

# South Ten Mile Drive / Kenborg Hills Neighborhood Plan



Prepared by: Planning Division Staff

**RESOLUTION**

**RSPZ 2010-1**

**A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF  
THE CITY OF JEFFERSON, MISSOURI ENDORSING THE  
SOUTH TEN MILE DRIVE / KENBORG HILLS NEIGHBORHOOD PLAN**

**WHEREAS,** the Planning and Zoning Commission of Jefferson City is responsible for the update and adoption of the Comprehensive Plan for guiding physical growth and development of Jefferson City; and

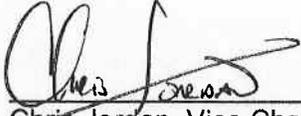
**WHEREAS,** the South Ten Mile Drive / Kenborg Hills Neighborhood Plan recognizes the commercial redevelopment potential of the South Ten Mile Drive / Kenborg Hills area and is intended to accommodate commercial redevelopment while reducing the level of potential land use conflicts with existing residential uses in the area; and

**WHEREAS,** the Planning and Zoning Commission held a public hearing on the adoption of the South Ten Mile Drive / Kenborg Hills Neighborhood Plan on May 13, 2010, as required by law;

**NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF JEFFERSON CITY, MISSOURI, THAT THE SOUTH TEN MILE DRIVE / KENBORG HILLS NEIGHBORHOOD PLAN BE ADOPTED AS PART OF THE COMPREHENSIVE PLAN.**

**BE IT FURTHER RESOLVED THAT THE COMMISSION RECOMMENDS THE CITY COUNCIL ENDORSE OR ADOPT THE SOUTH TEN MILE DRIVE / KENBORG HILLS NEIGHBORHOOD PLAN AS A PART OF THE COMPREHENSIVE PLAN.**

Adopted this 13<sup>th</sup> day of May, 2010.

  
Chris Jordan, Vice Chairman

Attest:

  
Eric Barron, Assistant Secretary

## **South Ten Mile Drive / Kenborg Hills Neighborhood Plan**

### **Introduction**

The South Ten Mile Drive / Kenborg Hills area consists of approximately 24 acres generally located at the junction of Highway 179 and Missouri Boulevard. See **Exhibit 1** for a map indicating the boundaries of the area. There are 51 single family residential houses in the area and one residential duplex. The area consists of a total of 53 separate parcels of private property. The area is located adjacent to one of the busiest intersections in Central Missouri and is one of the few remaining tracts of ground with exposure to Missouri Boulevard that has not been developed in a commercial manner. With the recent implementation of commercial development plans for the adjacent quarry site (including the construction of Stoneridge Parkway and the Kohls store) the area has come under increasing commercial development pressure.

### **History**

The South Ten Mile Drive / Kenborg Hills residential neighborhood largely developed in the 1950's and 1960's. At that time, the neighborhood was located about a mile away from the edge of commercial development located on Missouri Boulevard. Over the course of the next several decades, commercial development spread westward along Missouri Boulevard, eventually reaching and bypassing the South Ten Mile Drive neighborhood. In 2000, Highway 179, which formerly ended at Missouri Boulevard, was expanded to the south. In 2007, Stoneridge Parkway was constructed to the east of the neighborhood. The South Ten Mile Drive neighborhood, which is now bordered on three sides by major roadways, has remained an enclave of residential homes in this high traffic commercial area.

### **Zoning History**

This area was incorporated into the City of Jefferson in 1967 (as part of a 1661 acre annexation). The zoning at that time was established as Single Family Residential. Several zoning actions have taken place just outside of the South Ten Mile Drive / Kenborg Hills area and are listed as follows:

1. In 1985, the property at 2820 South Ten Mile Drive (now at 2810 S. Ten Mile Dr. and known as Mid America Wireless) was rezoned to C-O and in 1987 the same property was rezoned from C-O to C-2.
2. In 1988, the property at 2815 South Ten Mile Drive (formerly known as The Green Door Lounge, then as Payne Motors, and currently the site of Arby's restaurant) was rezoned from RS-1 to C-2.
3. In 1998, the property located at 2821 South Ten Mile Drive (now known as Gratz Real Estate Office) was rezoned from RS-1 to C-O.
4. Also in 1998, the large tract of vacant land lying southeast of the South Ten Mile Drive neighborhood (known at the time as the Jett property and now owned by Land Investments LLC) was rezoned from RS-1 to a combination of C-2, C-O, and RD.

The current zoning of the area is primarily RS-1 Low Density (Single Family) Residential. A proposal to rezone a portion of the area consisting of 9 parcels from RS-1 to C-1 Neighborhood Commercial was approved in May 2007. See **Exhibit 2** for a map outlining the zoning history of the area.

### **Economic Trends**

The South Ten Mile Drive neighborhood is located at the intersection of Highway 179 and Missouri Boulevard. This intersection is one of the busiest intersections in Central Missouri and the commercial development potential for the area is well known. Many of the homes in the area have been purchased by investors hoping to benefit from the eventual transformation of the area to commercial uses. See **Exhibit 3** for a map showing the ownership details in the neighborhood.

A large area of land immediately adjacent to the neighborhood has recently begun to develop in a commercial manner. The Stoneridge Village development, consisting of approximately 205 acres, envisions over a million square feet of retail space. The initial phase of this development included the construction of Stoneridge Parkway and the reconfiguration of the South Ten Mile Drive access, which used to have direct access to Missouri Boulevard. The spill over effects of such a large commercial development are likely to further strengthen the commercial potential for the South Ten Mile Drive area.

### **Traffic Access**

Access to the South Ten Mile Drive Neighborhood is somewhat limited, with only two access points into the neighborhood, one at Tomlee Road and one at South Ten Mile Drive.

The access at South Ten Mile Drive from Stoneridge Parkway is located approximately 200 feet from Missouri Boulevard, which creates a short queuing space for northbound vehicles. A traffic study outlining the traffic impacts of the Stoneridge Village Commercial development has been conducted by George Butler and Associates. This study shows that future traffic levels at the Missouri Boulevard/Stoneridge Parkway intersection are not expected to block the intersection of Stoneridge Parkway and South Ten Mile Drive. A second traffic study by George Butler and Associates details the traffic impact of an Arby's fast food restaurant at the corner of South Ten Mile Drive and Stoneridge Parkway. The conclusion from this study indicates that the traffic generated by the restaurant is expected to have a minimal impact on the intersection of South Ten Mile Drive and Stoneridge Parkway. No traffic studies detailing a complete commercial buildout of the South Ten Mile Drive area have been conducted. While the impacts of a complete commercial build out are difficult to anticipate without specific use and traffic generation information, city staff are aware that excessive traffic levels exiting South Ten Mile Drive onto Stoneridge Parkway could become a safety hazard and necessitate the reconfiguration of the intersection.

The access at Tomlee Road from Missouri Boulevard is controlled by the Missouri Department of Transportation (MoDOT). The nearby intersection of Missouri Boulevard, US Highway 50, and MO Highway 179 is one of the most congested intersections in Mid-Missouri. MoDOT has plans for a major reconfiguration of this intersection (see the attached engineering drawing) with construction scheduled to begin in March 2010. The plans call for the reconfiguration of Tomlee Road into a right in/right out intersection on a one-way road connecting Highway 179 to Missouri Boulevard. The result of this intersection reconfiguration is that the only traffic that could enter Tomlee Road would originate from northbound Hwy 179 and the traffic exiting Tomlee Road would be committed to traveling eastbound Missouri Boulevard. This reconfiguration reinforces South Ten Mile Drive via Stoneridge Parkway as being the primary access into the area.

### **Analysis**

Due to its location within a primarily commercial area of the city, the South Ten Mile Drive area has a high potential for commercial development. The area is one of the few remaining non-commercial areas with exposure to Missouri Boulevard and is bordered on three sides by major roadways. The impacts of traffic and adjacent commercial developments have already been felt by many of the residents of the area. The buffering or isolation of this residential area from the adjacent traffic and commercial uses seems impractical, and a further encroachment of commercial uses into the area is likely. Many of the residential structures within the area have been purchased by speculators in the hopes of a commercial redevelopment of the area.

Several site factors have the potential to inhibit commercial growth within the area. Some of these factors include:

1. Traffic generated by new commercial developments could create dangerous situations at the two access points into the area. The access at Tomlee Road is already planned to be reconstructed as

- a right-in / right-out intersection and increased traffic at the intersection of South Ten Mile Drive and Stoneridge Parkway could result in a similar intersection reconfiguration.
2. The terrain of the area is not well suited to a commercial development pattern. Ground elevations within the area range from 700 to 750 feet. Any large scale development in the area would likely require a significant amount of earthwork.
  3. The fragmented ownership of the area may inhibit the commercial redevelopment of the area. Commercial redevelopment is only possible if multiple property parcels can be pieced together into a single development plan. The inability to acquire a single parcel could affect the development potential of multiple pieces of property and the area as a whole.

The commercial redevelopment of residential properties within the area has the potential to create land use conflicts with existing residential uses. Some of these potential land use conflicts include:

1. Increased traffic associated with commercial uses.
2. Increased noise, odors, and dust associated with commercial uses.
3. Increased visual nuisances, such as lighting and signage.

While land use conflicts between neighboring residential and commercial developments are common, existing control measures within the zoning code (such as bufferyard requirements) should help to lessen the impacts of commercial development adjacent to existing residential uses.

### **Summary and Conclusions**

The South Ten Mile Drive / Kenborg Hills area has a high level of commercial development potential, but any commercial development within the area would also have a high probability of conflict with the existing residential uses. In order to reduce the level of land use conflict between commercial and residential uses, commercial developments should only occur adjacent to existing commercial uses (rather than within the interior of the neighborhood) and when a suitable area of property (capable of providing for necessary items such as parking and bufferyards) is available for commercial development. In order to reduce the potential for negative effects associated with high traffic uses, commercial developments should be limited to those allowed within the C-1 Neighborhood Commercial zoning district.

Proposals to rezone land from residential to commercial should only be approved when:

1. The proposed rezoning is adjacent or across the street from an existing commercial use; and,
2. The proposed rezoning consists of a minimum of one-half acre of property; and,
3. The proposed rezoning is to a C-1 Neighborhood Commercial zoning designation; and,
4. A reasonable plan to redevelop the property as a commercial use has been developed.
  - a. Such a plan should at a minimum provide for adequate off street parking, vehicular access, and bufferyards as outlined in the Zoning Code.

Redevelopments should be required to comply with all applicable requirements of the zoning code and other adopted codes.

Large area developments (developments consisting of 5 or more acres) or developments served by a primary access separate from the current primary access of South Ten Mile Drive should be evaluated separately from the above guidelines. The construction of an additional roadway access into the area should be reason to re-evaluate the outline and recommendations of this plan.

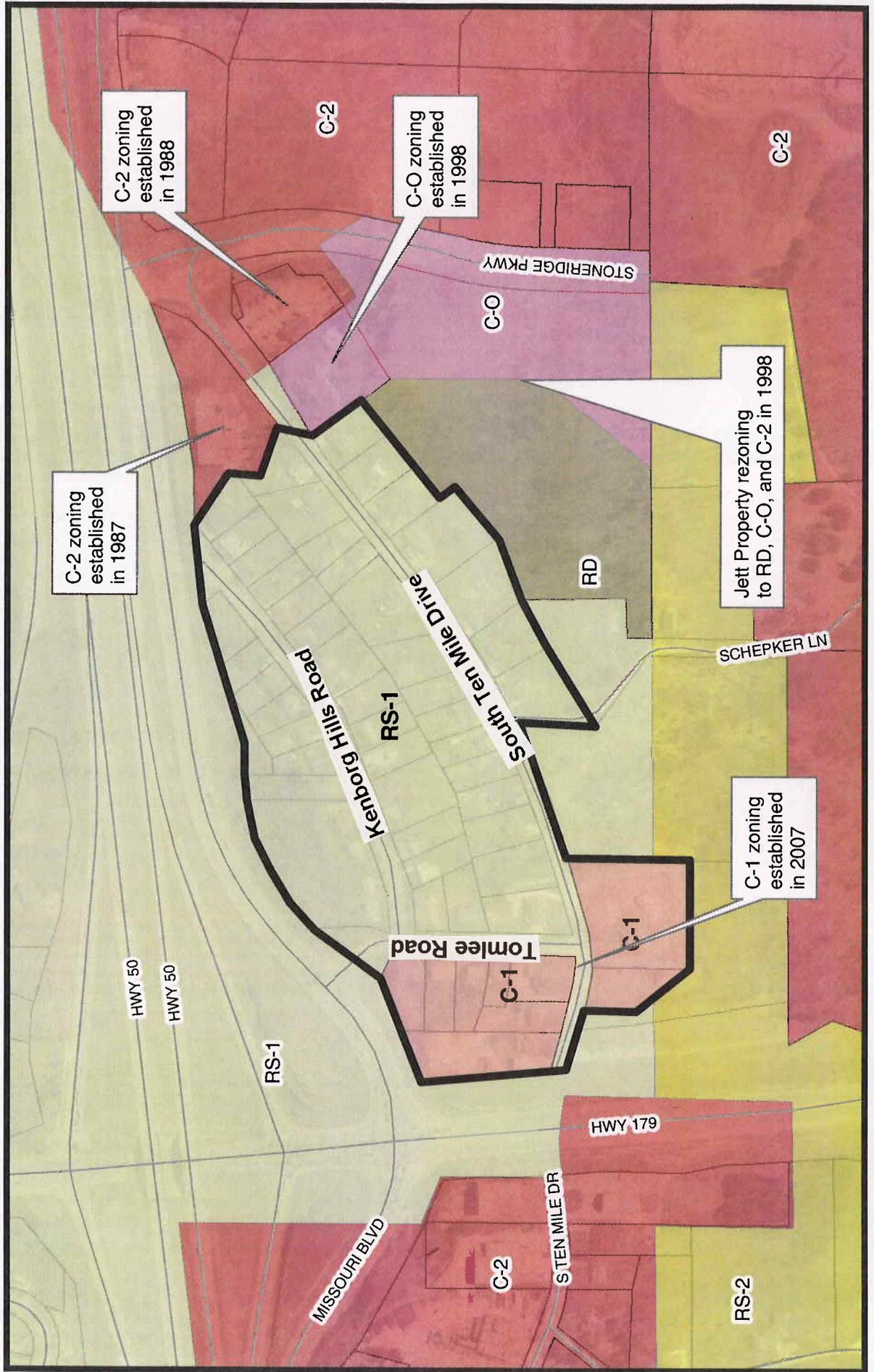
**Exhibit 1**

**South Ten Mile Drive / Kenborg Hills Area  
Area Map and 2006 Airphoto**



# Exhibit 2

## South Ten Mile Drive / Kenborg Hills Area Current Zoning



# Exhibit 3

## South Ten Mile Drive / Kenborg Hills Area Ownership Details

