



## Legislation Text

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**File #:** TMP-21-662, **Version:** 1

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Consider public testimony regarding rezoning 110.54 acres located on the south side of E. Palm Valley Boulevard and west of S. Kenney Fort Boulevard from the BP (Business Park) zoning district to the PUD (Planned Unit Development) No. 132 zoning district.

This rezoning was requested by the property owners, John and Susan Harris and the Hickox Family Living Trust. The developer is Milhaus. The property was annexed into the City in 2006 and remained un-zoned until 2011, shortly before Kenney Fort Boulevard construction began. The current BP (Business Park) zoning district accommodates limited light industrial and research and development in a campus setting. The Future Land Use Map of the 2020 comprehensive plan designates the site for mixed use. **This item is a public hearing only. The applicant has requested that the first reading of the ordinance be held on August 26th and the second reading on September 23rd.**

Two street stub outs along Kenney Fort Boulevard were provided with the road's construction, providing access across adjacent properties. The northernmost stub out aligns with Kalahari Boulevard and the southernmost aligns with a driveway to the Kalahari complex. The project site has no frontage along Palm Valley Boulevard (US 79) due to the Missouri-Pacific railroad tracks. There are no current plans for negotiating a crossing of the railroad to provide the site with access to Palm Valley Boulevard.

MU-G (Mixed-Use Greenfield and Large Lot) district: This district provides development standards for a comprehensive mixed-use development on a large tract of land. Mixed-use zoning for this district refers to the combining of complementary residential and commercial uses in the same building, on the same site, or in the same block.

·Main Street Orientation: The standards require the development to be of an urban scale, oriented toward the pedestrian, with buildings on the main street oriented and designed towards the street.

·Internal Roadways/Street Design: The roadway system is to emphasize a grid pattern that allows for pedestrian connections. Buildings are to be built along the street, with parking in front. The main street is to be designed in accordance with the district's "Walkable Thoroughfares" standards.

·Parking/Pedestrian Access: Standards encourage a pedestrian-friendly environment by minimizing curb cuts and requiring the design of parking areas to minimize impacts to pedestrian circulation. No parking garages or surface parking lots can have a driveway on the main street. Pedestrian interconnectivity, such as sidewalks, plazas, and trails, is required between land uses.

**Building Design Standards:** MU-G building design standards include orientation requirements, elevation variation, articulation, and design features, including window types, entryways, and balconies.

**Land Uses:** The permitted uses are divided into four categories and the allocation of each of these is indicated on the concept plan (**Exhibit 'B'**).

Retail/Office/Hotel	10% - 50%
Urban Style Multifamily	20% - 60%
Mixed Residential	0% - 30%
Single Family/Townhouse	20% - 40%

In addition, the concept plan indicates that 25 acres of the 110-acre site will be designated for parks and open space.

**Roadways:** There are four types of private roadways and one public roadway. As indicated on **Exhibit 'B'**, the public street will provide the two connection points to Kenney Fort Boulevard and form a loop through the site. This street will be constructed to City standards and will be dedicated as public right-of-way.

The four private roadways include the designated 'Main Street' and an internal drive, which will connect between the two parallel segments of the public street loop. These roadways, along with a pedestrian access way crossing the 'Main Street', form the block layout specified in the MU-G district. Other private roadways will serve the remainder of the site. The cross-sections for each road type are contained in **Exhibit 'C'**.

A traffic impact analysis has been prepared and is under review by the City. The land use assumptions for this study have been agreed upon. The analysis will identify the on-site public street and intersection improvements that must be constructed to serve the development. Any off-site intersection improvements identified will require a pro-rata share of the costs to be provided during the development process.

**Building Design:** All buildings in the Retail/Office/Hotel, Urban Style Multifamily and Mixed Residential land use categories must conform to the elevations contained in **Exhibit 'D'** and **Exhibit 'E'**. Buildings within one block of the 'Main Street' must in addition have at least 35% glazing on their ground floor primary facades. Urban style apartment buildings must have balconies for at least 25% of all units and interior stairways.

**Kenney Fort Boulevard frontage:** The site has an area of frontage along Kenney Fort Boulevard, most of which is not at-grade with the road due to the underpass for the Missouri-Pacific railroad tracks.

This area is designated to allow for drive through retail and restaurant services.

Single Family Housing: Several types of small lot single family units are provided for, all of which will be accessed from a rear alley or from the side of the lot. The parking requirement for these units is significantly less than the single-family requirement in the code. The PUD establishes a standard based on the number of bedrooms in a unit, with one space for a one-bedroom unit and two spaces for a unit with two or more bedrooms. These spaces can be in a garage or carport.

Maker Space: A new land use, the maker space, has been established for this development. A maker space is a building which provides areas which can be used as offices or for small-scale artisan manufacturing or fabrication such as food and bakery products, printmaking, jewelry, apparel, and woodwork or similar items. The exterior building design for this type of facility is illustrated in **Exhibit 'E'**.

Phasing of 'Main Street': Completion of construction of buildings directly adjacent to and oriented towards the Main Street will be completed prior to the beginning of construction of any units over 1,000.