000	\$540,000	\$10,800,000				
D90	90 BR	20	54,600	\$546,000	\$10,920,000				
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D92	92 BR	20	55,800	\$558,000	\$11,160,000				
D93	93 BR	20	56,400	\$564,000	\$11,280,000				
D94	94 BR	20	57,000	\$570,000	\$11,400,000				
D95	95 BR	20	57,600	\$576,000	\$11,520,000				
D96	96 BR	20	58,200	\$582,000	\$11,640,000				
D97	97 BR	20	58,800	\$588,000	\$11,760,000				
D98	98 BR	20	59,400	\$594,000	\$11,880,000				
D99	99 BR	20	60,000	\$600,000	\$12,000,000				
D100	100 BR	20	60,600	\$606,000	\$12,120,000				
D101	101 BR	20	61,200	\$612,000	\$12,240,000				
D102	102 BR	20	61,800	\$618,000	\$12,360,000				
D103	103 BR	20	62,400	\$624,000	\$12,480,000				
D104	104 BR	20	63,000	\$630,000	\$12,600,000				
D105	105 BR	20	63,600	\$636,000	\$12,720,000				
D106	106 BR	20	64,200	\$642,000	\$12,840,000				
D107	107 BR	20	64,800	\$648,000	\$12,960,000				
D108	108 BR	20	65,400	\$654,000	\$13,080,000				
D109	109 BR	20	66,000	\$660,000	\$13,200,000				
D110	110 BR	20	66,600	\$666,000	\$13,320,000				
D111	111 BR	20	67,200	\$672,000	\$13,440,000				
D112	112 BR	20	67,800	\$678,000	\$13,560,000				
D113	113 BR	20	68,400	\$684,000	\$13,680,000				
D114	114 BR	20	69,000	\$690,000	\$13,800,000				
D115	115 BR	20	69,600	\$696,000	\$13,920,000				
D116	116 BR	20	70,200	\$702,000	\$14,040,000				
D117	117 BR	20	70,800	\$708,000	\$14,160,000				
D118	118 BR	20	71,400	\$714,000	\$14,280,000				
D119	119 BR	20	72,000	\$720,000	\$14,400,000				
D120	120 BR	20	72,600	\$726,000	\$14,520,000				
D121	121 BR	20	73,200	\$732,000	\$14,640,000				
D122	122 BR	20	73,800	\$738,000	\$14,760,000				
D123	123 BR	20	74,400	\$744,000	\$14,880,000				
D124	124 BR	20	75,000	\$750,000	\$15,000,000				
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D126	126 BR	20	76,200	\$762,000	\$15,240,000				
D127	127 BR	20	76,800	\$768,000	\$15,360,000				
D128	128 BR	20	77,400	\$774,000	\$15,480,000				
D129	129 BR	20	78,000	\$780,000	\$15,600,000				
D130	130 BR	20	78,600	\$786,000	\$15,720,000				
D131	131 BR	20	79,200	\$792,000	\$15,840,000				
D132	132 BR	20	79,800	\$798,000	\$15,960,000				
D133	133 BR	20	80,400	\$804,000	\$16,080,000				
D134	134 BR	20	81,000	\$810,000	\$16,200,000				
D135	135 BR	20	81,600	\$816,000	\$16,320,000				
D136	136 BR	20	82,200	\$822,000	\$16,440,000				
D137	137 BR	20	82,800	\$828,000	\$16,560,000				
D138	138 BR	20	83,400	\$834,000	\$16,680,000				
D139	139 BR	20	84,000	\$840,000	\$16,800,000				
D140	140 BR	20	84,600	\$846,000	\$16,920,000				
D141	141 BR	20	85,200	\$852,000	\$17,040,000				
D142	142 BR	20	85,800	\$858,000	\$17,160,000				
D143	143 BR	20	86,400	\$864,000	\$17,280,000				
D144	144 BR	20	87,000	\$870,000	\$17,400,000				
D145	145 BR	20	87,600	\$876,000	\$17,520,000				
D146	146 BR	20	88,200	\$882,000	\$17,640,000				
D147	147 BR	20	88,800	\$888,000	\$17,760,000				
D148	148 BR	20	89,400	\$894,000	\$17,880,000				
D149	149 BR	20	90,000	\$900,000	\$18,000,000				
D150	150 BR	20	90,						

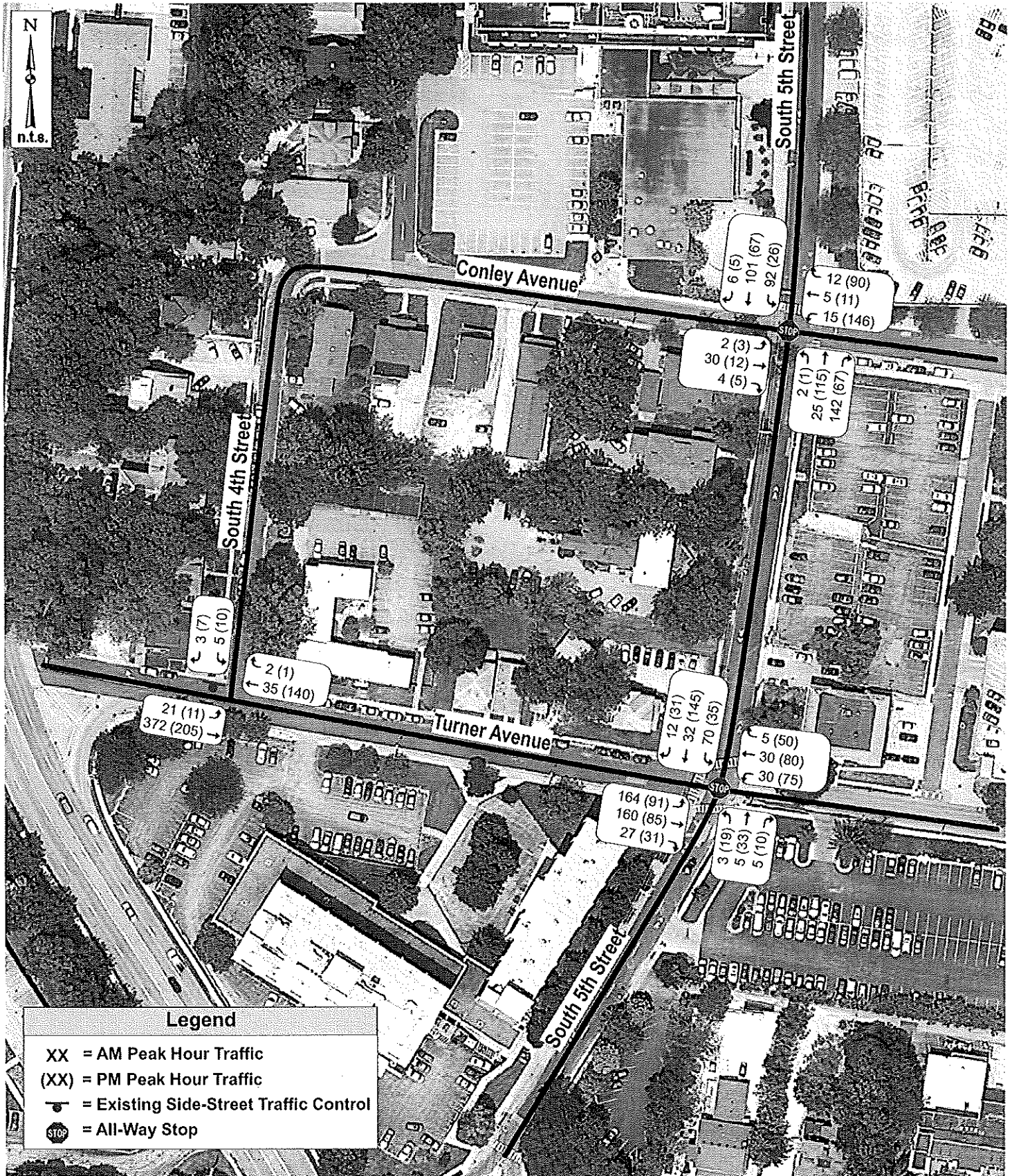


Exhibit 2: Base Traffic Volumes (2013)

Job# 035-13
05/24/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

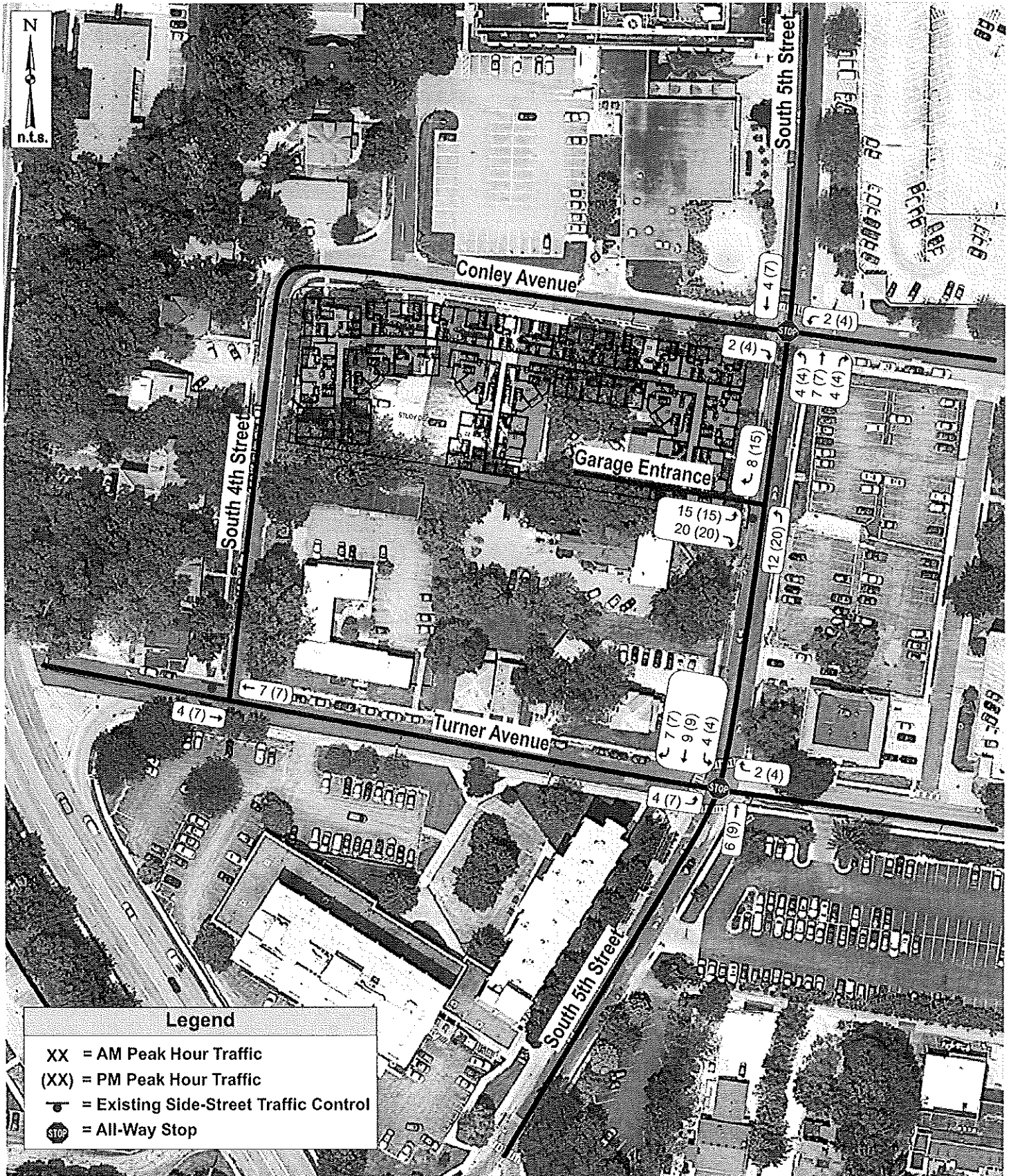


Exhibit 3: Site-Generated Trips

Job# 035-13
05/24/13

CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

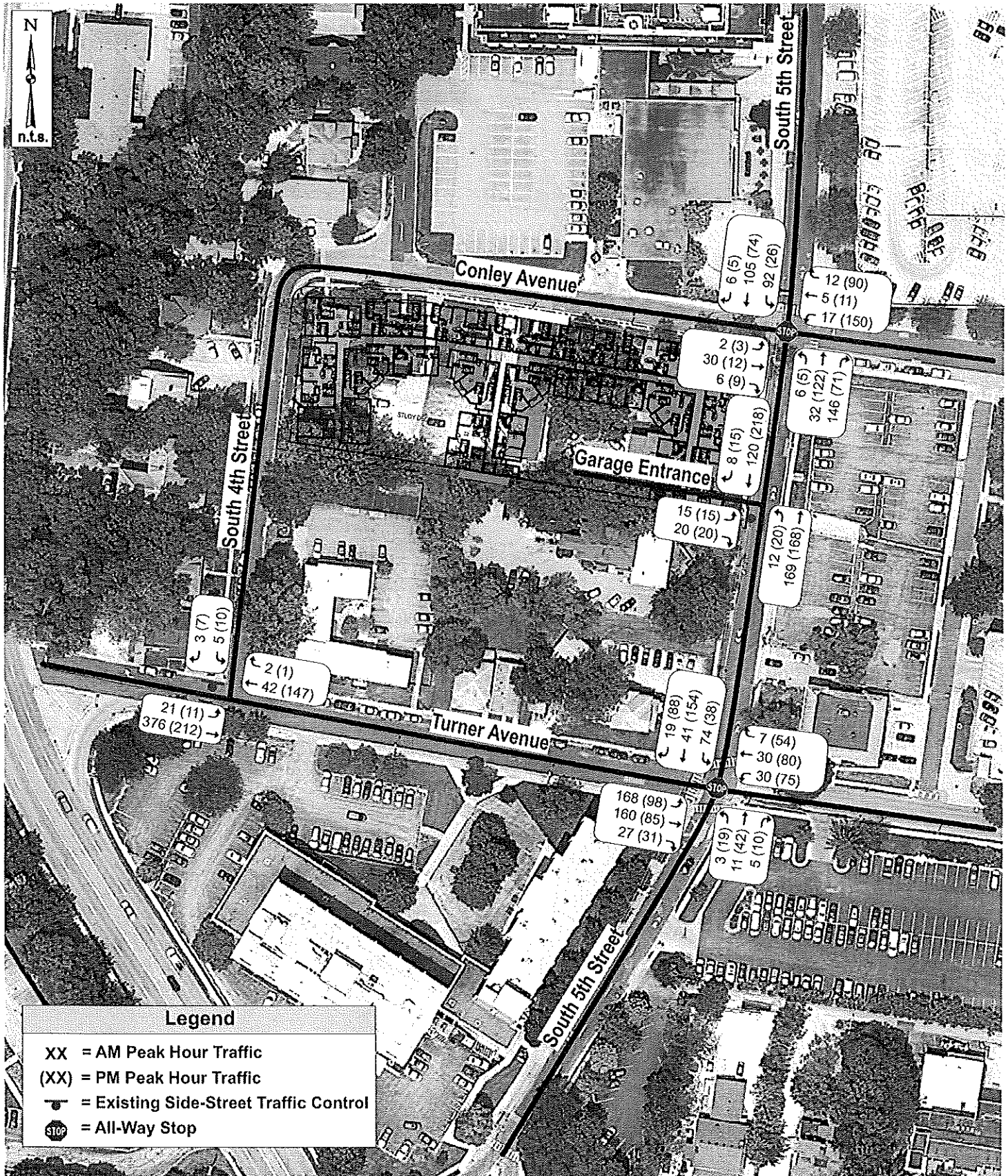


Exhibit 4: Forecasted Build Traffic Volumes

Job# 035-13
05/24/13

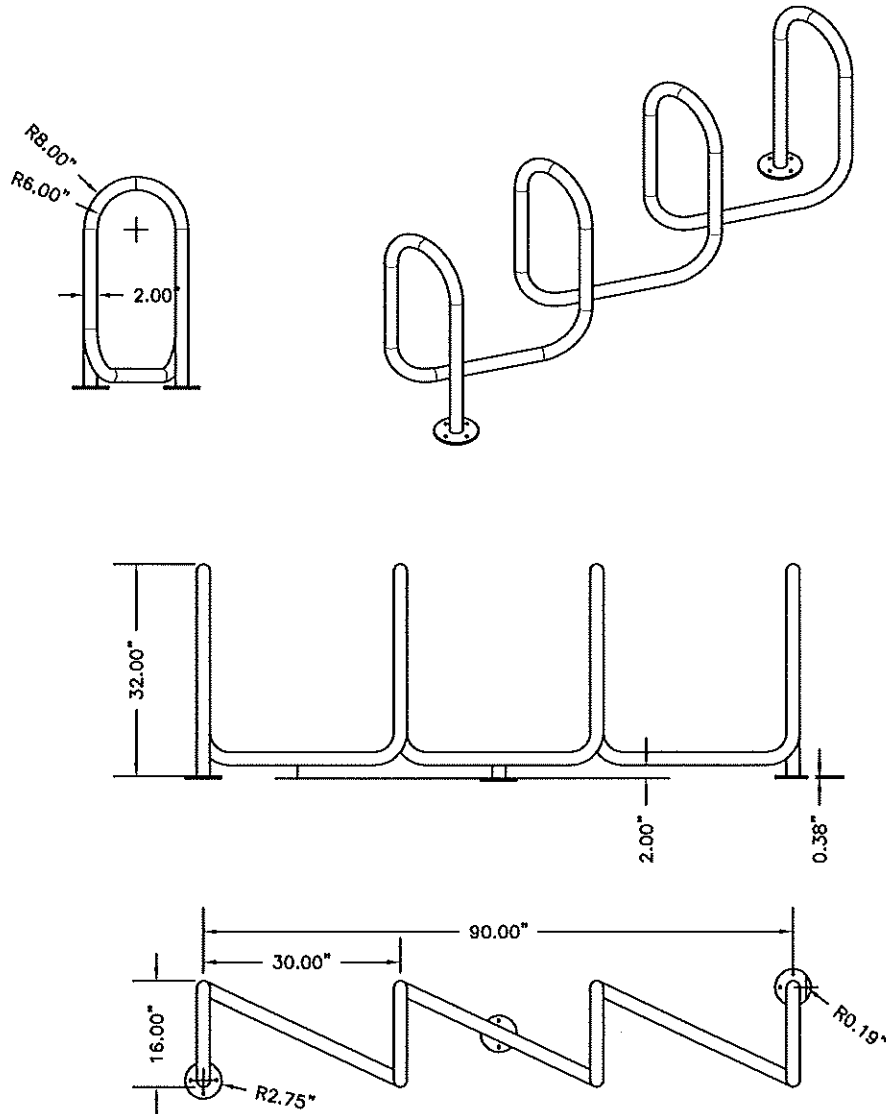
CBB

Crawford, Bunte, Brammeier
Traffic and Transportation Engineers

90" Flow Rack

Galvanized steel, Powder Coat
paint

Stainless steel mounting
hardware to be included



DEPARTMENT OF
PUBLIC WORKS

Bike Parking
Flow Rack Details

T.R.W. 08-07-2012

RECEIVED

MAY 23 2013

PLANNING DEPT.

26 April 2013

TO WHOM IT MAY CONCERN:

I am writing this letter in support of the student housing project on West campus that is proposed by Collegiate Housing Partners (CHP). I have owned properties on this side of campus for over eight years and I am quite familiar with its particular features.

Eight years ago, the neighborhood that lies between Providence, Turner, Sanford, and Conley, and the campus of the University of Missouri was a quiet neighborhood, known to fewer students. Altogether this neighborhood provided housing for no more than 150 students (in my best estimate). Typically West campus attracted more mature students from the very competitive health science programs at Lewis and Clark Hall, Engineering School, and Business and Finance Schools. All of these programs are located in buildings that border West campus. In recent years, the demand for housing in this neighborhood skyrocketed due to the increase in student population and, in particular, the increase in the student population of the neighboring professional programs. In a typical year, say for housing starting in August 2013, leases are signed by November 2012, and from December 2012 until July 2013, hundreds of requests for housing are simply turned down.

West campus is in an ideal location to develop student housing. It is closer to the heart of campus than most dormitory buildings on campus. The site is ideal for a pedestrian campus housing project, because it is not separated from the heart of the campus by any major street (such as College or Providence). The addition of new units in this area will provide much needed space for students who wish to live at an easy walking distance to major departments on campus.

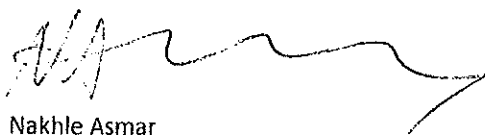
The advantage of such a project is clear to anyone who has dealt with student housing on West campus. In my opinion, there is also an equally important benefit to the housing situation in Columbia, in general. In recent years, because we are not able to accommodate the housing requests for hundreds of students who come to us inquiring about campus housing, we have been directing this traffic to houses that are centrally located in Columbia, that are also at a walking or biking distance from campus or downtown. It is now clear that students are occupying many if not most of the houses in the Benton-Stevens area and, more recently, the area west of Providence, by West Ash, N. Garth, and Worley. Houses in these areas provide affordable housing for low income families. Their location at proximity to schools, the public library, and hospitals, make them ideally suitable for families, especially low income families. Many of these houses are now occupied by students who are willing to pay rents that a typical low income family cannot afford. This is creating a housing crisis and a shortage of affordable housing that is getting worse by the day.

Unlike other recent student housing projects, the development of West campus will not take away a single unit from the housing market for the general public, because West campus is only known to students. Quite the contrary, by developing West campus, we may be able to attract students back to campus and away from areas that are more suitable for family housing.

On the architectural side, CHP shared details of their site plan with some property owners on West campus. As one of the property owners who reviewed the plan, I found it to be very suitable and fitting for the neighborhood. In particular, the height of the buildings and the setbacks seemed very appropriate. In fact, the project offers a nice transition from the tall dormitory buildings on Conley and the rest of the campus, starting with the old Chancellor's mansion to the East on Sanford.

As a 25 year (daytime) resident of Columbia, I support the students' projects near campus for the support the project.) In addition, I recently had the chance to work with Collegiate Housing on the purchase of the Niedermeyer Building in downtown Columbia. I was impressed by the priority that CHP placed on doing what is right for Columbia and the residents of Columbia. I have every reason to believe that CHP will do what is ultimately in the best interest of the City and the students.

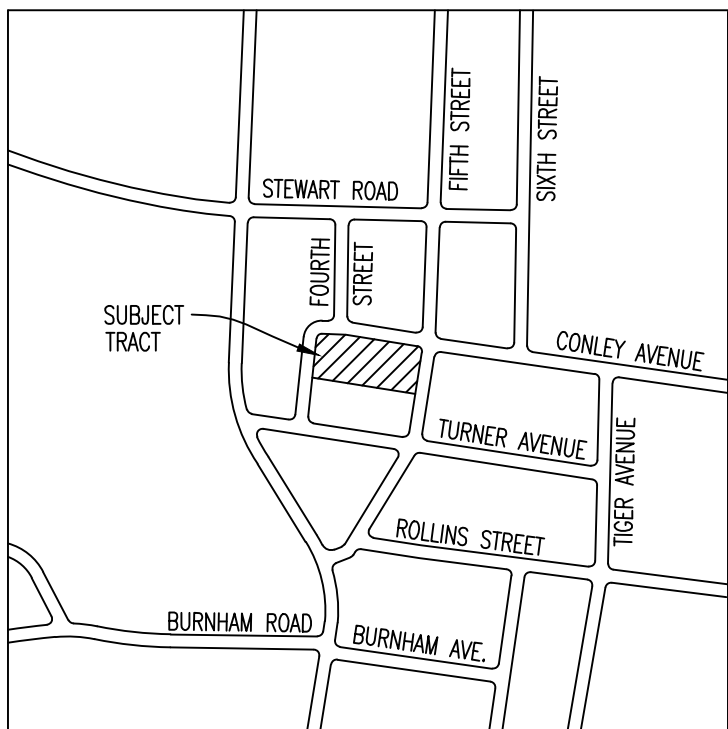
Respectfully,

A handwritten signature in black ink, appearing to read 'N. Asmar', followed by a long, horizontal, wavy line that extends to the right.

Nakhle Asmar
709 Sherwood Drive
Jefferson City, Missouri 65109
Cellphone: 573-673-0567
Email: nakhle5@mchsi.com

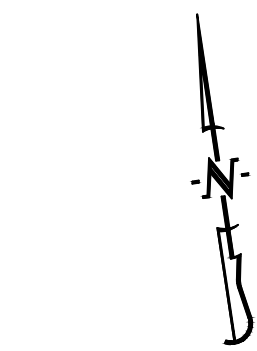
PUD SITE PLAN FOR
THE RESIDENCES AT FIFTH AND CONLEY

LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 48 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
MAY 2013



LOCATION MAP

NOT TO SCALE



SCALE: 1"=20'
0 15 20 40

LEGEND:

- EXISTING 1 FT CONTOUR
- EXISTING 5 FT CONTOUR
- CURB
- EXISTING TREELINE
- PROPOSED TREELINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- MANHOLE/CLEANOUT
- PROPOSED WATERLINE
- PROPOSED FIRE HYDRANT
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- BUILDING LINE
- EASEMENT
- LOT NUMBER
- PROPOSED PARKING STRUCTURE (LOWER LEVEL)
- PROPOSED RESIDENTIAL STRUCTURE (UPPER LEVELS)
- EXISTING BUILDING
- PROPOSED PAVEMENT

CONTRACT PURCHASER:
COLLEGIATE HOUSING PARTNERS, LLC
7711 BONHOMME, SUITE 350
ST. LOUIS, MO 63105

OWNER - LOTS 1 & 2:
KLIFTON R. ALTUS TRUST
2704 LACEWOOD DRIVE
COLUMBIA, MO 65201

OWNER - LOT 3:
MU CREW, LLC
802 SUNSTONE LANE
COLUMBIA, MO 65201

OWNER - LOTS 4-6:
HOMINY CREEK, LLC
3612 ARBOR COURT
COLUMBIA, MO 65201

NOTES:

- THIS TRACT CONTAINS 1.25 ACRES (1.15 ACRES NET).
- THIS TRACT IS CURRENTLY ZONED R-3 PENDING REZONING TO PUD-90.
- THE MAXIMUM HEIGHT OF ANY BUILDING WILL NOT EXCEED 80', MEASURED FROM THE HIGHEST TOP OF CURB ELEVATION ADJACENT TO THE BUILDING.
- THE INTENT FOR THIS DEVELOPMENT IS TO HAVE THE SITE DEVELOPED IN ONE PHASE.
- NO PART OF THIS TRACT IS WITHIN THE FLOOD PLAIN AS ADOPTED BY THE CITY OF COLUMBIA AS SHOWN ON PANEL NUMBER 29019C 02800 DATED: MARCH 17, 2011.
- ALL SANITARY SEWERS SHALL BE LOCATED WITHIN THE APPROPRIATE WIDTH EASEMENT. SAID EASEMENTS SHALL BE GRANTED AT THE TIME OF THE FINAL DESIGN.
- THE EXISTING STRUCTURES WITHIN THIS DEVELOPMENT ARE SERVED WITH PRIVATE SANITARY SEWERS. THIS DEVELOPMENT SHALL EXTEND A PUBLIC SANITARY SEWER TO THE SITE. THIS EXTENSION MAY BE ALONG 4TH STREET IN EITHER DIRECTION OR THROUGH THE PROPERTIES TO THE NORTHWEST. FINAL SANITARY SEWER ALIGNMENT WILL BE ADDRESSED AT THE TIME OF THE FINAL SITE DEVELOPMENT PLANS. SHEET 2 ILLUSTRATES THE LIKELY OFFSITE ROUTE FOR THIS DEVELOPMENT.
- THERE IS NO STREAM BUFFER LOCATED ON THIS TRACT AS DESCRIBED BY THE REQUIREMENTS OF CHAPTER 26 OF THE ZONING REGULATIONS OF BOONE COUNTY, MISSOURI.
- A PROPOSED 6' SIDEWALK SHALL BE PLACED AT THE BACK OF CURB ALONG FOURTH STREET AND CONLEY AVENUE. A 10' SIDEWALK SHALL BE PLACED AT THE BACK OF CURB ALONG 5TH STREET. ADEQUATE EASEMENTS SHALL BE GRANTED SHOULD PROPOSED SIDEWALK CROSS ANY RIGHT-OF-WAY LINES.
- SITE LIGHTING SHALL CONSIST OF "PENCIL BEAM" LIGHTS MOUNTED AND DIRECTED TOWARDS THE BUILDING. THESE LIGHTS ARE TO HIGHLIGHT BUILDING FEATURES. DECORATIVE STREET LIGHTS SHALL BE INSTALLED ALONG THE PROPOSED STREETScape. ALL LIGHTING SHALL BE IN ACCORDANCE WITH THE CURRENT LIGHTING ORDINANCE OF THE CITY OF COLUMBIA.

THE PROPOSED DUMPSTER WILL BE LOCATED INSIDE OF THE PARKING STRUCTURE. COLLECTION ACCESS TO THIS DUMPSTER WILL BE VIA DRIVEWAY ACCESS FROM FOURTH STREET AS SHOWN. THIS DRIVEWAY WILL NOT BE AN ENTRANCE INTO THE PROPOSED PARKING STRUCTURE.

IT IS THE INTENT OF THIS DEVELOPMENT TO UNDERGROUND ALL OVERHEAD ELECTRIC LINES THAT ARE CURRENTLY OVERHEAD ON THIS PROPERTY.

RIGHT-OF-WAY VARIANCES FOR A MINIMUM 25-FOOT WIDE HALF RIGHT-OF-WAY WIDTH HAVE BEEN GRANTED BY CITY COUNCIL PER ORDINANCE _____, DATED _____.

A VARIANCE FOR THE REQUIRED 10 FOOT UTILITY EASEMENT ADJACENT TO ALL PLATTED RIGHT-OF-WAY HAS BEEN GRANTED BY THE CITY COUNCIL PER ORDINANCE _____, DATED _____.

PER THE CURRENT STORM WATER REGULATIONS, THIS SITE WILL BE CLASSIFIED AS REDEVELOPMENT. UNDER THOSE REQUIREMENTS, THIS SITE WILL NEED TO PROVIDE NO STORM WATER DETENTION. THE WATER QUALITY ASPECT WILL BE ADDRESSED VIA AN INLINE WATER QUALITY CHAMBER LOCATED ON-SITE BEFORE THE PRIVATE STORM SYSTEM LEAVES THE SUBJECT PROPERTY.

FOURTH STREET AND CONLEY AVENUE SHALL BE MODIFIED TO PROVIDE A 28-FOOT WIDE STREET ADJACENT TO THE SUBJECT PROPERTY AS SHOWN.

UNIT CALCULATIONS:

TOTAL NUMBER OF UNITS:	103
2 BEDROOM EACH UNIT:	29
4 BEDROOM EACH UNIT:	74

DENSITY CALCULATIONS:

LOT AREA:	1.15 ACRES
PROPOSED NUMBER OF UNITS:	103
PROPOSED DENSITY:	89.6 UNITS / ACRE
EXISTING ZONING:	PUD-90

PARKING CALCULATIONS:

PARKING REQUIRED:		
29 UNITS - 2 BEDROOM EACH UNIT:	2 SPACES / UNIT	= 58 SPACES
74 UNITS - 4 BEDROOM EACH UNIT:	2.5 SPACES / UNIT	= 185 SPACES
PLUS 1 SPACE / 5 UNITS:		= 21 SPACES
BICYCLE SPACES REQUIRED:		= 15 SPACES
BICYCLE SPACES PROVIDED:		= 90 SPACES
TOTAL SPACES REQUIRED (WITH REDUCTION OF BICYCLES):		= 249 SPACES
TOTAL SPACES PROVIDED:		= 124 SPACES

CALCULATIONS:

AREA:	
TOTAL LOT AREA (NET) =	1.15 ACRES
BUILDING AREA =	1.03 ACRES
OTHER IMPERVIOUS AREA =	0.02 ACRES
TOTAL IMPERVIOUS AREA =	1.05 ACRES (91%)
TOTAL PERVIOUS AREA =	0.10 ACRES (9%)

LANDSCAPE COMPLIANCE:

TOTAL PARKING LOT & DRIVE AREA=	45,125 SQ. FT.
TREES REQUIRED @ 1 TREE/4500 SQ. FT. =	11 TREES
TOTAL TREES REQUIRED=	11 TREES
MEDIUM TO LARGE TREES REQUIRED (30%)=	4 TREES
TOTAL TREES PROVIDED=	11 TREES

PRE/POST IMPERVIOUS CALCULATIONS:

TOTAL LOT AREA =	1.15 ACRES
PRE-DEVELOPMENT IMPERVIOUS AREA =	0.76 ACRES
POST-DEVELOPMENT IMPERVIOUS AREA =	1.05 ACRES
INCREASE IN IMPERVIOUS AREA =	0.29 ACRES (12,630 SQ.FT.)

ACCEPTED BY THE PLANNING AND ZONING COMMISSION,
THIS _____ DAY OF _____, 2013.

DOUG WHEELER CHAIRPERSON

ACCEPTED BY ORDINANCE OF THE CITY COUNCIL OF COLUMBIA,
MISSOURI, THIS _____ DAY OF _____, 2013.

ROBERT MCDAVID - MAYOR

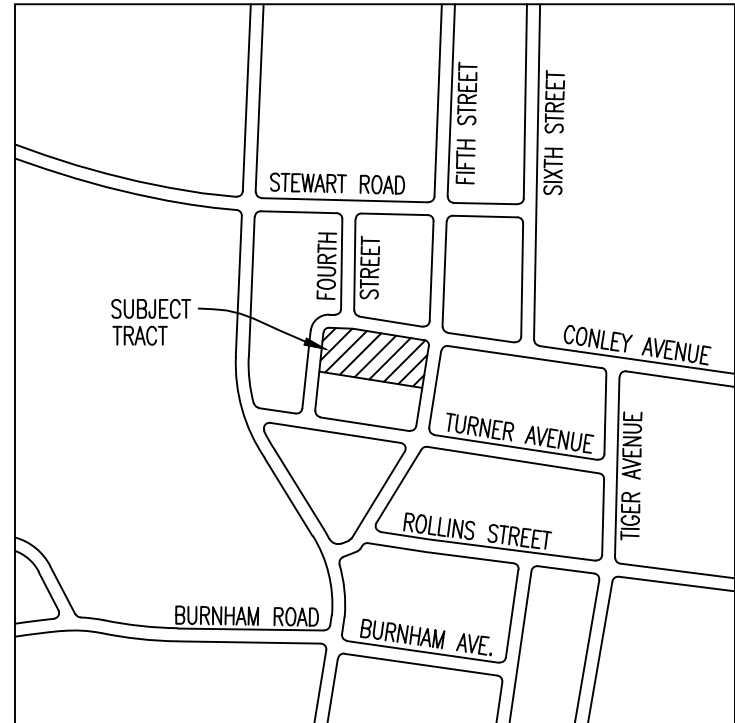
SHEELA AMIN - CITY CLERK

SITE/CIVIL ENGINEER:

CROCKETT
ENGINEERING CONSULTANTS
2008 North Stadium Boulevard
Columbia, Missouri 65202
(573) 447-0292

www.crockettengineering.com

Crockett Engineering Consultants, LLC
Missouri Certificate of Authority
#2000151004



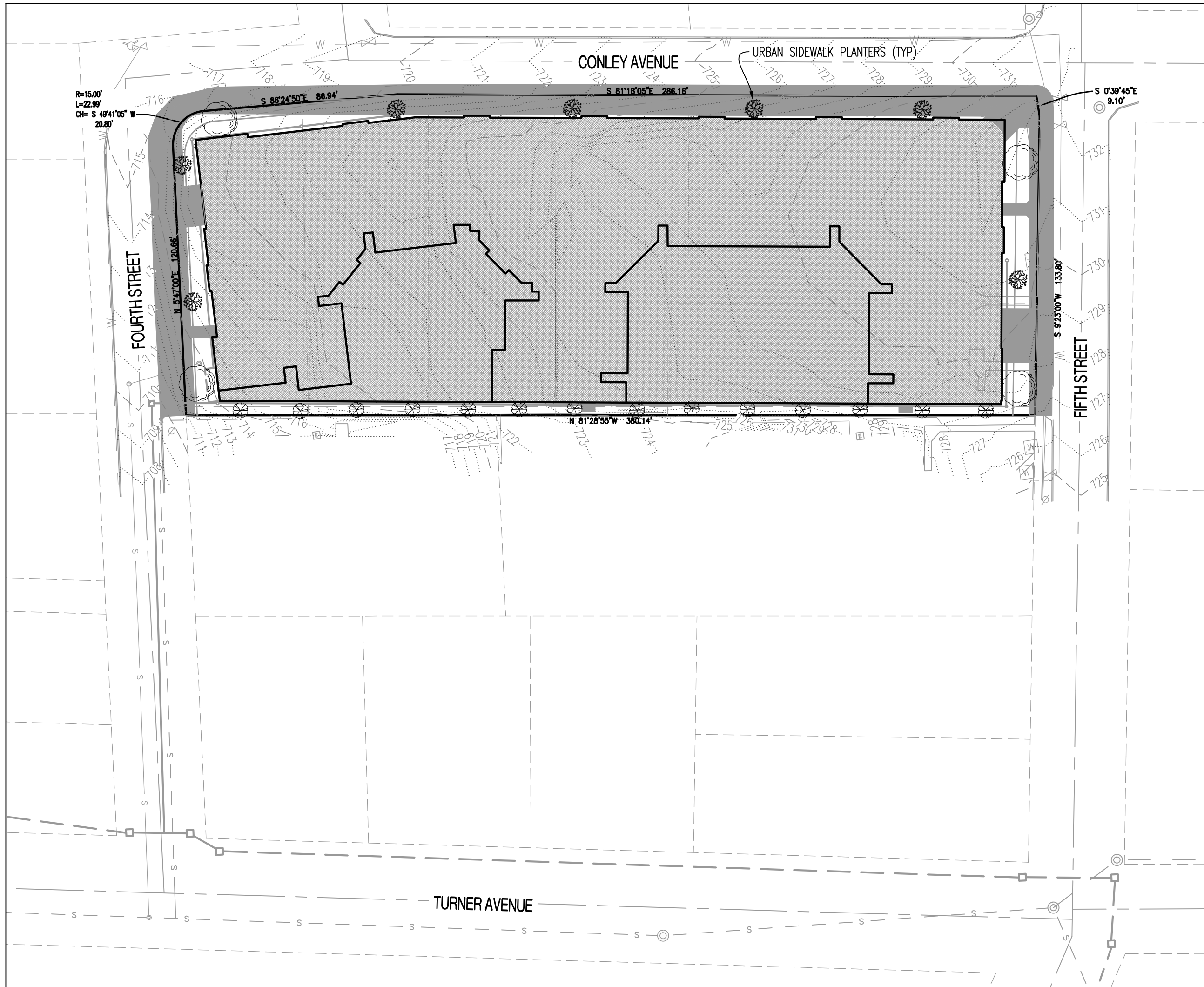
LOCATION MAP
NOT TO SCALE

PLANTING NOTES:

QUANTITY	PLANT SPECIES
4	PIN OAK – QUERCUS PALUSTRIS (OR APPROVED EQUAL)
7	SARGENT CRABAPPLE – MALUS SARGENTII (OR APPROVED EQUAL)
14	COLUMNAR CRIMSON SPIRE OAK – QUERCUS ROBUR (OR APPROVED EQUAL)

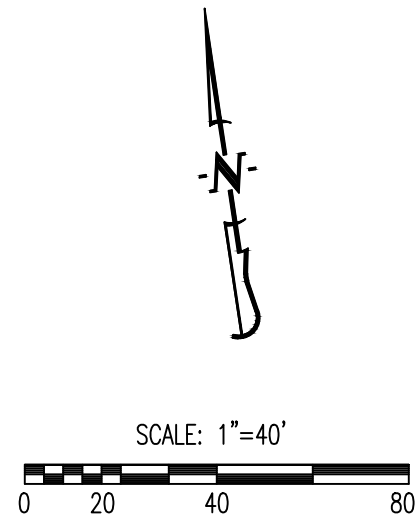
CALCULATIONS:

AREA:	
TOTAL LOT AREA (NET) =	1.15 ACRES
BUILDING AREA =	1.03 ACRES
OTHER IMPERVIOUS AREA =	0.02 ACRES
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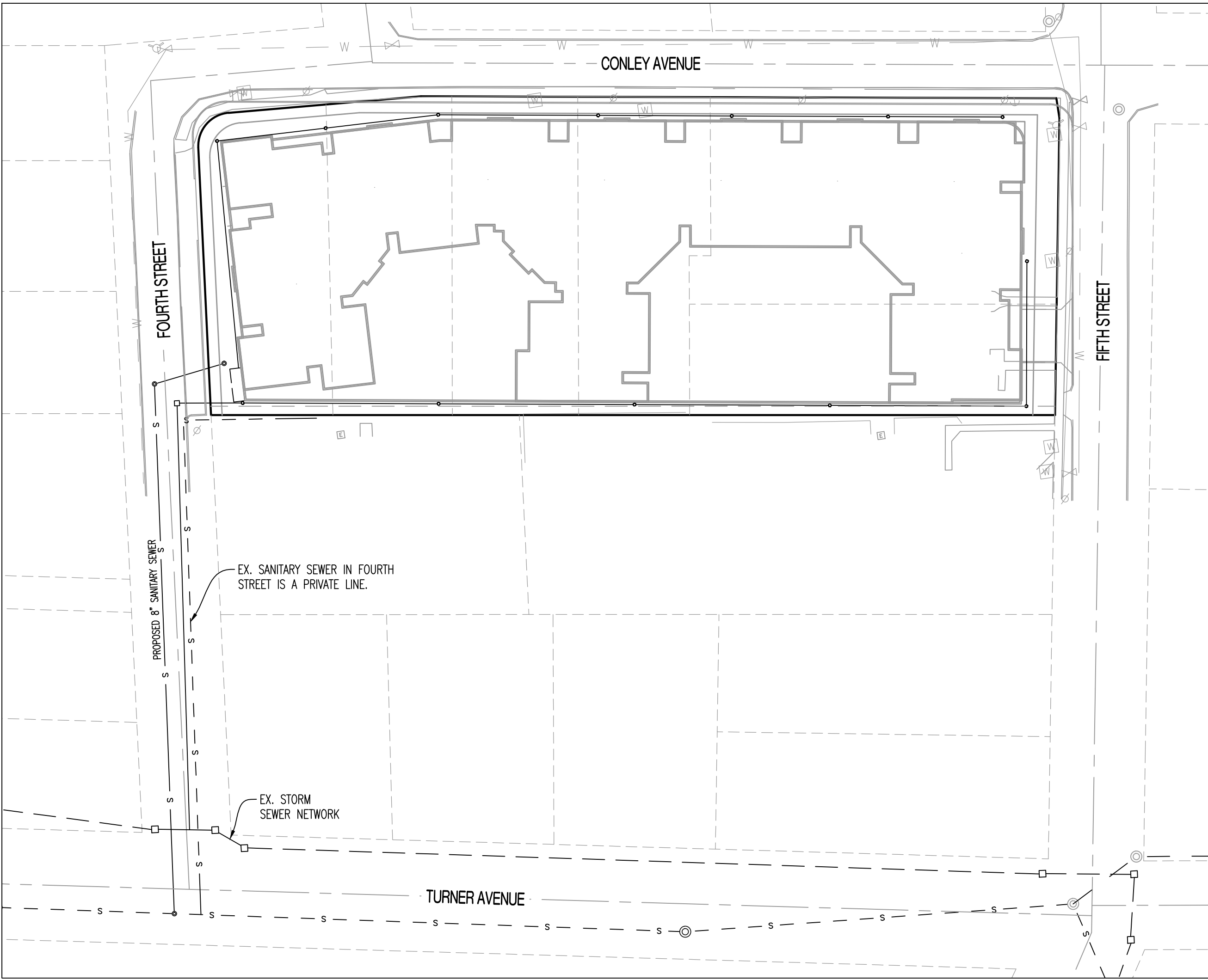
CONCEPTUAL LANDSCAPING PLAN

CONCEPTUAL LANDSCAPE PLAN AND OFFSITE UTILITIES FOR
THE RESIDENCES AT FIFTH AND CONLEY
LOCATED IN THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 48 NORTH, RANGE 13 WEST
COLUMBIA, BOONE COUNTY, MISSOURI
MAY 2013



LEGEND:

- EXISTING 2 FT CONTOUR
- EXISTING 10 FT CONTOUR
- CURB
- EXISTING TREELINE
- PROPOSED TREELINE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- MANHOLE/CLEANOUT
- PROPOSED WATERLINE
- PROPOSED FIRE HYDRANT
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- BUILDING LINE
- EASEMENT



OFFSITE UTILITY LOCATION MAP

ACCEPTED BY THE PLANNING AND ZONING COMMISSION,
THIS _____ DAY OF _____, 2013.

DOUG WHEELER CHAIRPERSON

ACCEPTED BY ORDINANCE OF THE CITY COUNCIL OF COLUMBIA,
MISSOURI, THIS _____ DAY OF _____, 2013.

ROBERT MCDAVID – MAYOR

SHEELA AMIN – CITY CLERK

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