

11-62

AN ORDINANCE
NO. 11-62

C.A. 11-0841(9)

C.A. 11-22-11(1)

22CH-11-Woodruff
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An Ordinance amending the Zoning Atlas of the Consolidated Government of Columbus, Georgia; this amendment changes certain boundaries of a district located **northwest of the Veterans Parkway-Williams Road intersection** from PMUD (Planned Mixed Unit Development) District with conditions to PMUD (Planned Mixed Unit Development) District with additional conditions.

THE COUNCIL OF COLUMBUS, GEORGIA, HEREBY ORDAINS:

That the Zoning Atlas on file with the Planning Department be, and the same is hereby amended by changing the following described property from PMUD (Planned Mixed Unit Development) District with conditions to PMUD (Planned Mixed Unit Development) District with additional conditions.

A parcel of land lying in a portion of Land Lot 40 of the 8th Land District and a portion of Land Lots 263, 269, 270, and 294 of the 19th Land District, City of Columbus, Muscogee County, Georgia. Being more particularly described as:

Commencing at the Northeast corner of Land Lot 270 of the 19th Land District, City of Columbus, Muscogee County, Georgia, said point being the POINT OF BEGINNING; from said POINT OF BEGINNING South 01 Degrees 57 Minutes 25 Seconds East, a distance of 2064.64 feet; thence North 87 Degrees 23 Minutes 45 Seconds East, a distance of 1030.26 feet to the Westerly margin of American Way; thence along said Westerly margin a curve to the left having a radius of 619.71 feet, an arc length of 156.39 feet, a chord distance of 155.98 feet and bearing South 30 Degrees 10 Minutes 10 Seconds East; continue along said Westerly margin South 37 Degrees 13 Minutes 52 Seconds East, a distance of 54.97 feet; thence South 05 Degrees 22 Minutes 20 Seconds West, a distance of 60.78 feet to the Northerly margin of Veterans Parkway; thence along said Northerly margin a curve to the left having a radius of 2889.93 feet, an arc length of 992.77 feet, a chord distance of 987.89 feet and bearing South 40 Degrees 55 Minutes 17 Seconds West; continue along said Northerly margin a curve to the left having a radius of 2889.93 feet, an arc length of 253.53 feet, a chord distance of 253.45 feet and bearing South 28 Degrees 29 Minutes 18 Seconds West; continue North 88 Degrees 52 Minutes 07 Seconds West, a distance of 16.64 feet; thence South 24 Degrees 55 Minutes 51 Seconds West, a distance of 74.64 feet; thence South 24 Degrees 11 Minutes 33 Seconds West, a distance of 409.71 feet; thence leaving the Northerly margin of Veterans Parkway North 18 Degrees 15 Minutes 27 Seconds West, a distance of 472.03 feet; thence South 88 Degrees 52 Minutes 07 Seconds East, a distance of 36.04 feet; thence North 11 Degrees 29 Minutes 01 Seconds West, a distance of 197.40 feet; thence South 87 Degrees 10 Minutes 30 Seconds West, a distance of 59.38 feet; thence South 87 Degrees 27 Minutes 54 Seconds West, a distance of 91.06 feet; thence South 87 Degrees 20 Minutes 33 Seconds West, a distance of 621.51 feet; thence South 03 Degrees 03 Minutes 51 Seconds West, a distance of 637.26 feet to the Northerly margin of Williams Road; thence along the Northerly margin of Williams Road North 71 Degrees 20 Minutes 55 Seconds West, a distance of 240.71 feet; thence a curve to the left having a radius of 2939.79 feet, an arc length of 480.97 feet, a chord distance of 480.43 feet and bearing North 71 Degrees 56 Minutes 50 Seconds West; thence leaving said Northerly margin North 19 Degrees 57 Minutes 42 Seconds East, a distance of 67.11 feet; thence North 79 Degrees 50 Minutes 19 Seconds West, a distance of 41.62 feet; thence South 19 Degrees 19 Minutes 30 Seconds West, a distance of 65.63 feet to the Northerly margin of Williams Road; thence along said Northerly margin a curve to the left having a radius of 2939.79 feet, an arc length of 261.67 feet, a chord distance of 261.58 feet and bearing North 82 Degrees 17 Minutes 43 Seconds West; thence leaving said Northerly margin of Williams Road North 03 Degrees 13 Minutes 04 Seconds East, a distance of 332.39 feet; thence South 88 Degrees 19 Minutes 57 Seconds West, a distance of 374.08 feet; thence North 01 Degrees

40 Minutes 03 Seconds West, a distance of 1640.00 feet; thence South 88 Degrees 01 Minutes 58 Seconds West, a distance of 648.69 feet to the Easterly margin of the Norfolk-Southern Railroad; thence along said Easterly margin North 13 Degrees 37 Minutes 52 Seconds East, a distance of 20.00 feet; continue along said Easterly margin a curve to the left having a radius of 1457.68 feet, an arc length of 612.73 feet, a chord distance of 608.23 feet and bearing North 1 Degree 35 Minutes 21 Seconds East; continue North 10 Degrees 27 Minutes 11 Seconds West, a distance of 866.15 feet; thence leaving the Easterly margin of the Norfolk-Southern Railroad North 88 Degrees 45 Minutes 49 Seconds East, a distance of 1432.37 feet; thence North 88 Degrees 47 Minutes 17 Seconds East, a distance of 500.15 feet; thence North 01 Degree 24 Minutes 17 Seconds West, a distance of 2279.36 feet to the centerline of a gas line easement; thence along said centerline North 69 Degrees 10 Minutes 38 Seconds East, a distance of 1014.17 feet; thence leaving said centerline South 01 Degree 44 Minutes 33 Seconds East, a distance of 2671.38 feet to the POINT OF BEGINNING; said described tract containing 263.3 Acres, more or less.

And

A parcel of land lying in a portion of Land Lot 269 and 295 of the 19th Land District, City of Columbus, Muscogee County, Georgia. Being more particularly described as:

Commencing at the northwest corner of Land Lot 295 of the 19th Land District, City of Columbus, Muscogee County, Georgia; thence North 87 degrees 15 minutes 21 seconds East, a distance of 548.55 feet to the southerly margin of Veterans Parkway and the Point of Beginning; from said Point of Beginning along Veterans Parkway a curve to the right having a radius of 2839.93 feet, an arc length of 1048.20 feet a chord distance of 1042.26 feet and bearing North 42 degrees 20 minutes 44 seconds East; continue North 52 degrees 55 minutes 10 seconds East, a distance of 292.63 feet; thence leaving the southerly margin of Veterans Parkway South 03 degrees 07 minutes 49 seconds East, a distance of 940.37 feet; thence North 87 degrees 20 minutes 23 seconds West, a distance of 256.68 feet; thence South 17 degrees 11 minutes 13 seconds West, a distance of 327.34 feet; thence North 89 degrees 56 minutes 28 seconds West, a distance of 791.86 feet to the southerly margin of Veterans Parkway; thence along said southerly margin a curve to the right having a radius of 2839.93 feet, an arc length of 332.42 feet, a chord distance of 332.23 feet and bearing North 28 degrees 25 minutes 07 seconds East to the Point of Beginning. Said described tract containing 17.2 acres more or less.

The above-described property is being rezoned with the following conditions and accompanying exhibits (see attached):

The following conditions shall apply:

1. In Commercial areas/Town center (Phase 1 only), the street shall be one way with 13-foot lane and 7-foot parallel parking bay on the outside. Total paved section shall be 21 feet back to back.
2. Intersection separation standards shall be reduced from 125 feet to 57 feet at the town center entrance on the south side. Also a dimension reduction shall be implemented at the town center 114 feet between the one-way lanes on the north and south sides of the town square.
3. The overall bay depth shall be reduced for 90 degree parking to 62' BC-BC from 64'.
4. Residential and commercial minimum building setbacks shall be as follows: (apply to any part of building such as overhangs, etc.): Note: All setback dimensions shall be measured from property line unless noted otherwise.

- a. Residential - front setback minimum is 10 feet from property line
 - b. Residential -internal lot side yard and side yard on primary streets setbacks are 5 feet from the property line.
 - c. End/Corner condition Setbacks - For single-family detached residential - Zero foot from property line setback is allowed on end/side conditions adjacent to a secondary street (see attached sketch). No building can be closer than 14' to a street curb line.
 - d. Commercial - front setback minimum is 0 feet and side setback minimum is 0 feet. The building wall will be a minimum of 10' from the curb line. A 12-foot encroachment for porches and a 6-foot encroachment for balconies and awnings is allowed into the ROW (over the sidewalk). No part of any structure/ porch can be closer than 4' to back of curb.
 - e. Town home setbacks (attached units) - 0-foot front and side setback with a minimum lot width of 16 feet and a depth of 60 feet. The allowable coverage is 100% (defined as building footprint only). 4-foot encroachment for balconies / overhangs into the ROW may be permitted provided that a minimum clear distance of 12' minimum to back of curb is maintained.
 - f. Allowable coverage for single family detached lots shall be 60%. Coverage is defined by building footprint only.
 - g. Detached garages shall be permitted in front yard.
5. Allow 20 % shared parking variance in commercial parking areas shall be permitted.
6. Residential Alley -
- a. The alleys shall be private roads and the minimum width of the alley will be 14 feet with an inverted drainage section. (No curb or gutter required).
 - b. A 24' utility easement shall be permitted in the private alley areas.
 - c. The minimum distance to a garage or out building structure from the centerline of the alley shall be 15 feet. Note: This may change based on the property line information provided by developer or developers agent with final approval by the City Engineer.
7. Unit paver, brick, stamped asphalt and stamped concrete shall be permitted in pedestrian crosswalks with a minimum width of eight feet.
8. Single Family Residence Lot Size:
- a. Minimum lot width shall be 40 feet. In addition, up to 30 lots of the total 617 entitled single-family detached lots may have a reduced lot width of 30-foot minimum. Townhomes and Livework units or any attached single-family buildings are excluded from this condition.
 - b. Minimum lot area shall be 5000 square feet for detached single-family lots. 30' lots shall have a minimum lot area of 3500 square feet.
9. Multifamily/ Apartment parking requirements shall be 1.75 parking spaces per residential unit.
10. All drawings and graphic material provided may be part of and included in the variance condition with final approval by the City Engineer.
11. Street design shall allow for a minimum 4" straight back curb with no gutter section with in line drainage structures. If curb & gutter is required for engineering purposes, a 24' section may be permitted with final approval by the City Engineer.
12. Underground utilities and utility easements shall be permitted in residential alleys and behind commercial areas with final approval

by the City Engineer. (see attached site sections).

- 13. Retention basins shall be allowed in buffer areas with final approval by the City Engineer. Landscape plans for city approval will be provided.
- 14. UDO Section 7.12.6.6 - Reduce minimum dimension for the top of retention pond berm from 20 feet to 10 feet. This will only be allowed if there is a maintenance agreement with the property association to maintain the retention pond. If there is no agreement, the city standard will apply. Final approval shall be made by the City Engineer.
- 15. UDO Section 7.12.6.10 - Reduce the minimum easement dimension for retention pond access from 20 feet to 10 feet. This will only be allowed if there is a maintenance agreement with the property association to maintain the retention pond. If there is no agreement, the city standard will apply. Final approval shall be made by the City Engineer.
- 16. All previous conditions or major amendments from 2006, 2007, and 2010 not listed remain in force. If there is any conflict in conditions, the lesser or minimum of any condition will apply.
- 17. Storm/Sanitary Utilities shall be allowed in the public roadway provided the following requirements are met:

- a. Sewer shall be designed to be in the center of drive lanes.
- b. All soil backfill of utility lines, located in public streets, shall be placed in 6" lifts and the upper 12" of subgrade beneath pavements shall be compacted to 98% Standard Proctor. All remaining backfill below the upper 12" shall be placed in 8" lifts and shall meet 95% Standard Proctor.
- c. One field density test per 150 linear feet of utility trench fill when utilities run underneath the pavement.
- d. Suitable fill materials shall be free of organics, stones greater than 1" in diameter, or other deleterious material and should be placed in lifts not to exceed 8" in loose thickness.
- e. Compaction should be accomplished by appropriate mechanical means such as sheepsfoot rollers for cohesive soils and vibratory or rubber tired rollers for cohesionless soils.
- f. All determinations under this condition shall be made with final approval by the City Engineer.

This ordinance received, signed by the Mayor at 3:17 P.M. on the 6th day of Dec. 2011, and became law at said time received and became effective at 12:00 Noon the following day.
 Sec: 3-202 (2)

Clerk of Council

Introduced at a regular meeting of the Council of Columbus, Georgia held on the 8th day of November, 2011; introduced a second time at a regular meeting of said Council held on the 22nd day of November, 2011 and adopted at said meeting by the affirmative vote of ten members of said Council.

Councilor Allen voting	YES
Councilor Baker voting	YES
Councilor Barnes voting	YES
Councilor Davis voting	YES
Councilor Henderson voting	YES
Councilor Huff voting	YES
Councilor McDaniel voting	YES
Councilor Pugh voting	YES
Councilor Thomas voting	YES
Councilor Woodson voting	YES

This ordinance submitted to the Mayor for his signature, this the 22nd day of December 2011.
 Sec: 3-202
 TINY B. WASHINGTON
 Clerk of Council

Tiny B. Washington
 TINY B. WASHINGTON, CLERK

Teresa Pike Tomlinson
 TERESA PIKE TOMLINSON, MAYOR

OLD TOWN

“A LIFE WELL-CRAFTED”



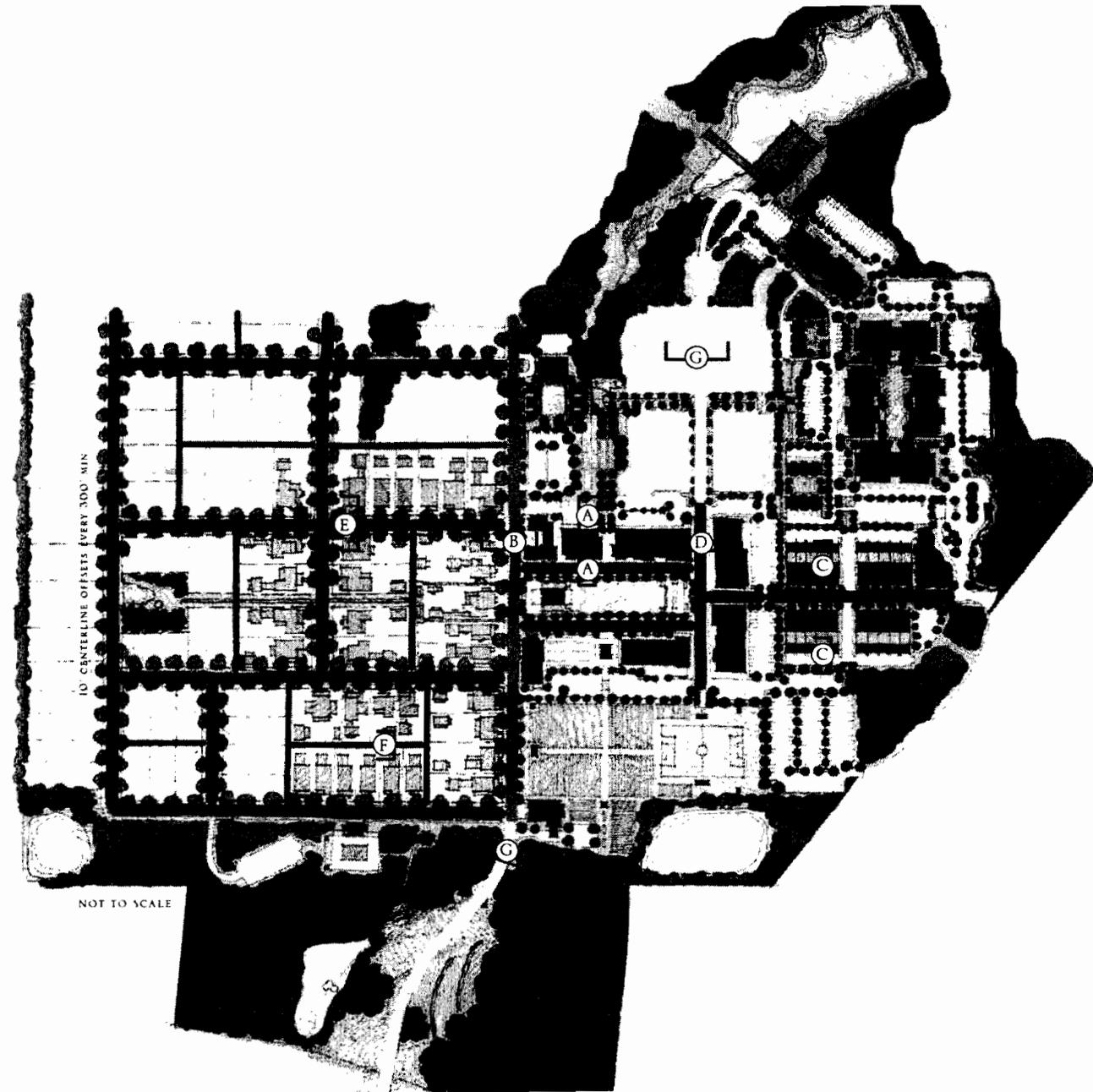
VARIANCE REQUEST EXHIBITS

SEPTEMBER 12, 2011

PROPERTY OWNER: THE KOONCE FAMILY
DEVELOPER: THE WOODRUFF COMPANY

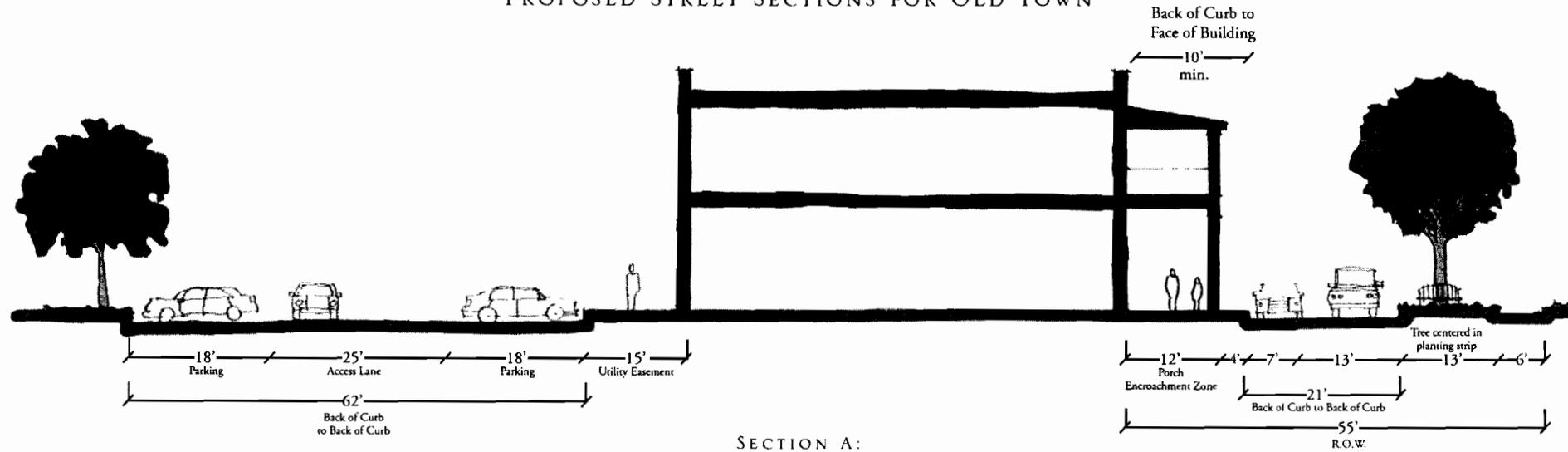
PROJECT TEAM:
HIGH GROVE PARTNERS
HISTORICAL CONCEPTS
PUCCIANO & ENGLISH, INC. ARCHITECTS
JENKINS ARCHITECTURE
BARNES & COMPANY ARCHITECTS
L. MITCHELL GINN & ASSOCIATES
MELANIE DAVIS DESIGN
FARNER BARLEY & ASSOCIATES

STREET REGULATING PLAN

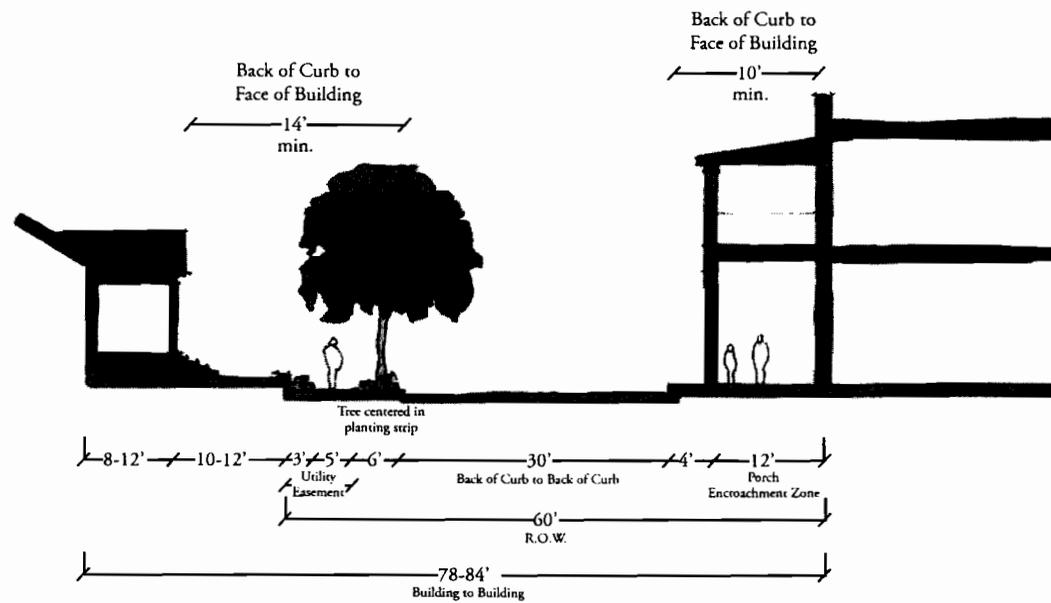


- COMMERCIAL AVENUE
- APARTMENT STREET
- COMMERCIAL 1-WAY STREET
- TOWNHOUSE STREET
- COMMERCIAL 2-WAY STREET
- RESIDENTIAL STREETS
- RESIDENTIAL ALLEY
- RURAL ENTRY DRIVE

PROPOSED STREET SECTIONS FOR OLD TOWN

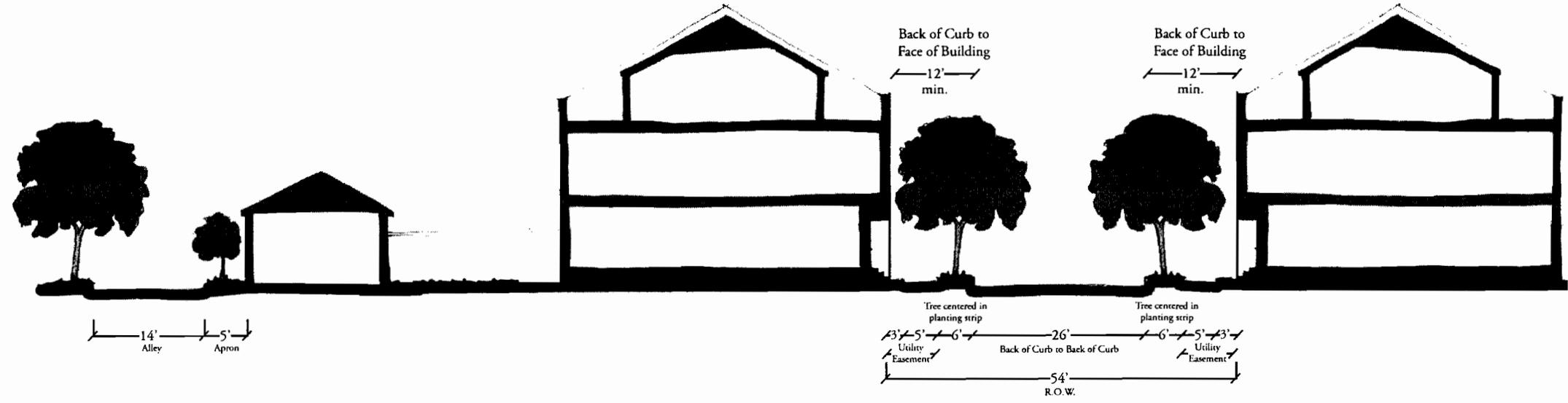


SECTION A:
COMMERCIAL STREET AT TOWN SQUARE



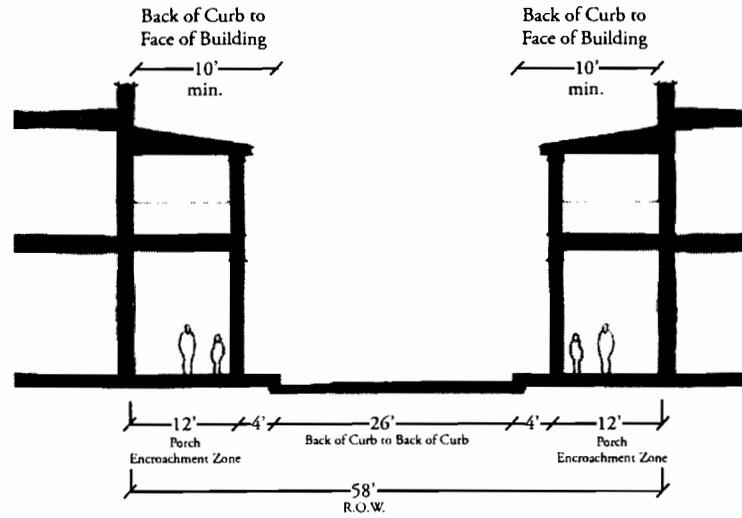
SECTION B:
RESIDENTIAL/COMMERCIAL AVENUE

PROPOSED STREET SECTIONS FOR OLD TOWN

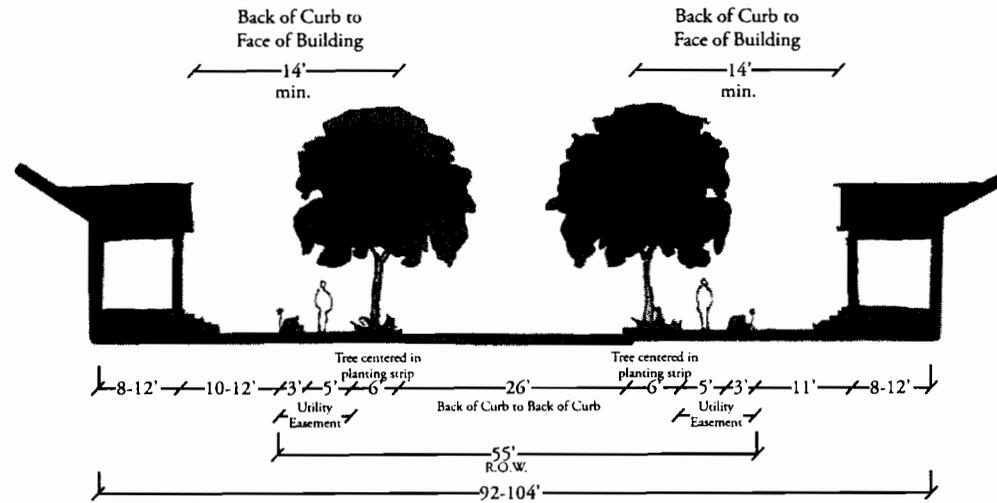


SECTION C:
TOWNHOUSE STREET

PROPOSED STREET SECTIONS FOR OLD TOWN

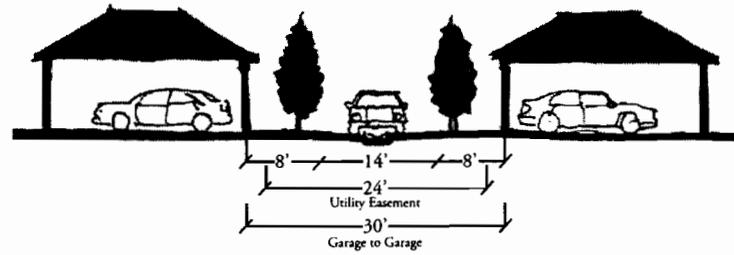


SECTION D:
COMMERCIAL TWO-WAY STREET SECTION

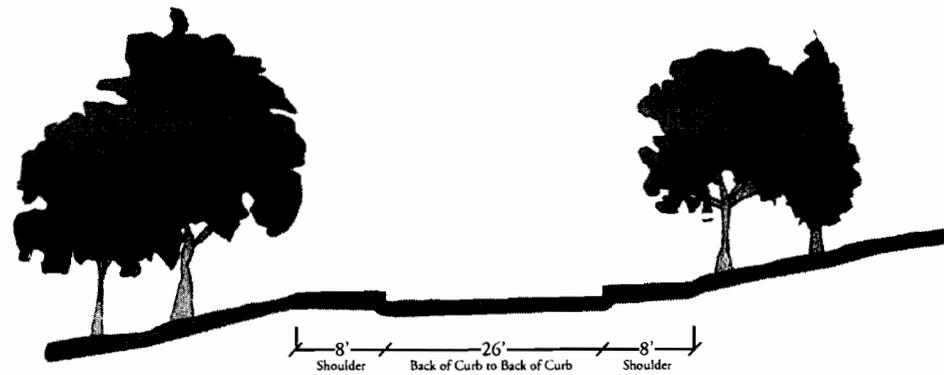


SECTION E:
RESIDENTIAL STREET SECTION

PROPOSED STREET SECTIONS FOR OLD TOWN



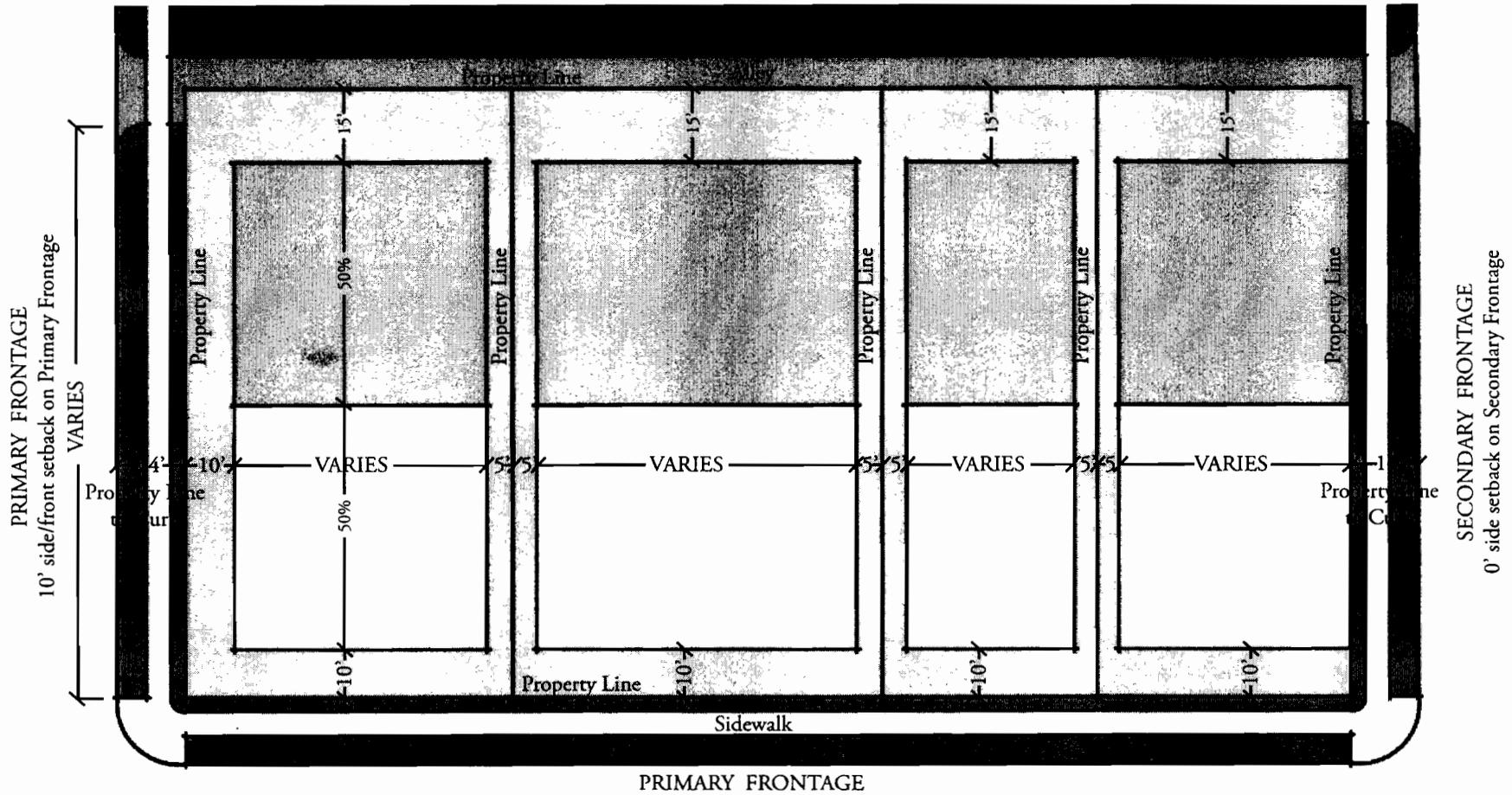
SECTION F:
RESIDENTIAL ALLEY SECTION



SECTION G:
RURAL ENTRY DRIVE

OLD TOWN PHASE I RESIDENTIAL LOTS - REAR LOADED LOT DIAGRAMS

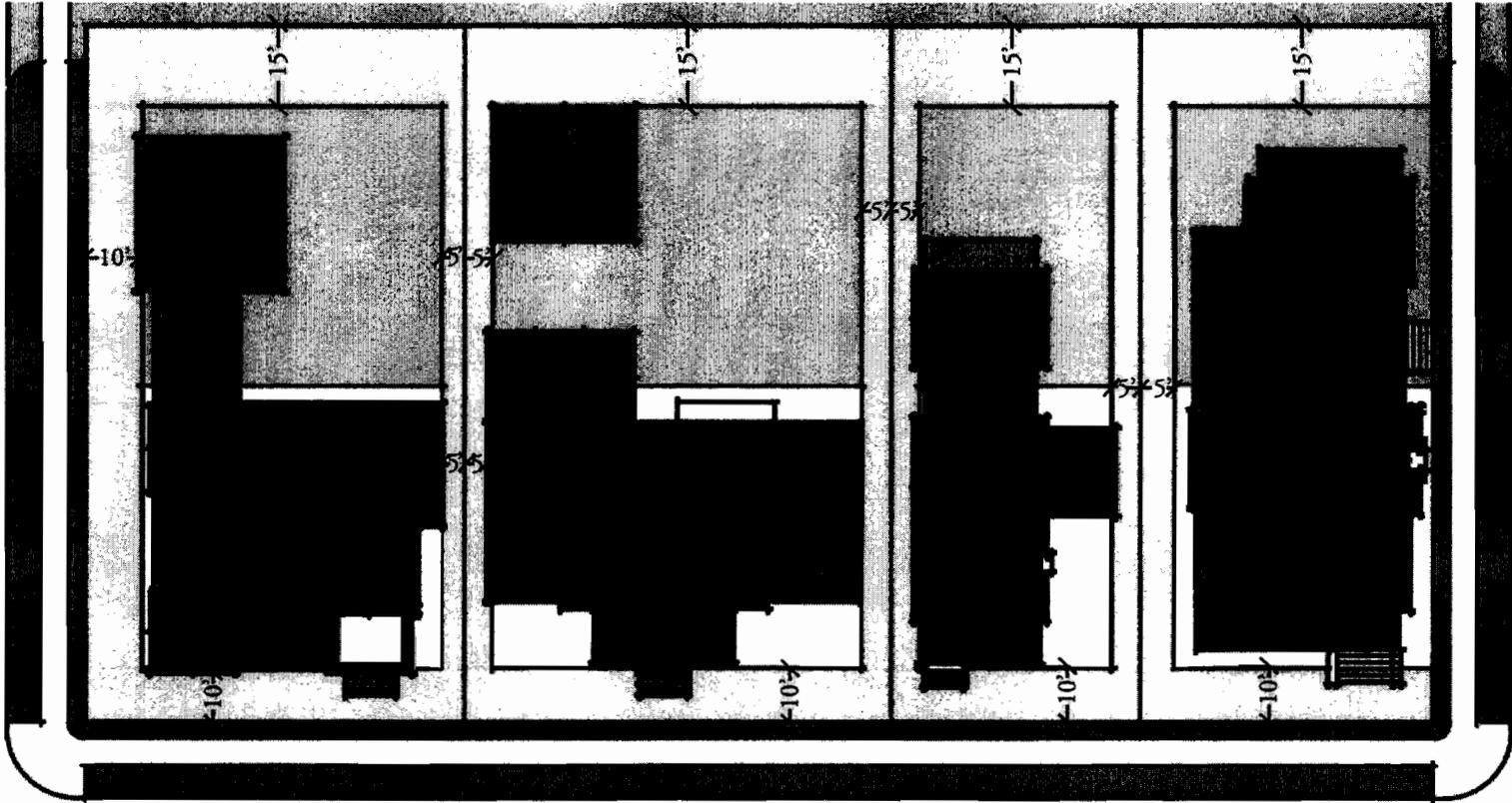
- Setback
 - Buildable Area
- Garage Zone (Buildable Area)
 - Adjacent Lots
 - Building Footprint Example (See next page)



Lot Layout Notes:

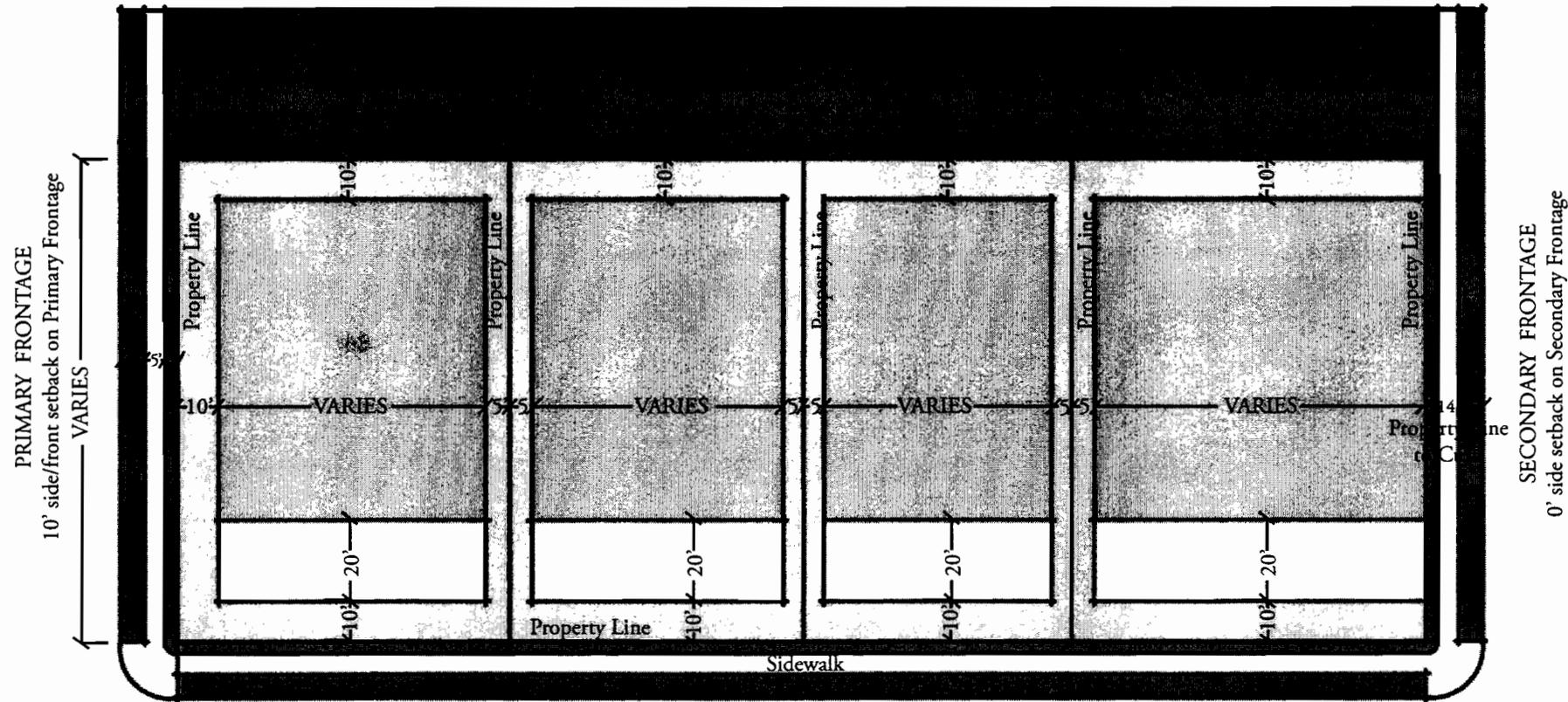
- Stairs may encroach into the front setback zone, provided that there is a minimum of a 5' setback from the property line.
- No structure may be less than 14' from the back of the curb at any street.
- Garages may encroach into side or rear setback provided that there is a minimum 5' setback and a minimum separation of 10' between all structures.

OLD TOWN PHASE I RESIDENTIAL LOTS - EXAMPLE BUILDING FOOTPRINTS - REAR LOADED



OLD TOWN PHASE I RESIDENTIAL LOTS - FRONT LOADED LOT DIAGRAMS

- | | |
|---|---|
| <ul style="list-style-type: none"> Setback Buildable Area | <ul style="list-style-type: none"> Garage Zone (Buildable Area) Adjacent Lots Building Footprint Example (See next page) |
|---|---|

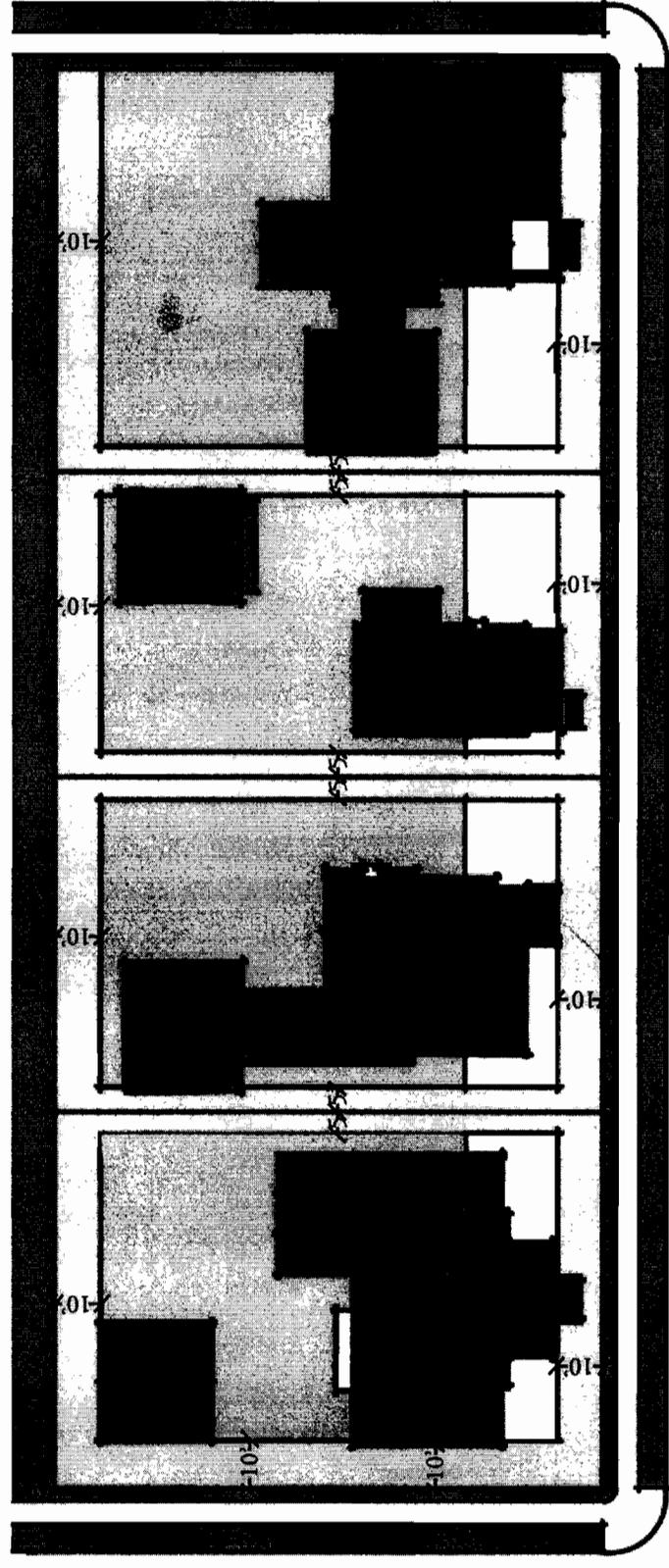
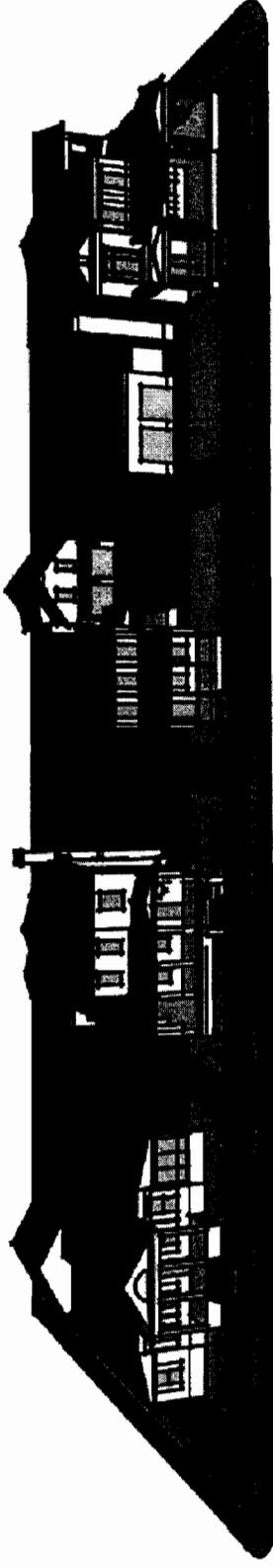


PRIMARY FRONTAGE

Lot Layout Notes:

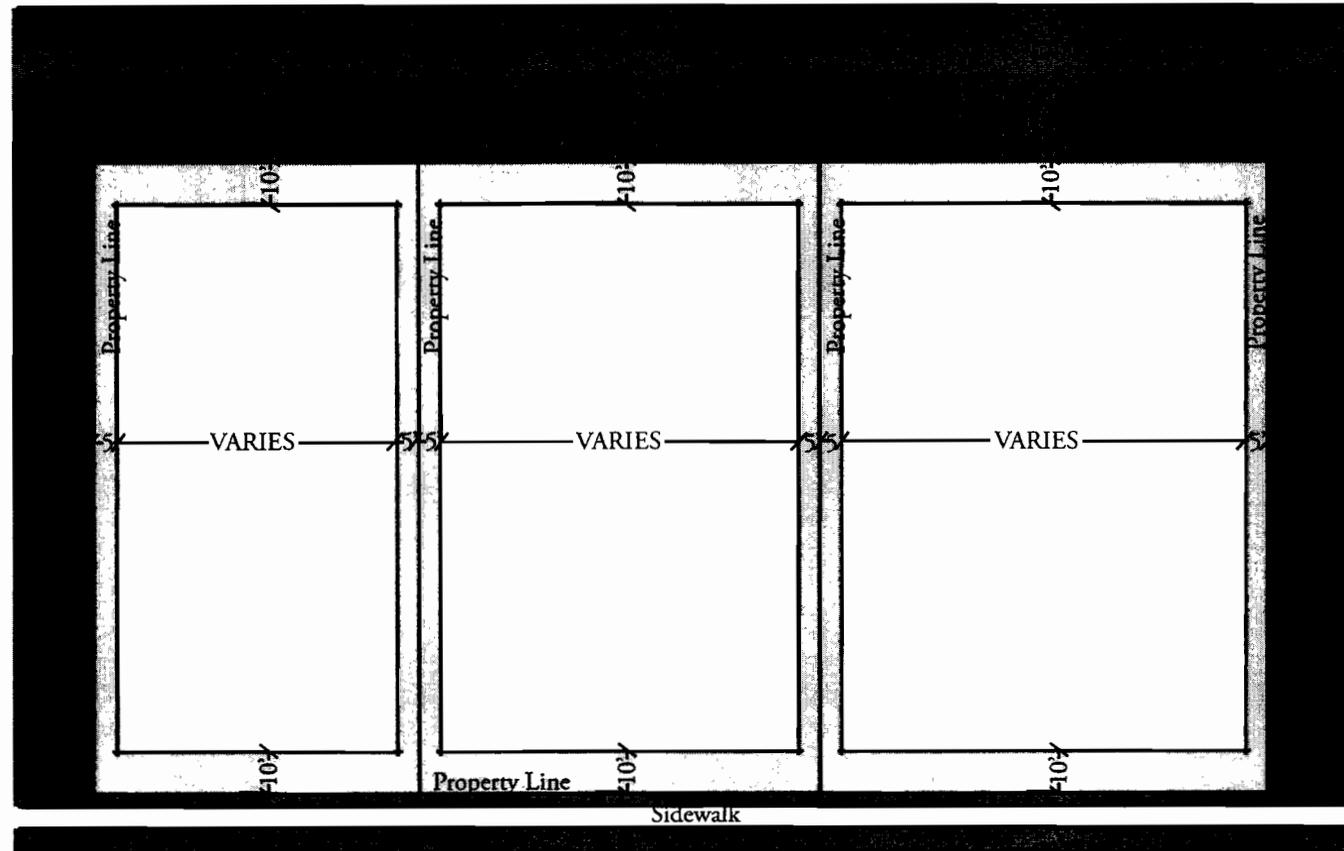
- Stairs may encroach into the front setback zone, provided that there is a minimum of a 5' setback from the property line.
- No structure may be less than 14' from the back of the curb at any street.
- Garages may encroach into side or rear setback provided that there is a minimum 5' setback and a minimum separation of 10' between all structures.

OLD TOWN PHASE I RESIDENTIAL LOTS - EXAMPLE BUILDING FOOTPRINTS - FRONT LOADED



OLD TOWN RESIDENTIAL LOTS - ESTATE LOT DIAGRAMS

-  Setback
-  Adjacent Lots
-  Buildable Area
-  Building Footprint Example (See next page)



PRIMARY FRONTAGE

Lot Layout Notes:

- Stairs may encroach into the front setback zone, provided that there is a minimum of a 5' setback from the property line.
- No structure may be less than 14' from the back of the curb at any street.
- Garages may encroach into side or rear setback provided that there is a minimum 5' setback and a minimum separation of 10' between all structures.

OLD TOWN PHASE I RESIDENTIAL LOTS - EXAMPLE BUILDING FOOTPRINTS - ESTATE LOTS

