



Staff Analysis

- Agenda Item:** 6.A
- Proposal:** Application for Preliminary Development Plan for CBC Real Estate APEX Plaza, a planned development for retail uses on five parcels of property (8.21 acres, more or less) at the APEX Plaza site generally located at the northwest corner of the intersection of Hwy 45 and N Melody Lane.
- Staff Recommendation:** Approval (with conditions)
- Case No:** PZ17-02B
- Applicant:** CBC Real Estate Group
- Owners:** CBC Real Estate Group
- Location:** Apex Plaza and Apex Plaza Replat of Lot 2, generally located to the west of the northwest corner of NW 64th St. and N Melody Ln. in Parkville, MO
- Zoning:** Existing: "B-4-P" Planned Business District and "R-1"
- Parcel #s:** All of parcels no. 20-6.0-23-300-003-018.000, 20-6.0-23-300-003-029.000, 20-6.0-23-400-005-004.000, 20-6.0-23-400-005-002.000, and 20-6.0-23-400-005-003.000
- Exhibits:**
- A. This Staff Analysis
 - B. Application for Planned District Development
 - a. John Pepper
 - i. Affidavit of Ownership
 - ii. Legal Description of Subject Property
 - b. Elizabeth A. Anderson
 - i. Affidavit of Ownership
 - ii. Legal Description of Subject Property
 - c. Charles K. and Regina M. Moore
 - i. Affidavit of Ownership
 - ii. Legal Description of Subject Property
 - d. CBC Real Estate APEX Plaza Legal Description
 - C. Subject Area Property Map
 - D. CBC Real Estate APEX Plaza Preliminary Development Plan & Rezoning Plan (prepared by Olsson Associates; dated March 31, 2017)
 - 1. Sheet C001 (Cover Sheet)
 - 2. Sheet C002 (Existing Conditions)
 - 3. Sheet C003 (Site Plan)
 - 4. Sheet C004 (Grading Plan)

5. Sheet C005 (Utility Plan)
- E. Traffic Impact Study, Apex Plaza, M-45 & Melody Lane/Lewis Street, Parkville, Missouri (pgs. 1-21; prepared by Todd Fredericksen, Olsson Associates; dated April 12, 2017)
- F. Review of Traffic Impact Study & Site Development Plans for Proposed Apex Plaza Development (prepared by David Mennenga, George Butler Associates, Inc.; dated April 27, 2017)
- G. Truck Turning Movement Exhibit
- H. City of Parkville staff review comments and engineer responses (staff comments dated March 9, 2017; engineer responses dated March 31, 2017)
- I. City of Parkville staff review comments (dated April 4, 2017)
- J. Utility Provider Verification Correspondence
 1. Platte County Regional Sewer District (PCRSB; dated March 14, 2017)
 2. Missouri Gas Energy (dba Spire Energy; dated March 28, 2017)
- K. Public Comments
 1. Letter – Steven Youngblood (6413 NW Melody Lane, Parkville, MO)
 2. Letter – Clay Bowlin (8805 NW Melody Drive, Parkville, MO)
 3. Letter – Sandra Ferguson (1919 Buchanan, North Kansas City, MO)
 4. Letter – Amanda Basri (6519 NW Melody Lane, Parkville, MO)
 5. Letter – Steven Youngblood (6413 NW Melody Lane, Parkville, MO)
 6. Letter – Alisha Stephens (11724 NW Plaza Circle, Suite 400, Kansas City, MO)
- L. Additional exhibits as may be presented at the public hearing

By Reference:

- A. Parkville Municipal Code, Title IV – Development Code in its entirety (http://parkvillemo.gov/download/ZoningCodeUpdate_FinalDraft.pdf)
 1. Section 403.040 Master Planned Development
 2. Chapter 404 Subdivision Regulations
 3. Section 405.010 Zoning Districts Established
 4. Section 405.020 Districts & Uses
 5. Section 405.030 Standards Applicable to All Districts'
 6. Appendix B. Great Trees for the Kansas City Region
- B. Parkville Master Plan (<http://parkvillemo.gov/departments/community-development-department/master-plan/>)
- C. Notice of Public Hearing mailed certified mail to owners within 185 ft. of the subject property
- D. Hearing notice published in The Platte County Citizen newspaper on March 22, 2017
- E. Hearing notice published in The Platte County Landmark Newspaper on April 19, 2017
- F. Hearing notice published on the Parkville City webpage (https://parkvillemo.gov/download/HearingSummary_PZ_041117.pdf)
- G. Hearing notice published on the Parkville City webpage (<https://parkvillemo.gov/download/PZHearingSummary050917.pdf>)

- H. Planning and Zoning Commission (04/11/17) Regular Meeting Minutes (see agenda item 3.B)
- I. Planning and Zoning Commission (04/11/17) Regular Meeting Video Recording (<https://vimeo.com/212844811>)
- J. Exhibits presented to Planning and Zoning Commission at the April 11, 2017 public hearing
- K. Traffic Impact Study, Apex Plaza, M-45 & Melody Lane/Lewis Street, Parkville, Missouri (Appendix A-D; prepared by Todd Fredericksen, Olsson Associates; dated April 12, 2017)
- L. Case No. PZ03-02 APEX Plaza Preliminary Development Plan
- M. Case No. PZ05-09 APEX Plaza Preliminary Development Plan
- N. Case No. PZ06-08 APEX Plaza Preliminary Development Plan
- O. Case No. PZ06-22 APEX Plaza Preliminary Plat
- P. Case No. PZ06-23 APEX Plaza Final Plat
- Q. Case No. PZ09-13 APEX Plaza Preliminary Development Plan
- R. Case No. PZ17-02A
 - 1. Staff Analysis
 - 2. Public Comments

Comments

Received:

Staff received six written letters prior to the completion of this staff analysis — two from Steven Youngblood (6413 NW Melody Lane, Parkville, MO), one from Clay Bowlin (8805 NW Melody Dr., Parkville, MO), one from Sandra Ferguson (1919 Buchanan, North Kansas City, MO), one from Amanda Basri (6519 NW Melody Ln W, Parkville, MO), and one from Alicia Stephens (11724 NW Plaza Circle, Suite 400, Kansas City, MO). See Exhibits K1-K6 for more detail.

Overview

The application proposes a preliminary development plan for a planned development for retail uses on five parcels containing 8.21 acres, more or less, at the former APEX Plaza site generally located at the northwest corner of the intersection of Hwy 45 and N Melody Lane. This application was previously proposed in conjunction with an Application for Zoning Map Amendment (Case No. PZ17-02A) at the April 11, 2017 meeting of the Planning and Zoning Commission; however, the preliminary development plan was recommended to be postponed to the next regular meeting for further consideration.

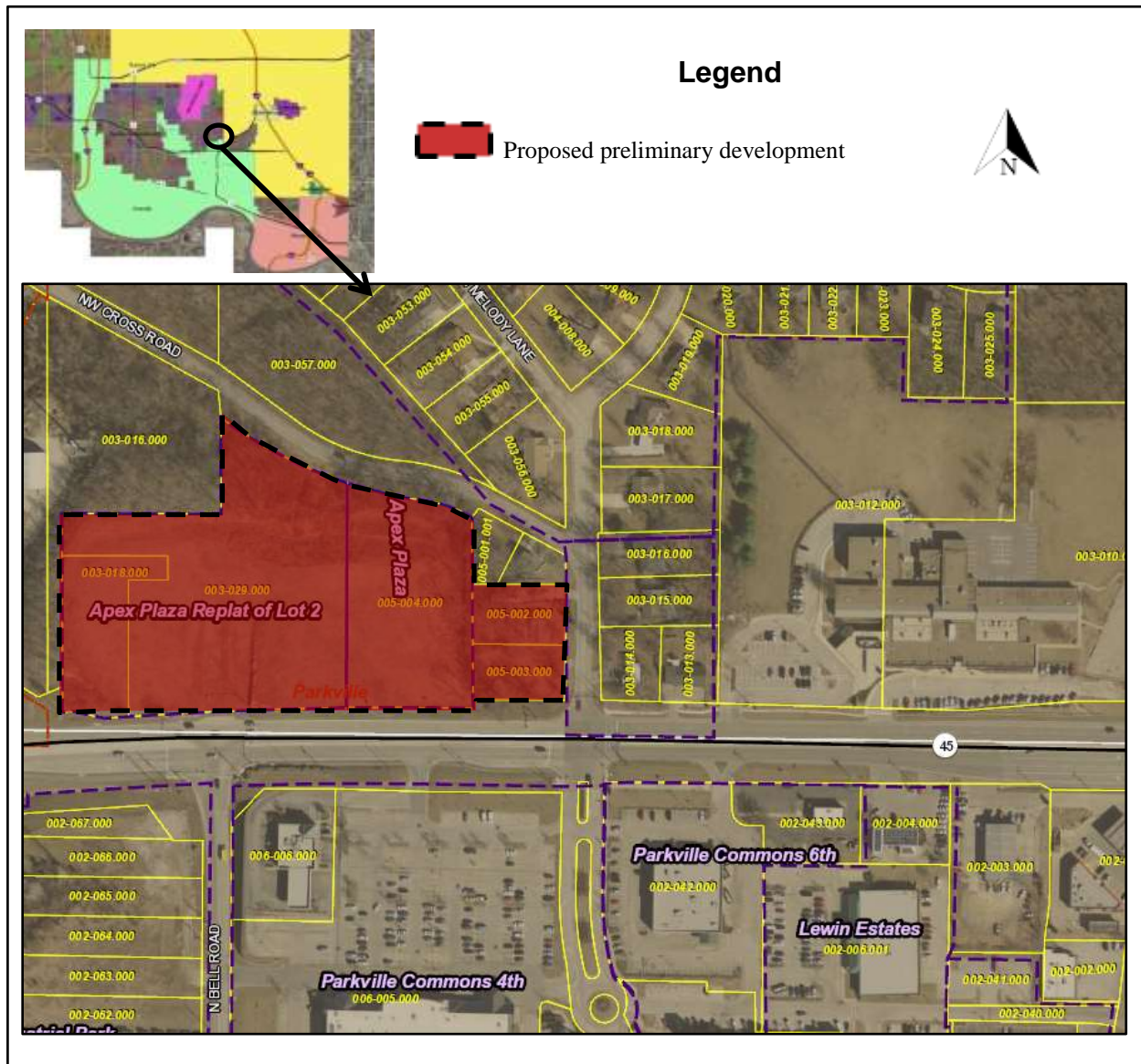


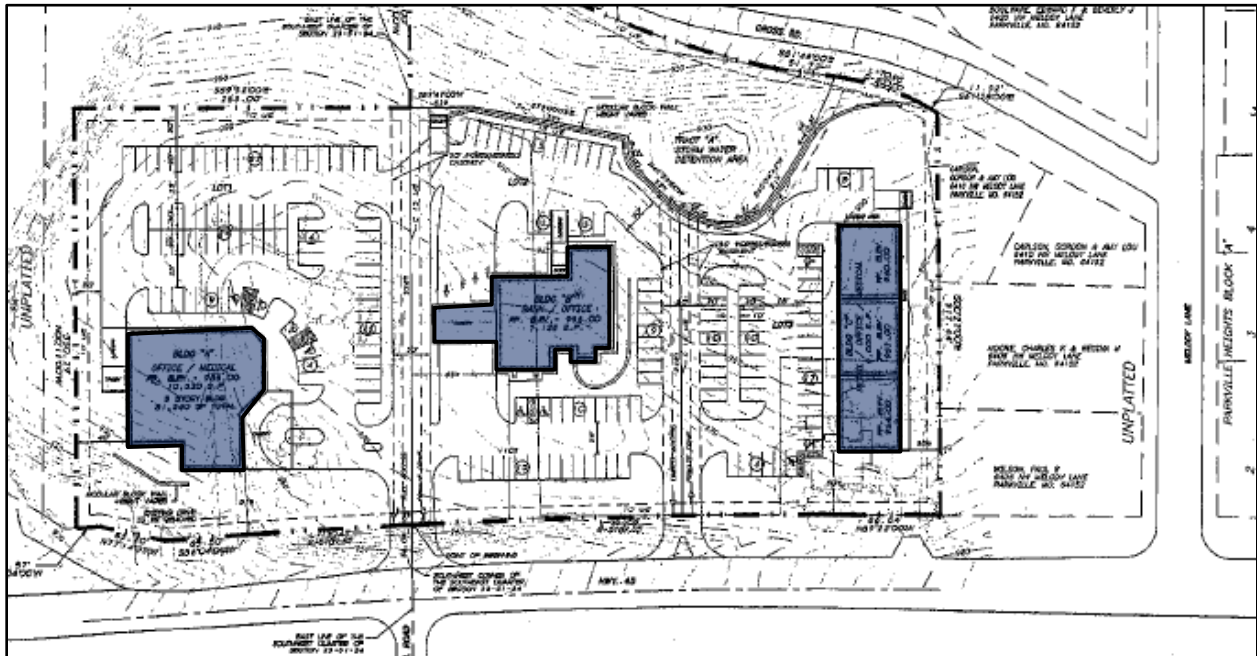
Exhibit C: Subject Area Property Map

The applicant proposes re-platting the previously platted Apex Plaza and Apex Plaza Replat of Lot 2, and subdividing the area into two tracts and 3 lots to accommodate 4 buildings for retail use (15,000 sq. ft., 8,400 sq. ft., 6,000 sq. ft., and 4,000 sq. ft.). The applicant also proposes vacating and relocating an existing conservation easement currently located in the northwest corner of Lot 1. The development includes internal circulation, 211 parking spaces, and 3 points

of access is indicated at the existing traffic signal at the intersection of Hwy 45 (i.e., NW 64th St. / Tom Watson Pkwy) and Bell Rd., right-in, right-out access off Hwy 45 about 300 ft. to the east of the Bell Rd. intersection, and right-in, right-out access off of NW Melody Ln. (see Exhibit D3).

Background

On April 10, 2003, the City of Parkville approved Ordinance No. 2062, the rezoning of property within APEX Plaza from “R-1” Single-Family Residential District to “B-4” Planned Business District, in conjunction with a preliminary development plan. The plan proposed three buildings — a 10,000+ sq. ft., 3-story office/medical building, 7,000+ sq. ft. bank/office, and a retail/office/medical multi-tenant building abutting residential properties along the eastern portion of the site (see building footprints highlighted in navy below). The validity of this approval was challenged by a lawsuit; however, in 2005 the court upheld the City’s approval of the rezoning.

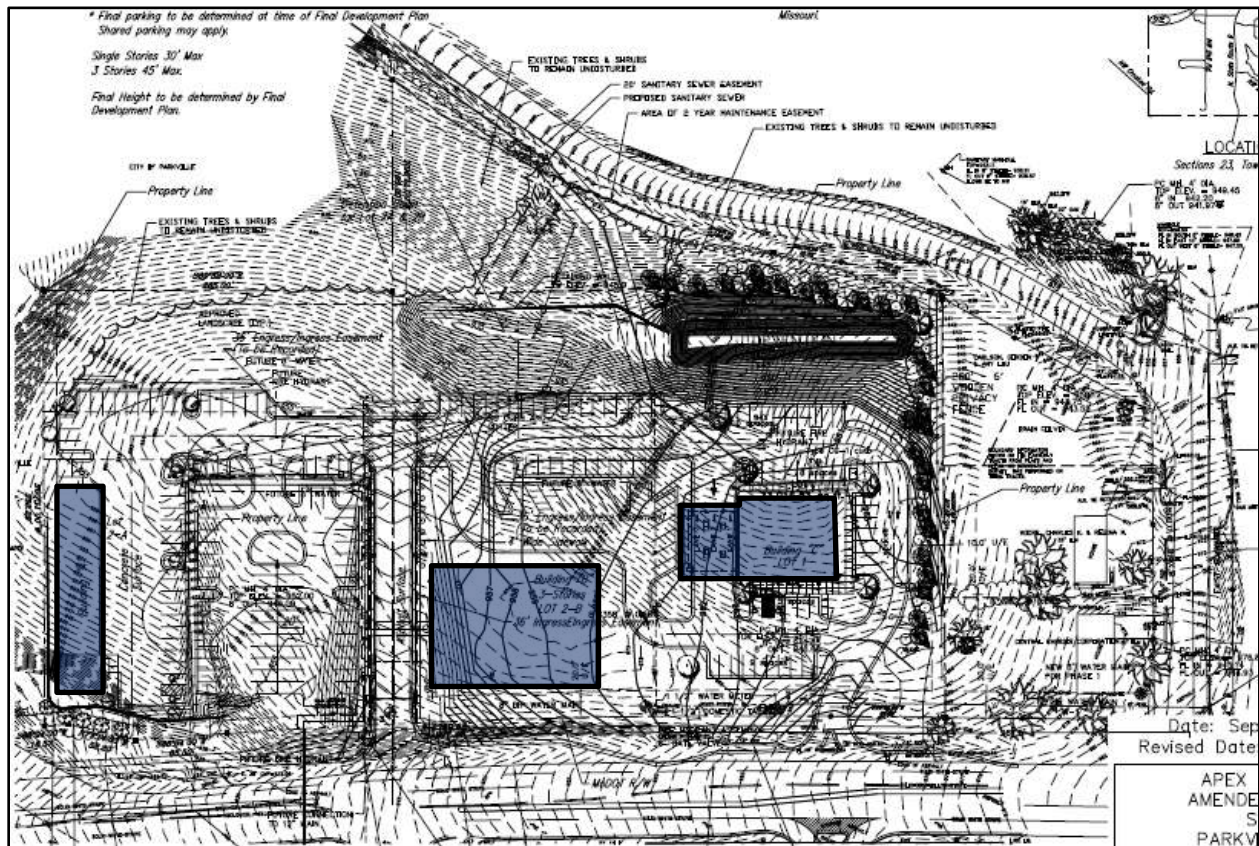


APEX PLAZA Preliminary Development Plan (dated January 8, 2003)

On August 6, 2005, the Board of Aldermen approved revised plans to accommodate a bank on the east 1/3 of the property, replacing a previously-approved retail/office/medical multi-tenant building, reducing the total sq. ft., density and further separating the building from abutting residential properties to the east. On March 7, 2006 the approved revised plans were revised again following an error in preliminary grading that resulted in removal of vegetation required to be preserved; staff believes this is what led to the creation of the current conservation easement on the subject property. And on July 18, 2006, the Board of Aldermen approved a preliminary and final plat for the approved preliminary development plan for utilities, road improvements, proposed building layouts in order to proceed with final plans.

On November 17, 2009, the Board of Aldermen approved yet another revised preliminary development plan for APEX Plaza, along with a final development plan for Christian Brothers Automotive. This revision reconfigured the western half of the development to accommodate the automotive service/repair station (see building footprints highlighted in navy below). From 2003 to 2009 the preliminary development plan for APEX Plaza was revised four separate times;

however, the applicants never proceeded past a final development plan to permits for construction. Over the past 14 years, only initial grading and clearing has been conducted.



APEX Development Amended Preliminary Site Plan (dated November 5, 2009)

Review and Analysis

The master planned development process is intended for development concepts that require a higher degree of specific planning based on the complexity of the project, the relationship of the site to the context, and the ability to meet or exceed the purpose, intent and objectives of the Development Code through more flexible application of the standards. This preliminary development plan application is the first of two steps through the process which generally looks at: *Public Realm Plan* (e.g., location, streets/circulation, stormwater management), *Development Plan* (e.g., building types/scales, building design), *Existing Conditions* (e.g., infrastructure, utilities, vegetation), *Public Input Summary* (e.g., previously adopted plans), *Phasing or Implementation*, and an *Illustrative Plan* (applicable renderings).

Parkville Municipal Code, Section 403.040, Subsection C. provides criteria for how the Planning and Zoning Commission shall determine if a preliminary development plan is appropriate. The following are staff's findings and conclusions for the preliminary development plan (Case No. PZ17-02B).

- 1. The plan represents an improvement over what could have been accomplished through strict application of otherwise applicable base zoning district standards, based on the goals of the Master Plan, and based upon generally accepted planning and design practice.**

In this case, proposed master planned development is not intending to avoid strict application of the applicable base zoning district standards; rather, the majority of the site is already zoned “B-4-P” Planned Business District via Ordinance No. 2062 (effective April 10, 2003). The preliminary development plan accomplishes the goals of the *Parkville Master Plan* and achieves many of the subdivision regulations and standards of Chapter 404 and site and landscape design standards of Chapter 407 (see below for more detail).

2. The benefits from any flexibility in the standards proposed in the plan promote the general public health, safety and welfare of the community, and in particular of the areas immediately near or within the proposed project, and are not strictly to benefit the applicant or a single project.

The preliminary development plan is not intending to provide flexibility from the standards/regulations of the applicable zoning district (“B-4-P” Planned Business District); rather, the majority of the site is already zoned this district via Ordinance No. 2062 (effective April 10, 2003). Section 405.010 of the Development Code, specifically Table 405-1, finds this zoning district applicable to the General Commercial future land use projection, and the applicant seeks to present a new preliminary development plan for the subject property area. One advantage to having a master planned development for the APEX Plaza area is that public health, safety and welfare can be addressed through the site planning process; specifically in this instance balancing the retail and office/service uses with the immediate and nearby residential properties to the north and east through appropriate setbacks and buffering.

3. The benefits from any flexibility in the standards proposed in the plan allow the project to better meet or exceed the intent statements of the base zoning district(s) and the standards proposed to be modified when applied to the specific project or site.

The applicant has made a diligent effort to conform to all aspects of the Development Code as much as possible, and avoid modifying and standards of the Code to the greatest extent they can. The only standards they are requesting flexibility for are the City’s access and parking standards — specifically Section 408.030 — reducing the required parking for Lot 1 from 5 spaces per 1,000 sq. ft. (i.e., 75 spaces) to 4 spaces per 1,000 sq. ft. (i.e., 60 spaces). The applicant will still be providing a total of 65 spaces for Lot 1, a difference of 10 fewer spaces than normally required. This will allow for the outdoor retail space for seasonal merchandise to be displayed along the east frontage of the 15,000 sq. ft. building. Aside from this parking modification, no other standards to the Development Code are requested to be modified via the planned district process at this point in time.

4. The plan reflects generally accepted and sound planning and urban design principles with respect to applying the Master Plan and any specific plans to the area.

Parkville Master Plan

The *Parkville Master Plan* (adopted July 7, 2009) projects predominately General Commercial future land use for the APEX Plaza development area — This land use is primarily intended to accommodate “heavier” or highway oriented commercial activities and/or outdoor operations that are not found in or compatible with downtown or mixed-use oriented environments. Uses typically include offices and retail establishments, medium-to-large scale businesses, and automotive-oriented uses including drive-

through facilities. The *Parkville Master Plan* envisions the 45 Highway Corridor as including new, mixed-use commercial and office development accessibly from 45 Highway and integrated into the surrounding residential development. The application for preliminary development plan is consistent with both the *Parkville Master Plan's* land use projection for the subject property area, as well as the vision for uses along the 45 Highway Corridor.

Highway 45 Corridor Plan

The *Highway 45 Corridor Plan* (adopted July 19, 2016) provides a vision for strategy of high-quality character along Hwy 45 and contains design/aesthetic guidance and tools for the City, County, developers and landowners to implement as development occurs along the corridor in order to create high-quality economic development sensitive to the scale and character of the community. The plan specifically gives guidance related to location placement, buffers, setbacks and distances from right-of-way, landscape criteria, planting spacing requirements, height for pedestrian scale, appropriate materials, and provides illustrative concepts and imagery for each segment.

The proposed preliminary development plan resides within an "Active" segment study area identified in the *Highway 45 Corridor Plan*. The plan calls for street trees to be planted within the right-of-way of Highway 45, a sidewalk network, multiple automobile access points to support development centers, off-street parking located away from Hwy 45, development of a pedestrian scales up to 3 to 4 stories in height, and development oriented to Highway 45 adjacent to the street system. The proposed plan accomplishes many of these goals to the extent possible due to some topographic challenges and other site factors.

5. The plan meets all of the review criteria for a zoning map amendment.

As detailed in the Background section above, the majority of the APEX site (7.53 acres more or less), is already zoned "B-4" Planned Business District via Ordinance No. 2062 (effective April 10, 2003). The two easternmost parcels (0.68 acres more or less) are proposed to be rezoned to "B-4-P" Planned Business District (Case No. PZ17-02A). If approved, this would allow for the range of retail and office/service uses proposed by the preliminary development plan.



View at the intersection of NW Bell Rd. and Hwy 45 looking towards the northwest

The application for preliminary development plan (Case No. PZ17-02B) was also reviewed against the City of Parkville's Municipal Code, including the applicable Title IV Development Code. The following are staff's findings and conclusions.

1. Subdivision Regulations and Standards

Street Networks and Design

The proposed plan does not contain any dead ends aside from the designated loading area on the northwest corner of the development. The corner radii of intersections meets the minimum amounts necessary for access off of Hwy 45 (20' to 30'), as well as N Melody Ln. (10' to 20'). Staff has identified in Exhibit I that the N. Melody Ln. access corner radii can be reduced. The preliminary development plan meets all proper sight distances for unobstructed views at all access/intersections, and future landscaping plans to be submitted with the final development plans will need to have limited obstructions within sight triangles.

Civic and Open Space System

While Section 404.020 prefers Park, Green, Square, or Plaza/Courtyard open space typologies for the "General" planning context (i.e., areas supporting commercial corridors), the development proposes maintaining the existing conservation easement along the north side of the site area, which functions as a Natural Area open space typology. Natural Area is allowed based upon context of the plan. While the amount provided via the conservation easement is lower than the amount required for the B-4-P district (12%), staff believes it meets the intent of Section 404.020; further, the Enhanced Pedestrian Frontage streetscaping will be provided along Hwy 45 as part of the final development plan submission. Staff supports maintaining the existing conservation easement to provide a natural buffer along NW Cross Rd.

Block and Lot Arrangement

The proposed plan has internal circulation and streets connecting to each lot, and each building has access on at least two sides. The plan also proposes maintaining the existing 10 ft. utility easement along the sides and rear of the site. Regarding storm drainage, the applicant proposes private storm sewers and a detention basin (see Exhibit D5). The applicant proposes two tracts — Tract A (0.20 acres) and Tract B (0.16 acres). The applicant also proposes three lots — Lot 1 (1.91 acres), Lot 2 (3.19 acres), and Lot 3 (0.95 acres) — that are adequate in size and access to support the proposed retail buildings.

Required Improvements and Engineering Specificaitons

Final development plans for improvements (e.g., streets, sidewalks) will need to meet American Public Works Association (APWA) Standard Specifications and Design Criteria. The development plan proposes an extension of the 8" public water main along Hwy 45, with service extensions off it to each lot. Private sanitary sewer connections are also proposed to each lot (see Exhibit D5). The applicant has also submitted a preliminary Stormwater Management Analysis study. The City's Public Works Director, Alysen Abel has reviewed the plan and is requesting additional information be included in the final Stormwater Management Analysis to be submitted as part of the final development plan submission.

2. Site and Landscape Design Standards

Landscape Design

Details regarding site and landscape design standards — including landscape materials requirements per Section 407.020 — will be reviewed by staff through the final development plan process. The *Great Trees for the Kansas City Region* list will be used as a guide for selecting street trees, shrubs and landscape materials (See Exhibit A6 by reference). Further, all landscape materials will need to meet the American Standards for Nursery Stock (ASNS) published by the American Nurserymen's Association.

Buffers, Screens and Fencing

Performance standards pertaining to Section 407.030 (Buffers, Screens and Fencing) will also need to be met. This includes screening high intensity portions of the site or high impact site elements from streetscape or abutting property; this includes trash enclosures, drive through areas, loading or service areas, and surface parking located within 10 feet of residentially zoned property. Trash receptacles need to be within an enclosure compatible with the design and materials of the surrounding buildings, and constructed of a durable material (e.g., masonry, steel, hard wood). Any final development plan submission will need to adhere to these standards. The proposed loading area for Lot 1 is located in the most remote section of the northwest corner of the site, away from streetscapes, public view and adjacent residential property.

Outdoor Lighting

Details regarding exterior lighting will be reviewed by staff through the final development plan process. Exterior lighting is limited to 37.5 ft. for driveways and parking areas in "B-4-P" districts, 16 ft. for pedestrian walkways, and 12 ft. for other site lighting. Shielding requirements and design and performance criteria per Section 407.040 will need to be met for any final development plan submission.

Stormwater Management

A detention basin for stormwater is proposed along a 290 ft. retaining wall (height of 14 ft.) on the north end of the subject property (see Exhibits D4 and D5). The approximate location and facility is dependent on topography and soil conditions. The applicant has submitted a preliminary Stormwater Management Analysis study. The City's Public Works Director, Alysen Abel has reviewed the plan and is requesting additional information be included in the final Stormwater Management Analysis to be submitted as part of the final development plan submission.

3. Access and Parking

Access and Circulation

The applicant proposes 211 parking spaces, and 3 points of access is indicated at the existing traffic signal at the intersection of Hwy 45 (i.e., NW 64th St. / Tom Watson Pkwy) and Bell Rd., right-in, right-out access off Hwy 45 about 300 ft. to the east of the Bell Rd. intersection, and right-in, right-out access off of NW Melody Ln. (see Exhibit D3). The applicant has also indicated the location of sidewalks, ADA ramps and concrete surfaces around the retail buildings. Per Section 408.020, pedestrian crossings are provided for the drive aisles. Approval of the preliminary development plan is contingent upon a Traffic Impact Study indicating the plan can handle traffic adequately. This study will need to be reviewed by Missouri Department of Transportation (MoDOT) staff; specifically to determine of proposed access off of N Melody Ln. and Hwy 45 is adequate, or if any additional improvements need to be made. Lastly, at the request of staff, the applicant submitted a Truck Turning Movement Exhibit (see Exhibit G) to show the footprint of a duel axle, 110 ft. ladder, Pierce Fire Truck, and its turning movements throughout the proposed development. The street network allows for access of the Southern Platte Fire Protection District (SPFPD) off of Hwy 45 and N Melody Ln. if needed.

Required Parking

The preliminary development plan proposes 211 parking spaces. The applicant meets the requirements for parking spaces for Lots 2 and 3; however, is seeking flexibility from the Planning and Zoning Commission for Lot 1 via the planned district approval process. The 15,000 sq. ft. building on Lot 1 requires 5 spaces per 1,000 sq. ft. (i.e., 75 spaces). The applicant desires 65 total spaces, which will allow for an outdoor retail space along the east frontage of the building to allow for seasonal merchandise to be displayed. Staff does not see any issues with this request as the overall site plan provides 9 more parking spaces than the Development Code requires.

Aside from the parking flexibility request for Lot 1, the applicant's plan conforms to all other aspects of the parking requirements, including providing required ADA accessible spaces, and the required bicycle parking spaces as the development resides within 1,000 ft. of a designated bicycle route or trail (i.e., Southern Platte Pass trail along Hwy 45). The applicant has indicated it is their intent to provide circular bike racks at each lot pad site, and the specific locations will be indicated on any final development plan submissions.

Loading

Adequate off-street loading areas are provided for along the north side of the proposed retail building on Lot 2 in-between the two proposed retail buildings.

Parking Design

The preliminary plans as shown meet the requirements of Section 408.050. This Section also requires buffers and islands in the parking lots to have proper allocation of landscape materials (as required by Section 408.020), and be arranged to provide shade, infiltrate runoff, soften large expanses of pavement and screen parking from adjacent streets and property. A landscape plan will be required with any final development plan submission to show the plan meets these requirements.

4. Sign Standards

The City has sign allowance requirements per the "B-4-P" district in the Parkville Municipal Code, Chapter 409. Projects proposed and approved through the planned district process can propose a specific sign package with deviations to these standards through the review process. However, at this time, no sign package has been submitted; thus, future signs will adhere to the proposed standards of Chapter 409 unless requested.

Public Hearing – April 11, 2017

On Tuesday, April 11, 2017, the Planning and Zoning Commission held a public hearing to consider Case No. PZ17-02B, an application for Preliminary Development Plan for CBC Real Estate APEX Plaza. Kim Jackson with Olsson Associates and John Davis with Foresight Real Estate Services, LLC represented the applicant and addressed questions asked by the Planning and Zoning Commission. Members of the public attended, provided comments and asked questions. The Planning and Zoning Commission recommended postponing the item to the next regular meeting on Tuesday, May 9, 2017, and requested the applicant (i.e., CBC Real Estate Group) take the following actions in the meantime:

1. Submit a Traffic Impact Study to staff, and present the results of the study at the continued hearing.
2. Prepare conceptual cross-section schematics of the site showing the proposed grading, detention area, landscaping and elevations of buildings in relation to the adjacent residential neighborhood.
3. Provide more information at the continued hearing regarding unanswered questions of the Planning and Zoning Commission, specifically:
 - a. What are the heights of the proposed detention area retaining walls?
 - b. Where will signage be located?
 - c. Where will landscaping for mitigation be located?
 - d. Where will enclosures for trash pickups be located?
 - e. Where will delivery service access be provided for each pad site?
 - f. What is the rationale for having a 3rd point of access, off of N Melody Lane?
4. Meet with the Parkville Heights Homeowners Association to discuss their concerns and answer any questions they may have.

Traffic Impact Study

On April 13, 2017 staff received a Traffic Impact Study prepared by Todd Fredericksen of Olsson Associates (see Exhibit E). To save room for the packet, staff has included pgs. 1-21 (introduction/objective, data collection, existing conditions, site characteristics, existing plus development conditions, future 2037 conditions and conclusions). Appendices containing count data and further analyses are included as Exhibit K by Reference. Data collection was conducted on Tuesday, February 28, 2017 at the intersection of MO-Hwy 45 and Melody Ln. / Lewis St. as well as MO-Hwy 45 and Bell Rd.

Conclusions	Recommendations
1. The intersection of MO-45 Hwy and Melody Ln. / Lewis St. warrants a westbound right-turn lane under existing conditions for the PM peak hour; however, the proposed development and future year traffic volumes does not impact the need for this improvement.	1. The north leg of Bell Rd. (Drive 1) have 1 entering and 2 exiting lanes (with 1 left-turn and 1 through/right-turn lane).
2. At the intersection of MO-45 Hwy and Melody Ln. / Lewis St., queue lengths and movements are contained within the storage lengths, and no improvements are recommended.	2. Consideration be given to providing right-of-way for a future westbound right-turn lane at MO-Hwy 45 and Bell Rd. should future traffic volumes (projected under Future 2037 conditions) be realized.
3. The spacing and location of Drives 1 and 2 along MO-Hwy 45 meet MoDOT's spacing criteria.	
4. The location of Drive 3 is deemed appropriate considering adjacent roadways, driveways and queue lengths.	

Staff requested a work authorization with George Butler Associates, Inc. (GBA) to conduct an independent review of the submitted Traffic Impact Study (see Exhibit F). Firm Associate / Project Manager David Mennenga, P.E., PTOE reviewed the study and concluded:

Access & Alignment

- The proposed location for Drive 3 (i.e., access onto N Melody Ln.) provides the best available sight distance for southbound, inbound and outbound vehicular movements;
- Staff could further review the parking alignment of Lot 2 connecting to Lot 3 if desired;

Traffic Data

- The traffic counts/volumes appear consistent with previously presented traffic studies along MO-Hwy 45;
- The trip generation data projected was verified as conforming to national standards published by the Institute of Transportation Engineers (ITE);
 - The proposed development is expected to generate 255 total trips (inbound and outbound) during the AM peak hour and 269 total trips (inbound and outbound) during the PM peak hour.
- The trip distribution pattern is appropriate based on previous studies completed by GBA within the vicinity of the proposed project site area;
- The future traffic growth rate (1% per year) used is appropriate based on recent traffic counts;

Traffic Control & Improvements

- Traffic control, intersection lane configurations and operations (including level of service [LOS] computations) are complete and accurate;
 - LOS conditions are generally expected to be unchanged.
- The City should investigate the possibility of existing right-of-way acquisition for a westbound right-turn lane at Melody Ln. / Lewis St. to accommodate a future turn lane improvement;
- Drive 1 can easily accommodate the study's required storage length and turn lanes;

- The City should require the dedication of adequate right-of-way for a future westbound turn lane improvement for Drive 1 (intersection of MO-Hwy 45 and Bell Rd.);
- The general layout of the preliminary development is appropriate and provides adequate connectivity for vehicles;

Unanswered Questions

At the April 11, 2017 public hearing, members of the Planning and Zoning Commission requested the applicant provide more information at the continued hearing regarding unanswered questions:

1. What are the heights of the proposed detention area retaining walls?
2. Where will signage be located?
3. Where will landscaping for mitigation be located?
4. Where will enclosures for trash pickups be located?
5. Where will delivery service access be provided for each pad site?
6. What is the rationale for having a 3rd point of access, off of N Melody Lane?

The applicant plans on presenting additional information at the May 9, 2017 public hearing to answer the following questions. Although a signage plan and landscaping plan are not required at this point in the Master Planned Development process, the applicant will address these questions in as much detail as they can at the meeting.

Additional Public Outreach

The applicant, CBC Real Estate, and their development team reached out to Doug Wylie, current Ward 3 Aldermen and former President of the Parkville Heights Homeowners Association (HOA) to arrange a face-to-face meeting with members of the HOA Board as well as any neighbors interested in discussing their concerns related to the proposed preliminary development plan. Mr. Wylie provided contact information for Keith Ferguson, current President of the Parkville Heights HOA. At the request of the HOA Board, the applicant held a meeting with over a dozen residents of Parkville Heights on May 2, 2017 at 5:30 p.m. at Parkville City Hall. Residents of the neighborhood also requested an additional meeting in the garage of 6415 Melody Ln. in order to be near the site location.

Staff Conclusion and Recommendation

Staff concludes that with the exceptions noted above, the proposed preliminary development plans: Accomplishes goals of the *Parkville Master Plan*; conforms to the applicable zoning code regulations for the “B-4-P” Planned Business District; proposes a minor deviation from said regulations; reflects generally accepted and sound planning and urban design principles with respect to applying the *Parkville Master Plan* and *Highway 45 Corridor Plan*; meets all review criteria for a zoning map amendment; and meets the City’s applicable subdivision regulations, site and landscape design standards, access and parking, sign standards, and minimum standards thereof.

Staff recommends approval of the preliminary development plan for CBC Real Estate APEX Plaza based on the merits of the application and the findings and conclusions in the report, subject to the following conditions:

- Rezoning of parcels #20-6.0-23-400-005-003.000 and 20-6.0-23-400-005-002.000 to “B-4-P” Planned Business District (approval of Case No. PZ17-02A).

- Submittal of a Final Micro Stormwater Management Study with any final development plan submission. The study shall include details and calculations for the stormwater detention and stormwater treatment facilities associated with the proposed improvements. This study shall be reviewed and approved by the Public Works Department.
- Submittal of an Illustrative Plan with any final development plan submission. This plan shall include renderings, exterior elevations or plans of the buildings, streetscapes or other urban design and architectural details.
- Submittal of a Signage Plan with any final development plan submission. The locations of signage shall be indicated on the site plans, and the Signage Plan itself shall include imagery and dimensions of the proposed signage.
- Submittal of a Landscape Plan with any final development plan submission. This plan shall include the location and type of proposed vegetation/shrubbery/trees.
- Submittal of a re-plat of the final plat of the REPLAT OF LOT 2 APEX PLAZA, A SUBDIVISION IN PARKVILLE, PLATTE COUNTY, MISSOURI (survey drawn by R.G.Y.; dated September 3, 2009) in conjunction with any final development plan submissions. This re-plat shall ensure the subject area property is subdivided properly to allow for the proposed development plan, the proposed buildings to do reside upon any existing or proposed utility easements or conservation easements, and that any unnecessary existing easements are vacated.
- Dedication of adequate right-of-way to the City for a future westbound turn lane improvement for Drive 1 (intersection of MO-Hwy 45 and Bell Rd.).
- Dedication of adequate right-of-way on N Melody Ln. in case a future dedicated right-turn lane from N Melody Ln. onto westbound MO-Hwy 45 is warranted in the future.
- Any other conditions the Planning and Zoning Commission determines are necessary.

It should be noted that the recommendation contained in this report is made without knowledge of facts, public comments or any additional information which may be presented during the public hearing. For that reason, the conclusions herein are subject to change as a result of evaluating additional information; additionally, staff reserves the right to modify or confirm the conclusions and recommendations herein based on consideration of any additional information that may be presented.

Necessary Action

Following consideration of the Application for Preliminary Development Plan, supporting information, associated exhibits, factors discussed above and any testimony presented during the public hearing, the Planning and Zoning Commission should recommend approval (with or without conditions), denial, or postpone the application for further consideration. If approved subject to conditions, the conditions should be noted for the record. Unless postponed, the Planning and Zoning Commission’s action will be forwarded to the Board of Aldermen on June 6, 2017 for final action.

End of Memorandum



Stephen Lachky, AICP, CFM
Community Development Director

05-08-2017
Date