



Planning and Development Services

Appeal of **DB-10-6**  
Preliminary Development Plan for  
Hwy 441 Super Wal-Mart

Legistar 090906 *a*

4/1/10

## Hwy 441 Super Wal-Mart

### PROPOSAL INCLUDES:

- 170,000+ square foot retail building
- 3 outparcels for future buildings
- 2 bus stops with shelters and bus bays
- 41-space Park 'n' Ride lot
- Realignment of NW 23<sup>rd</sup> Street

# Site Aerial

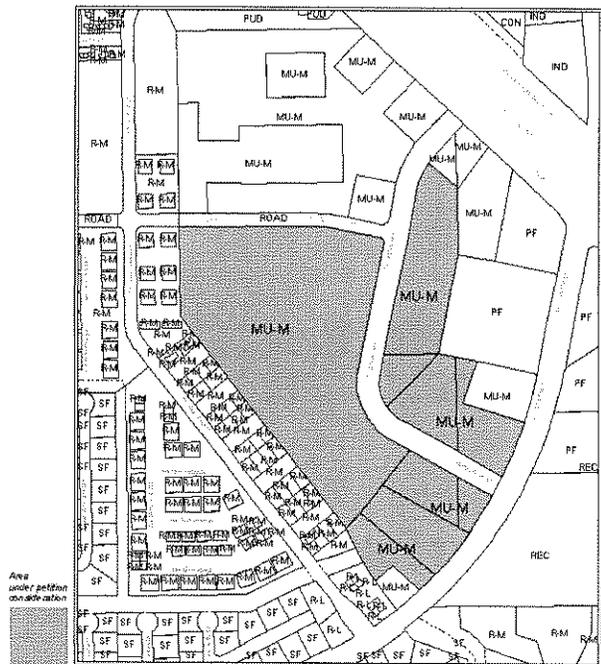


# Future Land Use Map

## Land Use Designations

- SF Single Family (up to 6 du/acre)
- RL Residential Low Density (up to 12 du/acre)
- RM Residential Medium Density (8-30 du/acre)
- RH Residential High Density (8-100 du/acre)
- MUR Mixed Use Residential (up to 75 du/acre)
- MUL Mixed Use Low Intensity (8-30 du/acre)
- MUM Mixed Use Medium Intensity (12-30 du/acre)
- MUH Mixed Use High Intensity (up to 150 du/acre)
- UMU1 Urban Mixed Use 1 (up to 75 du/acre)
- UMU2 Urban Mixed Use 2 (up to 100 du/acre)
- O Office
- C Commercial
- IND Industrial
- E Education
- REC Recreation
- CON Conservation
- AGR Agriculture
- PF Public Facilities
- PUD Planned Use District

----- Division line between two land use districts  
 ——— City Limits

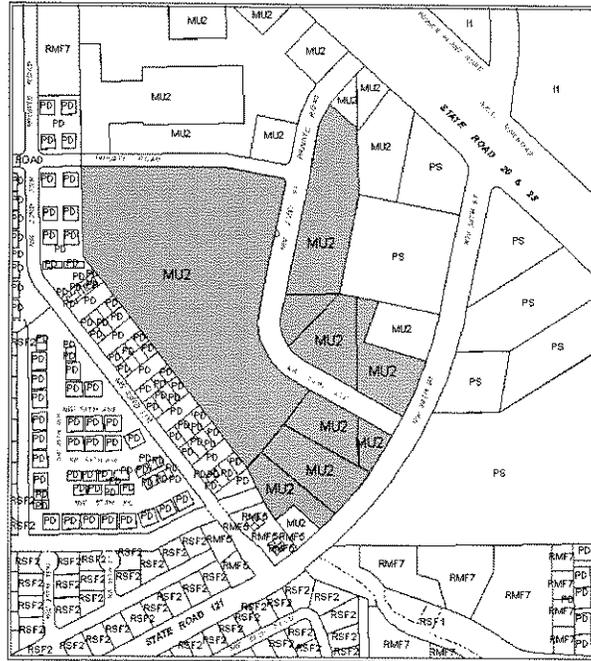


# Zoning Map

## Zoning District Categories

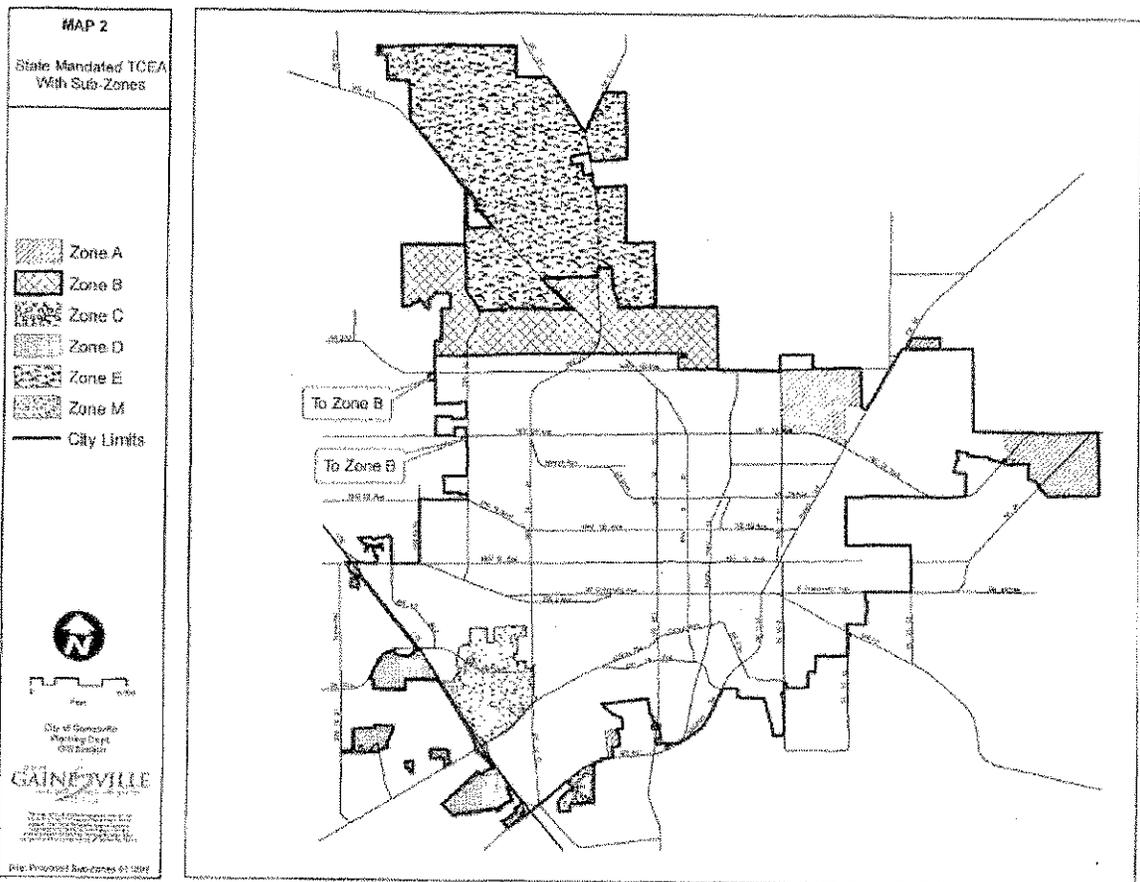
- RSF1 Single-Family Residential (3.5 du/acre)
  - RSF2 Single-Family Residential (4.8 du/acre)
  - RSF3 Single-Family Residential (5.8 du/acre)
  - RSF4 Single-Family Residential (8 du/acre)
  - RMF5 Residential Low Density (12 du/acre)
  - RC Residential Conservation (12 du/acre)
  - MH Mobile Home Residential (12 du/acre)
  - RMF6 Multiple-Family Medium Density Residential (8-15 du/acre)
  - RMF7 Multiple-Family Medium Density Residential (8-21 du/acre)
  - RMF8 Multiple-Family Medium Density Residential (8-30 du/acre)
  - RMU Residential Mixed Use (up to 75 du/acre)
  - RH1 Residential High Density (8-43 du/acre)
  - RH2 Residential High Density (8-100 du/acre)
  - OR Office Residential (up to 20 du/acre)
  - OF General Office
  - PD Planned Development
  - BUB General Business
  - BA Automotive-Oriented Business
  - BT Tourist-Oriented Business
  - MU1 Mixed Use Low Intensity (8-30 du/acre)
  - MU2 Mixed Use Medium Intensity (12-30 du/acre)
  - UMU1 Urban Mixed Use District 1 (up to 75 du/acre)
  - UMU2 Urban Mixed Use District 2 (up to 100 du/acre)
  - CCD Central City District
  - W Warehousing and Wholesaling
  - I Limited Industrial
  - IZ General Industrial
  - AGR Agriculture
  - CON Conservation
  - MD Medical Services
  - PS Public Services and Operations
  - AF Airport Facility
  - ED Educational Services
  - CP Corporate Park
- 
- Historic Preservation/Conservation District
  - Special Area Plan
  - Division line between two zoning districts
  - City Limits

Area shaded portion not shown



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## Central Corridors Standards

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 ■ **Build-to Line** – maximum of 80' from curb
  - **Parking** – located to side or rear (except double-loaded row in front)
- 
 ■ **Building Orientation** – Main entrance on primary frontage
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 ■ **Building Articulation** – 25% glazing on primary frontage
  - **Sidewalks** – 10' minimum on arterials
  - **Mechanical Equipment** – located on roof, rear or side of building and screened

## Central Corridors Exceptions

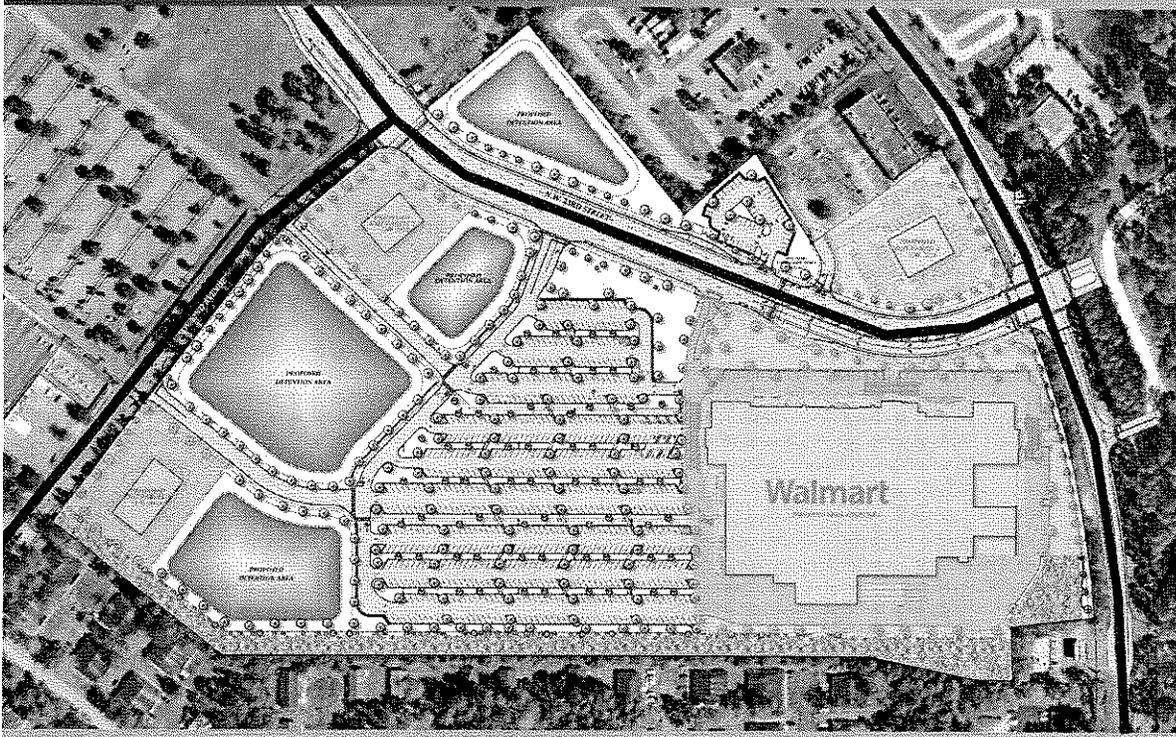
(d) *Exceptions. Exceptions to these standards can be granted by the appropriate reviewing board, city manager or designee, upon a finding that either of the following criteria are met:*

1. *The proposed construction is consistent with the overall intent of the Central Corridors standards; or*
2. *The applicant proves an undue hardship, owing to conditions peculiar to the land or structure and not the result of the action of the applicant, would result from strict adherence to these standards.*

## Intent of Central Corridors

- Purpose statement at beginning of Central Corridors section:
  - “improve sense of place and community”*
  - “support a healthy economy by providing a vibrant mix of commercial, office, retail and residential uses”*
  - “strike balance between needs of car & pedestrian”*
  - “make the pedestrian feel safe and inconvenienced”*
  - “increase transit viability”*
- Intent statements for individual standards

## Site Building Placement



## Intent of Build-to Line Standard

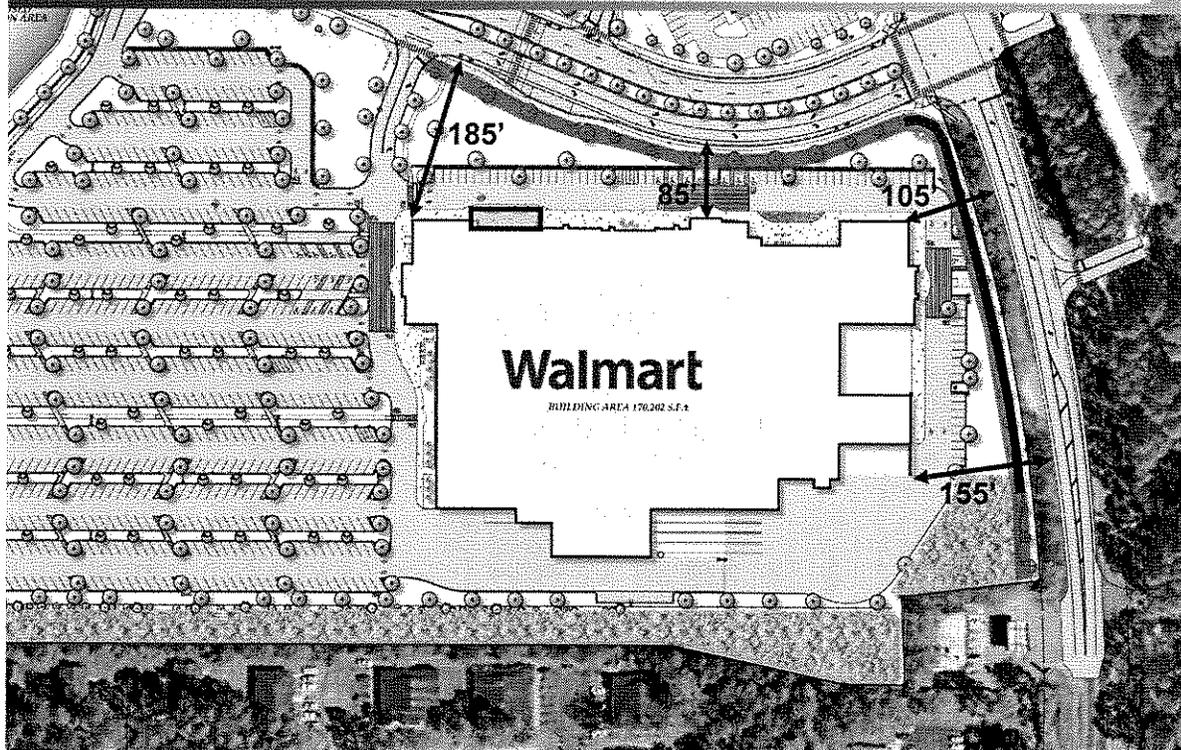
*“The intent of the build-to line is to pull the building façade close to the street and the streetside sidewalk.”*

*“... frame a comfortable public realm ...”*

*“Overly large setbacks are inconvenient and unpleasant for pedestrians. They prevent the pedestrian on the public sidewalk from enjoying building details and activity within the building.”*

*“... more of a human scale ...”*

## Build-To Line





# Intent of Building Articulation

*“All buildings shall be designed to provide streetfront vitality. Long expanses and blank walls tend to be monotonous. Windows attract pedestrians, who act as a security system for the business. Buildings without such relief and interest tend to create a ‘massive scale’, and make the public realm impersonal.”*



# Building Articulation



6 SIDE ELEVATION

NW 34<sup>th</sup> Street Elevation



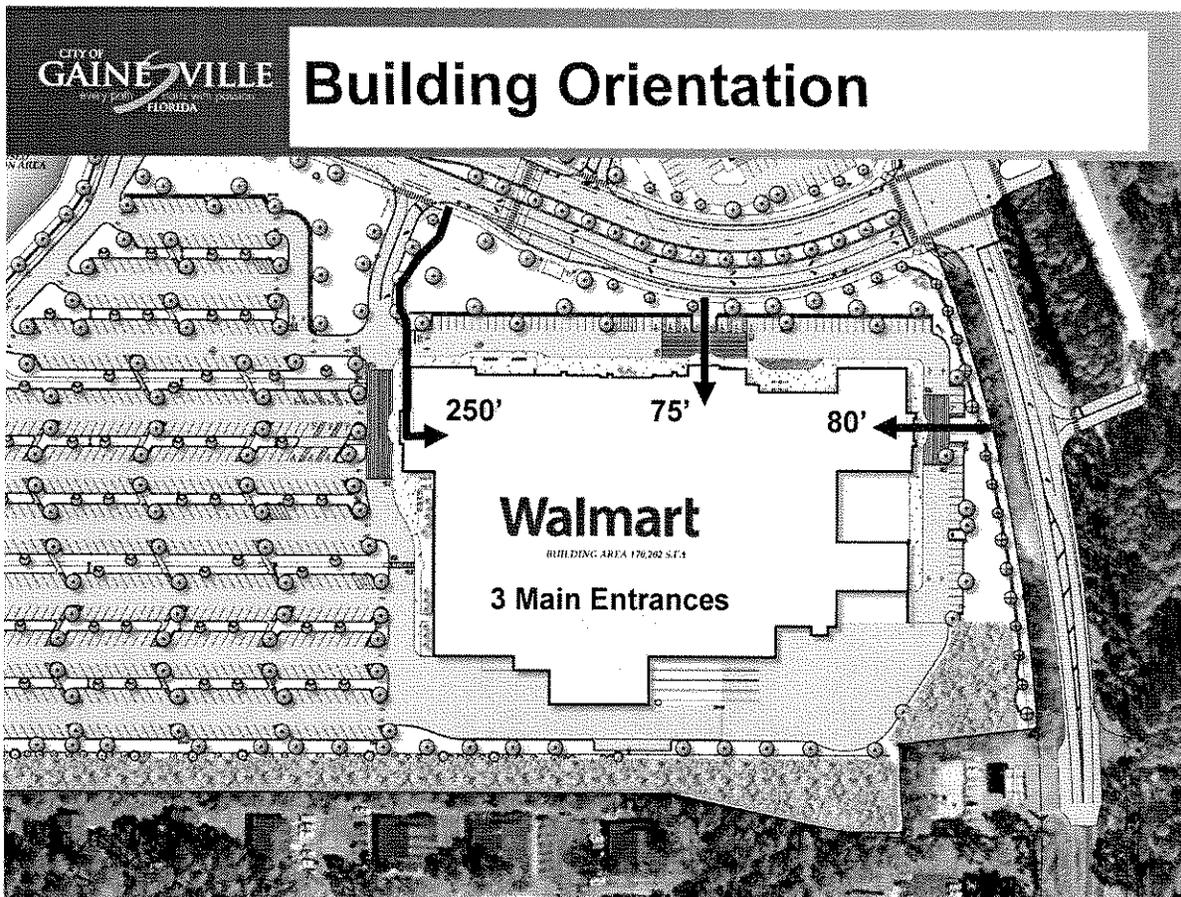
7 FRONT ELEVATION

NW 23<sup>rd</sup> Street Elevation

## Intent of Building Orientation

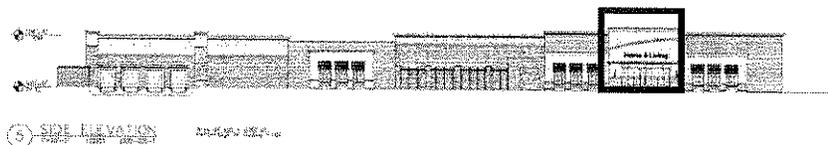
*“Streetfront entrances provide convenience for customers and residents by minimizing walking distances from public sidewalks and nearby buildings.”*

*“When a building is located at an intersection, the most convenient entrance is usually abutting the public sidewalks at the corner of the intersection.”*

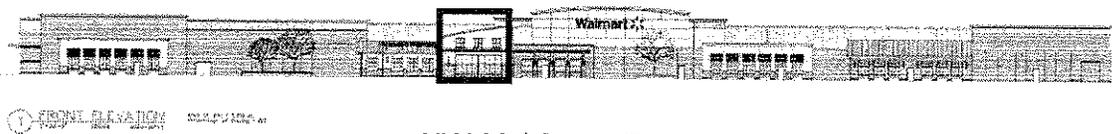




## Building Orientation



NW 34<sup>th</sup> Street Elevation



NW 23<sup>rd</sup> Street Elevation



## Staff Recommendation

**Approval** of Preliminary Development Plans  
for Highway 441 Super Wal-Mart (DB-10-6)  
with staff conditions