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Development Services Department

Development Services Staff Report

File Number	PL2025-340
File Name	PRELIMINARY DEVELOPMENT PLAN – John Knox Village – Country Club Corridor Hybrid Villas
Applicant	SFCS, Inc
Property Address	Southeast corner of NW Chipman Road & NW Pryor Road
Planning Commission Date Heard by	April 9, 2026 Planning Commission and City Council
Analyst	Adair Bright, AICP, Senior Planner

Public Notification

Pre-application held: November 18, 2025
Neighborhood meeting conducted: January 15, 2026
Newspaper notification published on: March 21, 2026
Radius notices mailed to properties within 300 feet on: March 20, 2026
Site notice posted on: March 20, 2026

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Attachments

Preliminary Development Plan and Architectural Elevations, upload date March 20, 2026 – 15 pages

Storm Report Letter prepared by BHC, sealed December 19, 2025 – 1 page

Traffic Memorandum prepared by BHC, sealed December 19, 2025 – 4 pages

Modification Request Letter, upload date of March 4, 2026 – 1 page

Neighborhood Meeting Minutes, dated January 26, 2026 – 3 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	SFCS, Inc. / Applicant
Applicant's Representative	Daron Speight, AIA
Location of Property	Southeast corner of NW Chipman Road & NW Pryor Road
Zoning (Existing)	PMIX (Planned Mixed Use)
Size of Property	15.00 acres (653,400-sf.)
Number of Lots	1 Lot
Dwelling Units	90 dwelling units
Density	6 du/acre
Comprehensive Plan Designation	Residential 3
Procedure	The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan. The City Council takes final action on the preliminary development plan in the form of an ordinance. <i>Duration of Validity:</i> Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.

Current Land Use

The subject 15.00-acre site (shown with pink fill) is part of the John Knox Village development that was zoned PMIX in 2013 by Ordinance No. 7347 (shown with purple outline) and is located at the southeast corner of NW Chipman Road & NW Pryor Road. The land directly southeast of the Chipman and Pryor intersection is undeveloped while the land use on the rest of the subject property contains a mix of duplexes, triplexes, fourplexes, and multi-family dwellings.

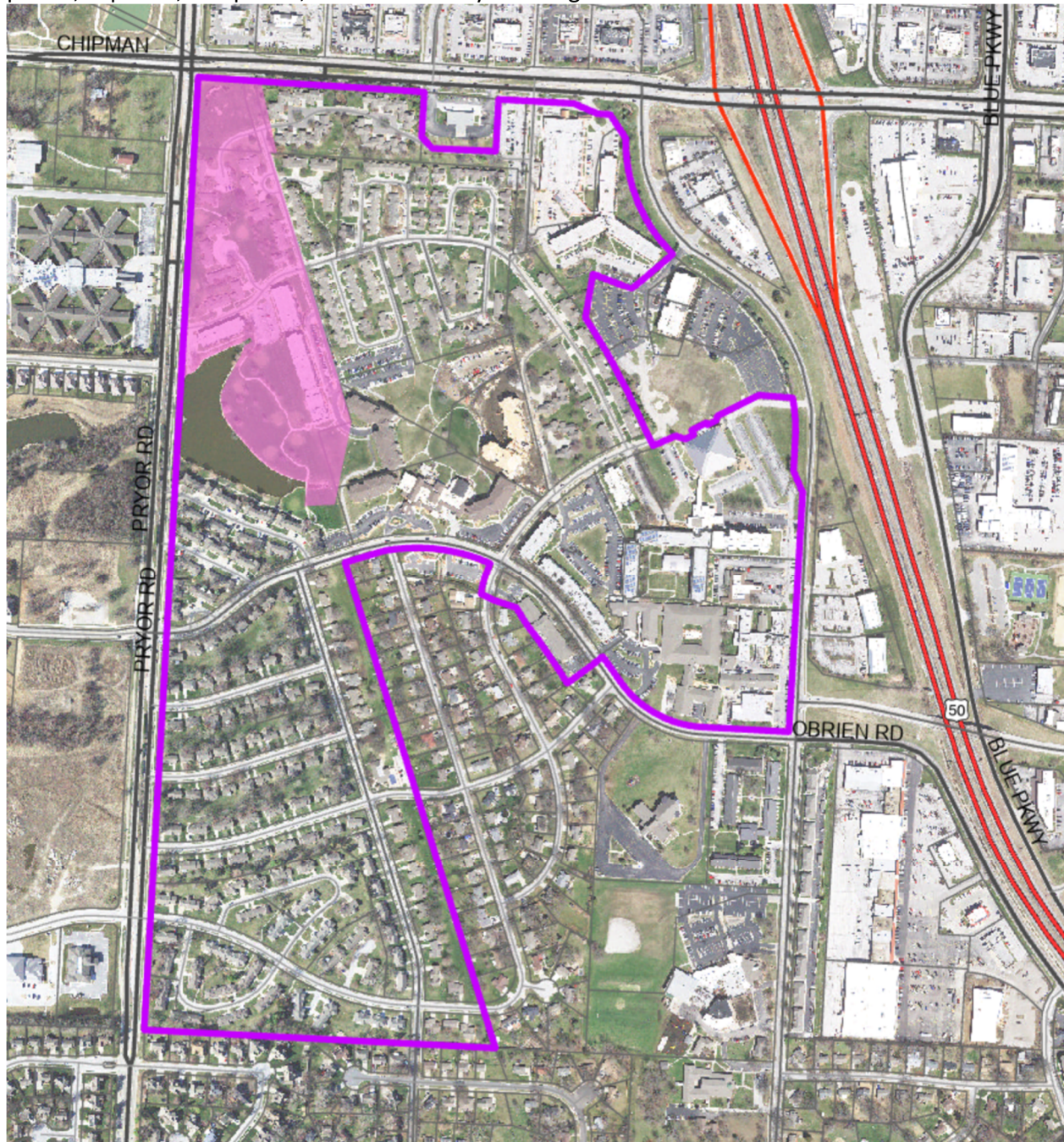


Figure 1 – Map of the proposed project area (pink fill) within John Knox Village (purple outline)

Description of Applicant's Request

The applicant is requesting approval of a preliminary development plan (PDP) for six (6) multi-family residential buildings on 15.00 acres. Each building is 4-stories tall and includes a tuck-under parking garage. The development also includes a golf course for residents and expansion of the existing walking trail network within the site. The applicant is proposing to remove the existing NW Pryor Road access at NW Peace Parkway and install a new connection, NW Faith Drive, about 1/10 of a mile south of the NW Chipman Road intersection.

The applicant is requesting one (1) modification to the UDO which prohibits head-in parking on public or private streets. Staff's analysis and recommendation regarding the modification requested is provided later in the staff letter.

2. Land Use**Description and Character of Surrounding Area**

The site is in a prominent location just southeast of the intersection of NW Chipman Road and NW Pryor Road and is located within John Knox Village which includes a mix of residential uses such as single-family houses, duplexes, patio homes, apartments, and assisted living. Outside of John Knox Village, the surrounding area includes a mix of commercial pad sites and single-family dwelling units.

Adjacent Land Uses and Zoning

North (across NW Chipman Rd.):	Commercial Pad Sites / CP-2 (Planned Community Commercial)
South:	Dwelling, Single-Family Attached & Dwelling, Multi-Family / PMIX (Planned Mixed Use)
East:	Dwelling, Single-Family Attached / PMIX (Planned Mixed Use)
West (across NW Pryor Rd.):	Dwelling, Single-Family Detached / R-1 (Single-Family Residential) Nursing Home / RP-3 (Planned Residential Mixed Use) Dwelling, Single-Family Detached / PMIX (Planned Mixed Use)

Site Characteristics

The project site is composed of two parcels, one of which is developed, and generally slopes to the south. The development is currently accessed from NW Peace Parkway which intersects NW Pryor Road about 1,000-ft. south of NW Chipman Road. The site contains a large retention pond which is proposed to remain.

Special Considerations

None.

3. Project Proposal

Site Design

Land Use	
Impervious Coverage:	30.6%
Pervious:	69.4%
TOTAL	100%

Parking

Proposed		Required	
On-site parking spaces proposed:	180	Total parking spaces required:	180
Accessible spaces proposed:	6	Accessible spaces required:	6

The UDO requires that 1.5 parking stalls be provided per 1- or 2-bedroom unit along with 0.5 stalls per unit for visitor parking. This results in a required parking count of 180 stalls which is being met with the development. The proposal includes a combination of surface parking and garage parking. Each building will have a parking garage containing fifteen (15) stalls as the first story of the structure.

Parking Setbacks

Yard	Parking Setback Required	Parking Setback Proposed
Front	20'	180' (along NW Chipman Rd.); and 117' (along NW Pryor Rd.)
Side	20'	20' (east)

Building Setbacks (Perimeter)

Yard	PMIX zoning standard	Proposed Building
Front ¹	Established with the plan	54.51' (along NW Chipman Rd.); 88.02' (along NW Pryor Rd.)
Side ¹	Established with the plan	42' (east) 219' (south)

¹ – Under the UDO, each street frontage of a corner lot is considered to be a front property line. The remaining interior lot lines are considered to be side property lines.

Structure(s) Design

Number and Proposed Use of Buildings	Square Footage	FAR	Height
6 buildings; Multi-Family	249,600 total	0.382	4 stories (57' to ridgeline)

Architecture & Building Design

Building Type	Materials	Roofing
Multi-Family Residential	Clear Glass (Class 1); Stone Veneer, Synthetic (Class 2); Fiber Cement Board, Panels & Siding (Class 2) EIFS (Class 3)	Architectural Shingles (Class 3)

The UDO requires that multi-family residential buildings' primary facade(s), those facing private or public streets, contain no less than three (3) different Class 1 or Class 2 building materials that comprise at least half of the façade. The applicant is proposing clear glass, synthetic stone veneer, fiber cement panels and siding, and EIFS to comprise the building facades. The remaining secondary facades shall contain no less than three (3) different Class 1, Class 2, or Class 3 materials which is being met by a continuation of the previously mentioned materials. The UDO also prescribes that multi-family residential buildings only utilize Class 1, Class 2, or Class 3 roofing materials which is being met.

The architecture and building design standards also have requirements for building and roof articulations along with covered entries. Primary facades shall have a wall articulation no less than once every 80 linear feet and the rooflines shall have an articulation no less than one every 100 linear feet. All articulation and entrance feature requirements are being met by the proposed building design.

4. Unified Development Ordinance (UDO)

Section	Description
2.040, 2.260, 2.300, 2.320	Preliminary Development Plans
2.320	Modifications
4.240	Zoning Districts (PMIX)
8.620	Parking Lot Design

This site was zoned Planned Mixed-Use (PMIX) district in 2013. Uses and site standards such as building setbacks and height are approved per the preliminary development plan (PDP) when zoned PMIX.

Neighborhood Meeting
The applicant hosted a neighborhood meeting on January 15, 2026, and four (4) members of the public attended. The applicant reported that the topics covered and questions answered related to the following: • Site design • Construction and its effect on traffic patterns • Traffic • Future notification

Staff has not received any comments or phone calls expressing concern and/or opposition to the project from the public.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods and Housing Choices	Goal: Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community. Goal: Create and maintain a variety of housing options, styles and price ranges.

The proposed development supports the “Strong Neighborhoods and Housing choices” focus area of the comprehensive plan. Each focus area has goals and objectives that establish a long-term framework to direct growth and change for the city. As it relates to the Strong Neighborhoods and Housing Choices plan element, the proposed development increases housing types that connect a diversity of residents and maintains a variety of housing styles and options.

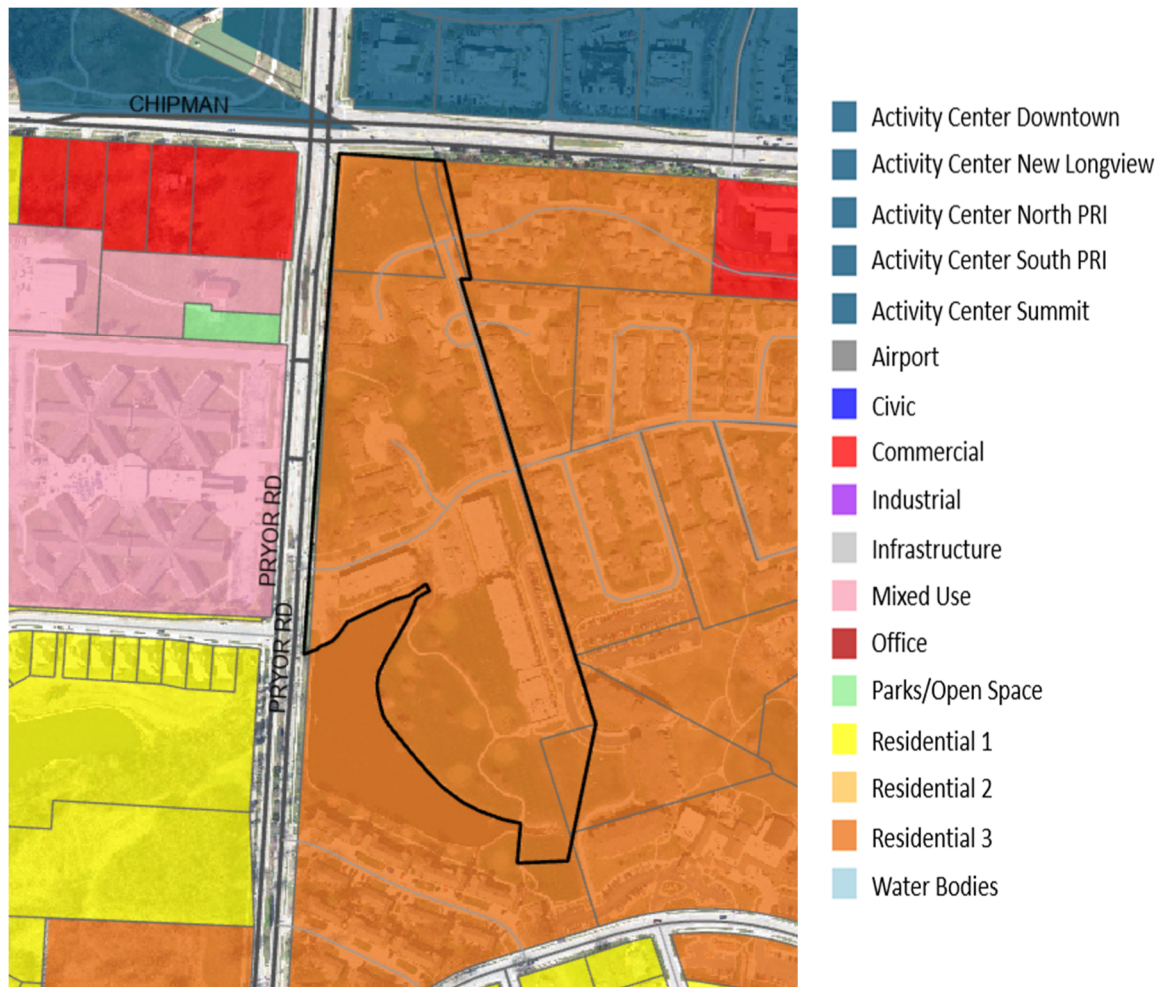


Figure 2 – Future Land Use Map & Legend

The future land use map identifies the subject property as Residential 3 which includes uses such as midrise mixed-use and apartment complexes. The category is intended to accommodate multi-family residential with open space, sidewalks, and internal circulation being required. The proposed development aligns with the future land use map and includes all necessary site design features.

6. Analysis

Background and History

- May 13, 1975 – The City Council approved a final plat for *John Knox Retirement Village 7th Plat* by Ord. No. 1600.
- July 25, 2013 – The City Council approved a Rezoning (Appl. #2013-067) from R-1, RP-2, RP-3, and CP-2 to PMIX and a Preliminary Development Plan on 137 acres for John Knox Village by Ord. No. 7347.
- December 19, 2017 – City staff administratively approved a minor plat (Appl. #) for *John Knox Retirement Village 13th Plat, Lots 1-3*.
- December 21, 2017 – The minor plat (Appl. #PL2017-255) for *John Knox Retirement Village 13th Plat, Lots 1-3* was recorded at the Jackson County Recorder of Deeds office by Instrument #2017E0113707.

Compatibility

The site is located at the southeast corner of NW Chipman Road and NW Pryor Road. The surrounding area includes commercial to the north (across NW Chipman Road) and single-family to the south and east. Across NW Pryor Road, land uses include single-family homes and a nursing home. The proposed apartment buildings are a compatible use with the existing John Knox Village development and utilize similar materials and building design.

Within the site, the applicant has proposed a golf course as an amenity for residents which sits between NW Pryor Road and the proposed buildings. While this provides open space and recreation areas, it also keeps the buildings further from the roadway to lessen the visual impact of taller structures directly adjacent to the road. This design choice also keeps the living units within the development more concentrated, creating a pedestrian-oriented community character.



Figure 3 – East Elevation (front)

Adverse Impacts

The proposed development is not expected to seriously injure the appropriate use of, or detrimentally affect, neighboring property, nor does it negatively impact the health, safety, or welfare of the public. The proposed multi-family residential use is expected to be appropriate within John Knox Village by providing additional housing choice.

Infrastructure

The proposed development is not expected to impede the normal and orderly development of surrounding property. The existing water main adjacent to the property does not have adequate flow capacity. A larger main will be constructed as a part of this development. Existing sanitary sewer for the proposed development will be utilized in part of the development. Due to site layout, a portion of the public sanitary sewer will be relocated in part of the development. Stormwater will utilize the existing storm sewer system draining into a detention basin accounting for this flow.

Modification Request

The applicant has provided a Modification Request Letter, included as an attachment, outlining their request and justification. The requested modification is as follows:

1. The applicant has requested a modification to UDO Sec. 8.620.A – Parking Lot Design, Head-In Parking
 - **Requirement** – Head-in parking from any public right-of-way or private street shall not be permitted, except that the use of head-in parking in the downtown area may be considered on a case-by-case basis.
 - **Proposed** – The applicant is proposing head-in angled parking on NW Faith Drive and NW Shamrock Ave.
 - **Staff Recommendation** – Staff is supportive of the proposed modification as head-in angled parking is an existing condition elsewhere in John Knox Village and is being provided to meet the required quantity of parking stalls as required by the UDO. The angled stalls minimize safety concerns by assuring access to and from the stalls move in a uniform direction.

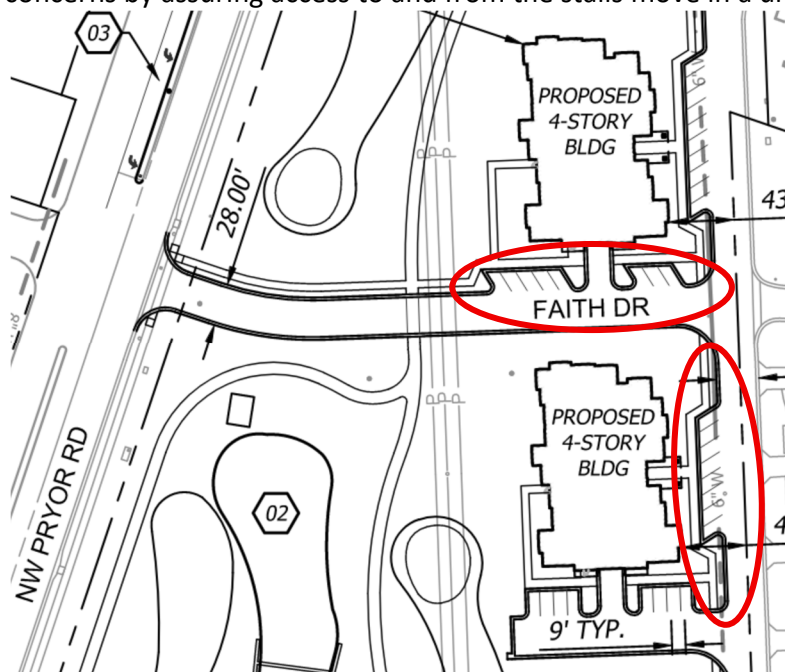


Figure 4 – Site Plan showing angled head-in parking

Recommendation

With the conditions of approval below, the application meets the goals of the Ignite! Comprehensive plan, the requirements of the UDO and Design and Construction Manual (DCM).

7. Recommended Conditions of Approval

Site Specific

1. Development shall be in accordance with the preliminary development plan with an upload date of March 20, 2026.
2. A modification shall be granted to UDO Sec. 8.620.A to allow for angled head-in parking from NW Faith Drive and NW Shamrock Avenue.

Standard Conditions of Approval

3. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.
4. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
5. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 7.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of the public infrastructure as outlined in Article 3, Division V, Sections 3.540 and 3.550 and Article 3, Division IV, Section 3.475 of the UDO, respectively.
6. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
7. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to approval of any plans. A certified copy shall be submitted to the City for verification.
8. Any cut and / or fill operations, which cause public infrastructure to exceed the maximum / minimum depths of cover shall be mitigated by relocating the infrastructure vertically and / or horizontally to meet the specifications contained within the City's Design and Construction Manual.
9. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
10. All sidewalks adjacent to a common area tract, unplatted land or any land where no structure is intended to be built, and is required, shall be constructed by the developer at the time the street is constructed.
11. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
12. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018

International Fire Code.

13. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available. All paved surfaces and hydrants shall be in place prior to going vertical with combustible materials or staging materials.
14. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measuring to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.
 - a. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
 - b. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.
 - c. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.
15. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.
16. All exterior mechanical equipment, whether roof mounted or ground mounted, shall be entirely screened from view. Roof mounted equipment shall be screened by the parapet equal to the height of the mechanical equipment. Ground mounted equipment shall be screened by masonry wall or landscaping equal to the height of the units.
17. Accessible parking signs shall meet the requirements set forth in the **Manual on Uniform Traffic Devices (R7-8)**. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure, located 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.
18. A plat shall be approved and recorded prior to issuance of any building permits.