

# COMMUNITY PROJECT/ZONING

**140583**

## Ordinance Fact Sheet

Ordinance Number

Case No. 14462-MPD

Brief Title	Approval Deadline
To consider rezoning about 80 acres from District UR to District MPD.	

### Details

<p><b>Specific Address</b> Generally bordered by The Missouri river on the north and west, I-29 to the east and railroad tracks (KCS/ I&amp;MRL/ UP &amp; BNSF) to the south.</p>
<p><b>Reason for Legislation</b> To consider a request to rezone the 80 acres from District M1-5 (Manufacturing 1 dash 5 to MPD (Master Planned District) and approval of a development plan which also serves as a preliminary plat, to allow for the a mixed use development in two phases within 13 parcels.</p>
<p><b>Discussion</b> <b>EXISTING CONDITIONS:</b>  The proposed redevelopment project site is located along the Missouri River and includes Berkley Park. The project is generally bounded by Missouri River on the north, Interstate 29/35 on the east, KCS/IMRL Railroad on the south and Heart of America Bridge/ MO Highway 9 on the west. The site is about 78.67 acres and consists of 13 parcels to be developed in two phases. Front Street / Grand Boulevard traverses the property from east to west with E Riverfront Drive connecting from Front Street and extending east bound along the southern edge of the park. Active rail lines run along the southern edge of the property. Access can be gained from Interstate 29/35 on the east but there is no access from the Heart of America Bridge on the west. There are no existing structures on the site and the site is ready for development.  The current zoning on the site is M1-5. To the south is existing M1-5 zoning which allows for industrial uses. There are several buildings that sit above the railroad tracks and to the south of a large treed area. These buildings as well as proposed mixed use development will overlook the proposed development.  <b>PLAN REVIEW &amp; ANALYSIS:</b>  The proposed MPD also serves as a preliminary plat. The plat proposes 13 lots and two tracts. The two tracts consist of Berkley Park on the north and Riverfront Road which will be a private drive.</p>

### Positions/Recommendations

<b>Sponsor</b>	Robert Langenkamp, AICP, Director Department of City Planning and Development
<b>Programs, Departments, or Groups Affected</b>	4th District (Glover & Marcason)
<b>Applicants / Proponents</b>	<p><b>Applicant</b> Port Authority of Kansas City 300 Wyandotte St, Ste 100 Kansas City, MO 64105</p> <p><b>City Department</b> City Development</p> <p><b>Other</b></p>
<b>Opponents</b>	<p><b>Groups or Individuals</b></p> <p><b>Basis of opposition</b></p>
<b>Staff Recommendation</b>	<p><input checked="" type="checkbox"/> For</p> <p><input type="checkbox"/> Against</p> <p><b>Reason Against</b></p>
<b>Board or Commission Recommendation</b>	<p>City Plan Commission (6-0) 05-06-2014 <b>By Aye:</b> (Archie, Baker-Hughes, Krum, Macy, Martin &amp; May)</p> <p><input type="checkbox"/> For <input type="checkbox"/> Against <b>No action taken</b></p> <p><input checked="" type="checkbox"/> For, with revisions or conditions (see details column for conditions)</p>
<b>Council Committee Actions</b>	<p><input type="checkbox"/> Do pass</p> <p><input type="checkbox"/> Do pass (as amended)</p> <p><input type="checkbox"/> Committee Sub.</p> <p><input type="checkbox"/> Without Recommendation</p> <p><input type="checkbox"/> Hold</p> <p><input type="checkbox"/> Do not pass</p>

**Details**

**CONTINUED:**

The plan proposes zero setbacks allowing for a more urban development. The plan maintains the current road network and provides for north / south connections developing a grid system allowing for view corridors to the Missouri River. This design creates 6 blocks (Parcels 1-6) of developable area, leaving two large parcels (Parcels 8&9) to the east adjacent to Interstate 29/35 and an additional large parcel (Parcel 12) located to the southwest. Four additional parcels (Parcels 7, 10, 11 and 13) include Berkley Park, detention and parking tracts/lots.

The plan includes 3,762,516 square feet of proposed development with a mix of uses and buildings ranging from 5 floors to 10 floors. This breaks down to 3,563 residential units and approximately 230,000 square feet of mixed use commercial / office space. The proposed height of development will allow for the buildings to the south and east to have views of the river and bridges as well as the buildings closer to the river.

The development of the plan is proposed in two phases. The first phase consists of Parcels 1 and 2, right-of-way dedication for all of Grand Boulevard, and the following proposed north/south roads: Gillis Street, the Commons and Lydia south of Grand. The first plat proposes to include Parcel 1 and 2, Berkley Park tract, and the Riverfront Road tract. The second phase consists of the remaining Parcels 3-13, and the remaining right-of-way. The timeline for phase one construction is to begin Fall 2014 and end Fall 2018, while the second phase is planned for a start of Fall 2016 and completion of Fall 2026.

The development proposes open space within the north/south street rights-of-ways which will be passive park space. These areas which meet the standards for open space will be used toward the parkland dedication requirements. Other open space available to the development is the existing Berkley Park which lies to the north.

**Policy/Program Impact**

<b>Policy or Program Change</b>	<input type="checkbox"/> No <input type="checkbox"/> Yes
<b>Operational Impact Assessment</b>	

**Finances**

<b>Cost &amp; Revenue Projections -- Including Indirect Costs</b>	
<b>Financial Impact</b>	
<b>Fund Source (s) and Appropriation Account Codes</b>	

**Fact Sheet Prepared By:**

Olofu O. Agbaji  
Staff Planner

**Date: 07-22-2014**

Initial application filed: 03-21-2014

Revised Plans Recieved: 06-18-2014

**Reviewed by:**

Diane M. Binckley, Division Manager  
Development Management

**Date: 07-23-2014**

**Reference Numbers**

**Case No. 14462-MPD**

**CONTINUED:**

The north/south streets propose on street, angled parking which will supplement the parking provided within parking garages in each block. Parking, within parking garages and parking lots, is provided at a rate of one parking space per residential unit and 4 parking spaces per 1000 square feet of mixed use. The total parking proposed is 4,695 parking spaces; this does not include the 256 on street parking spaces. Parking garages consist of approximately 1,392,169 square feet.

The plan proposes 442 short term bicycle parking and 847 long term bicycle parking spaces. Chapter 88 would require short term parking spaces at a rate of 10% of the parking spaces provided, which is approximately 470 short term parking spaces. For long term parking Chapter 88 would require one per three parking spaces for residential, which is approximately 1,188 bicycle parking spaces. Additional parking spaces would be required for the mixed use which cannot be fully calculated until the uses are identified.

A general landscape plan has been prepared by the applicant indicating street trees and shaded areas for planting beds in the common spaces. A more detailed landscape plan and guidelines will be provided at the time of the first phase.

The proposal does not provide any building elevations as the massing and mix of uses will be determined by the market demand. Upon the first phase of development the design guidelines, which will include building materials, architecture, lighting and signage, will be developed and submitted for review and approval. A condition has been provided to have a copy of the Greater Downtown Area Plan design guidelines placed on the face of the plan to ensure the design and character will be met within the design guidelines.

The project is in close proximity to the Charles B Wheeler Downtown Airport. The applicant has provided a statement on the plans acknowledging the airport zoning restrictions. The aviation department indicates the proposed development is within the Part 77 Horizontal Surface with an approximate elevation of 948 feet. The City's Airport height Zoning Ordinance 040342 and associated maps will need to be adhered to by the development.

Per Section 88-280-01, the MPD district is intended to accommodate development that may be difficult if not impossible to carry out under otherwise applicable zoning district standards. The proposed MPD also serves as a preliminary plat. The MPD district will allow for multiple buildings and uses on one lot with a uniform setback.

**88-280-01-B. Specific Objectives**

Different types of MPDs will promote different planning goals. In general, however, MPDs are intended to promote the following objectives:

1. flexibility and creativity in responding to changing social, economic, and market conditions and that results in greater public benefits than could be achieved using conventional zoning and development regulations;
2. implementation and consistency with the city's adopted plans and policies;
3. efficient and economical provision of public facilities and services;
4. sustainable, long-term communities that provide economic opportunity and environmental and social equity for residents;
5. variety in housing types and sizes to accommodate households of all ages, sizes, incomes, and lifestyle choices;
6. compact, mixed-use development patterns where residential, commercial, civic, and open spaces are located in close proximity to one another;
7. a coordinated transportation systems that includes an inter-connected hierarchy of appropriately designed improvements for pedestrians, bicycles, and vehicles;
8. compatibility of buildings and other improvements as determined by their arrangement, massing, form, character, and landscaping to establish a high-quality livable environment;
9. the incorporation of open space amenities and natural resource features into the development design;
10. low-impact development (LID) practices; and
11. attractive, high-quality landscaping, lighting, architecture, and signage that reflects the unique character of the development.

**CONTINUED:**

**88-520-03-F. MPD Review Criteria**

In reviewing and making decisions on proposed MPD rezonings and preliminary development plans, review and decision-making bodies must consider at least the following factors:

- the preliminary development plan's consistency with any adopted land use plans for the area;

*The Greater Downtown Area Plan recommends Downtown Mixed Use at this location and this proposal is in compliance.*

- the preliminary development plan's consistency with the MPD district provisions of 88-280; and

*The applicant has submitted an MPD statement – Attached.*

- the sufficiency of the terms and conditions proposed to protect the interest of the public and the residents of the MPD in the case of a plan that proposes development over a long period of time.

*This plan is proposed to be developed in two phases with construction scheduled to begin in the Fall of 2014 with an anticipated completion date of 2026. The plan will be inclusive of the design guidelines from the Greater Downtown Area Plan which were development with community input. These guidelines will provide design and use standards to protect the long term interest of the project.*

**88-280-06 Approval Criterion**

MPD zoning may be approved only when the city council, after receiving the recommendation of the city plan commission, determines that the proposed development cannot be reasonably accommodated by other available regulations of this zoning and development code, and that a MPD would result in a greater benefit to the city as a whole than would development under conventional zoning district regulations. Such greater benefit may include implementation of adopted planning policies, natural resource preservation, urban design, neighborhood/community amenities, or a general level of development quality.

**Parkland Dedication:**

Parkland dedication is a requirement of platting for residential development. According to Section 88-405-17 the developer has three options for this dedication whenever residential development is proposed. Applicants can dedicate land to the City, provide private open space for park purposes or pay money in lieu of parkland dedication. The plan is identifying the possibility of residential within the development; therefore, this requirement shall be met prior to building permit for any residential units.