



PLANNING & ZONING COMMISSION

Regular Meeting Agenda
CITY OF PARKVILLE, MISSOURI
Tuesday, August 10, 2021 5:30 PM
City Hall Board Room

In light of public health orders from the Missouri Governor and Platte County related to the COVID19 pandemic, and given the nature of the items to be considered at this particular meeting, the members of the Planning and Zoning Commission will meet via telephone or video conference. Members of the public interested in this meeting are encouraged to listen in on the meeting via the following link: https://us02web.zoom.us/webinar/register/WN_giBsc91dTlEa2nKDu0AveQ rather than appear at City Hall (note: occupancy will be limited).

In addition, rather than appearing at City Hall to provide input at the meeting on action agenda items, members of the public may submit written testimony to the City Clerk in advance by noon on the day of the meeting and the testimony will be to be provided to the Planning and Zoning Commission and presented at the meeting and made part of the official record.

1. Call to Order

2. Roll Call

3. General Business

- A. Approval of the August 10, 2021, regular meeting agenda.
- B. Approve the minutes for the July 13, 2021, regular meeting

4. Unfinished Business

- A. Application for Zoning Map Amendment for Platte 38 to rezone Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density to "R-5-P" Multi-Family Residential and "R-4-P" Mixed-Density Residential (Case No. PZ 2021-13); *Todd Kobayashi, Genesis Companies, Applicant.*
- B. Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the west of The National 7th subdivision between N. Crooked Rd. and S. National Dr. (Case No. PZ 2021-14); *Todd Kobayashi, Genesis Companies, Applicant.*

5. Public Hearing

6. Regular Business

- A. Application for Major Site Plan for VFW at The National, a community center development on 3.96 acres, more or less, generally located south of 45 Highway and approx. 700 feet west of S. National Dr. (Case No. PZ 2021-23); *Dale Brouk, J3-Pandi, LLC, Applicant.*

7. Other Business

- A. Upcoming meetings & dates of importance:

- Board of Aldermen Meetings: Tuesday, August 17 and September 7 at 7:00p.m.
- Board of Zoning Adjustments Meeting: Tuesday, August 24 at 5:30p.m.
- Planning & Zoning Commission Regular Meeting: Tuesday, September 14 at 5:30p.m.

8. Adjournment

**Minutes of the
Planning & Zoning Commission Regular Meeting
City of Parkville, Missouri**

Tuesday, July 13, 2021 5:30 PM

City Hall Board Room

In light of public health orders from the Missouri Governor and Platte County related to the COVID19 pandemic, and given the nature of the items to be considered at this particular meeting, the members of the Planning and Zoning Commission will meet via telephone or video conference. Members of the public interested in this meeting are encouraged to listen in on the meeting via the following telephone number and access code – (312) 626 6799, Meeting ID: 817 2048 1492, Password: 041429 rather than appear at City Hall (note: occupancy will be limited).

In addition, rather than appearing at City Hall to provide input at the meeting on action agenda items, members of the public may submit written testimony to the City Clerk in advance by noon on the day of the meeting and the testimony will be to be provided to the Planning and Zoning Commission and presented at the meeting and made part of the official record.

City Hall Board Room

1. Call to Order

Chair Katerndahl called the meeting to order at 5:30pm.

2. Roll Call

Commissioners Present:

Dean Katerndahl

Michael Wright

John Delich

R. Douglas Krtek

Walt Lane

Allyson Berberich

Kathy Leibrand

Absent:

Michael Lee (arrived late)

A quorum of the Commission was present.

Staff Present:

Stephen Lachky, Community Development Director

Brad Stanton, Planner

Alysen Abel, Public Works Director

Chris Ashley, Public Works Project Manager

3. General Business

- A. Approval of the July 13, 2021, regular meeting agenda.
ACTION: Walt Lane moved to approve the agenda, Kathy Leibrand seconded.
Motion Passed: 7-0.
AYES: Dean Katerndahl, Michael Wright, John Delich, R. Douglas Krtek, Walt Lane, Allyson Berberich, Kathy Leibrand
NOES: None
ABSTAIN: None
- B. Approve the minutes for the June 8, 2021, regular meeting
ACTION: It was moved and seconded to approve the minu. Motion Passed: 7-0.
AYES: Dean Katerndahl, Michael Wright, John Delich, R. Douglas Krtek, Walt Lane, Allyson Berberich, Kathy Leibrand
NOES: None
ABSTAIN: None
- C. Election of Officers:
- Chairperson
- Vice-Chairperson
- Secretary
- Officers unanimously (7 votes) elected:
Chairperson: Dean Katerndahl
Vice-Chairperson: Michael Lee
Secretary: John Delich

4. Unfinished Business

- A. Application for Zoning Map Amendment for Platte 38 to rezone Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density to "R-5-P" Multi-Family Residential and "R-4-P" Mixed-Density Residential (Case No. PZ 2021-13); *Todd Kobayashi, Genesis Companies, Applicant*.

Chairperson Katerndahl introduced the item, noting that the item has been postponed from prior meetings. Stephen Lachky, Community Development Director, provided an overview of the proposed project. Mr. Lachky stated that it was proposed to annex the land into the City, rezone the property, and construct 200 apartment units and 21 duplex buildings. Todd Kobayashi, Genesis Companies, Applicant, described what they were updating between meetings and asked for the item to be postponed. Commissioner Wright asked for the status of the connection to S National Dr. Mr. Kobayashi responded they had held meetings with the HOA Board and residents and the correspondence is ongoing. Commissioner Berberich asked how postponing the item would work. Director Lachky responded that the Commission can keep postponing the item or take no action on the item and restart the process. Mr. Kobayashi committed to being prepared for the August 10 meeting. Josh Fisher, 6126 S National Dr, stated that the HOA Board has not approved access to S National Dr. Kim Miller, 10210 Magnolia, is concerned with the traffic on 45 Highway. Bryan Adkinson, 10295 Magnolia, does not support the project. Ned Coulson, 6206 Heathery Way, had concerns with the architectural design of the buildings and accessibility. Discussion ensued regarding the timeline for the Applicant to provide an updated plan to the Commission. It was agreed that if substantial completion of the plans had not been made by July 23, the application would be withdrawn. Commissioner Delich asked whether not securing access to S National Dr would cause the project to be abandoned. Mr. Kobayashi responded that the project team was looking at alternatives and that not acquiring the access makes the project difficult.

ACTION: R. Douglas Krtek moved to postpone items 4.A and 4.B to August 10, John Delich seconded. Motion Passed: 7-0.

AYES: Dean Katerndahl, Michael Lee, Michael Wright, John Delich, R. Douglas Krtek, Walt Lane, Kathy Leibrand

NOES: None

ABSTAIN: Allyson Berberich

- B. Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the west of The National 7th subdivision between N. Crooked Rd. and S. National Dr. (Case No. PZ 2021-14); *Todd Kobayashi, Genesis Companies, Applicant*.

5. Public Hearing

6. Regular Business

- A. Application for Final Development Plan for Taco Bell, a drive-thru restaurant on Lot 11 of Old Town at Creekside, a planned development for commercial uses generally located at the southeast quadrant of the intersection of I-435 and MO-Hwy 45 in Parkville, MO 64152. (Case No. PZ21-18); *Chris Czyz, First Street Development, Applicant.*

Brad Stanton, Planner, introduced the item. Mr. Stanton stated that this was an application for a final development plan for Taco Bell on Lot 11 at Old Town at Creekside. Mr. Stanton noted that the plans meet the requirements of the Code except for lacking a few required parking spaces. Commissioner Delich asked about how the originally approved plan showed one building on the lot, rather than two as proposed now. Mr. Lachky stated that it was allowable. Commissioner Delich asked about traffic impacts. Mr. Lachky responded that we would evaluate traffic impacts at the time that a second building was proposed. Commissioner Delich asked about the shared access entrance and whether there would be a second curb cut. Mr. Lachky stated that it would be evaluated at the time the second building was proposed. Brian Mertz, 7607 NW John Anders Rd, KCMO, provided the developer's view on the project. He noted that the entrance to this lot is set up as a shared entrance. There is currently not a user for the southern portion of the lot. Commissioner Wright asked whether a wider curb cut could be used for the second lot. Mr. Mertz responded they could widen the curb cut at a later date. Commissioner Wright had concerns with the architecture of the building seemingly "turning its back" on the neighborhood to the east. Discussion ensued regarding the elevation relationship of the proposed building and NW Brink Meyer Road. Commissioner Wright asked the development team why they chose the site layout that they did. Chris Czyz, First Street Development, Applicant, responded that the development team had looked at a few different layouts. The front of the building, the north, faces the way that 100% of the traffic will be coming from. The tower element of the building is also faced north for prominence. Matt Gibbs, BHC, engineer for the project, noted that they proposed to leave the existing berm as-is and that there would be 6-7 feet of grade between the building and NW Brink Meyer Road. There was discussion about the "four-sidedness" of the proposed architecture and the view from the adjacent neighborhood.

ACTION: R. Douglas Krtek moved to approve item 6.A, Walt Lane seconded.
Motion Passed: 6-2.

AYES: Dean Katerndahl, John Delich, R. Douglas Krtek, Walt Lane, Allyson Berberich, Kathy Leibrand

NOES: Michael Lee, Michael Wright

ABSTAIN: None

7. Other Business

- A. Upcoming meetings & dates of importance:

- Board of Aldermen Meetings: Tuesday, July 20 and August 3 at 7:00p.m.
- Board of Zoning Adjustments Meeting: Tuesday, July 27 at 5:30p.m.
- Planning & Zoning Commission Regular Meeting: Tuesday, August 10 at 5:30p.m.

8. Adjournment

Chairman Katerndahl called further discussion. Seeing none, he called for a motion to adjourn.

ACTION: R. Douglas Krtek moved to adjourn, Kathy Leibrand seconded. Motion Passed: 8-0.

AYES: Dean Katerndahl, Michael Lee, Michael Wright, John Delich, R. Douglas Krtek, Walt Lane, Allyson Berberich, Kathy Leibrand

NOES: None

ABSTAIN: None

Submitted by:

Stephen Lachky, AICP
Community Development Director

Date

Brad Stanton
Planner

Date



Staff Analysis

Agenda Item: 4.A; 4.B

Proposal: Application for Zoning Map Amendment and Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of an apartment/condominium building and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152.

Staff Recommendation: Neither approval nor denial; deferment to the discretion of the Planning and Zoning Commission (subject to conditions)

Case No: PZ 2021-13; PZ 2021-14

Applicant: Todd Kobayashi, Genesis Companies

Owners: Todd Kobayashi, Parkville 38, LLC

Location: Generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152

Zoning: Existing: Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density

Proposed: "R-5-P" Multi-Family Residential and "R-4-P" Mixed-Density Residential

Parcel #s: A portion of Platte County parcel #20-8.0-27-100-002-006.000 (38.24 acres, more or less)

Exhibits:

- A. This Staff Analysis
- B. Application for Zoning Map Amendment (Case No. PZ 2021-13)
- C. Application for Preliminary Development Plan (Case No. PZ 2021-14)
- D. Subject Area Property Map
- E. Platte 38 – Preliminary Development Plans (prepared by Renaissance Infrastructure Consulting; dated May 24, 2021)
 - 1. Sheet C01 (Title Sheet)
 - 2. Sheet C02 (Preliminary Plat)
 - 3. Sheet C03 (Existing Conditions)
 - 4. Sheet C04 (General Layout)

5. Sheet C05 (Grading Plan)
 6. Sheet C05 (Apartment Site Plan)
 7. Sheet C06 (Development Plan)
 8. Sheet C07 (Utility Plan)
 9. Sheet C08 (AutoTurn Plan)
 10. Sheet C09 (Pedestrian Plan)
 11. Sheet SP1.00 (Site Plan)
 12. Sheet L1.00 (Tree Landscape Plan)
 13. (Overall Building Elevations)
 14. (North Building Elevation)
 15. (Perspective View Looking Southwest)
- F. Parkville Senior Development at The National presentation
- G. Summary of HOA and Public Meeting Questions
- H. City of Parkville staff review comments (prepared by Stephen Lachky; dated April 20, 2021)
- I. Applicant response letter to staff review comments (prepared by Felipe Braga, IE, Design Engineer, Renaissance Infrastructure Consulting; dated April 30, 2021)
- J. Platte 38 Traffic Impact Study Report – On-Call Traffic Engineering Review (prepared by David J. Mennenga, P.E., PTOE, George Butler Associates, Inc.; dated April 28, 2021)
- K. E-mail correspondence – RE: Updated Traffic Study (prepared by David J. Mennenga, P.E., PTOE, George Butler Associates, Inc.; dated August 3, 2021)
- L. Preliminary Review for Platte 38 Site (prepared by Sarah Beers, P.E., VSM Engineering, LLC; dated April 29, 2021)
- M. South National Crime Stats (prepared by Kevin Chrisman, Chief of Police, Parkville Police Department; dated April 26, 2021)
- N. Utility Provider Verification Correspondence
1. Spire Energy (Chris Collins, Area-Manager, Construction Engineering; dated April 16, 2021)
 2. Platte County Regional Sewer District (Dan Koch, Executive Director; dated April 20, 2021)
 3. Missouri American Water (Roger Sparks, Project Manager; dated April 21, 2021)
 4. Platte County Planning and Zoning (Jason Halterman, Assistant Director; dated April 29, 2021)
 5. Missouri Department of Transportation (Melissa Roberts, Traffic Specialist; dated May 5, 2021)
 6. Parkville Special Road District (Brett A. Cox, P.E., Project Manager, Renaissance Infrastructure Consulting; dated May 7, 2021)
 7. Evergy (Melissa Feltes, General Design Technician; dated June 10, 2021)
- O. Public Comments
1. E-mail – Nikki Fisher (6126 S National Dr., Parkville, MO)
 2. E-mail – Jerry Felker (6215 Brassie Ln, Parkville, MO)
 3. E-mail – Jordan Frost (6202 S National Dr., Parkville, MO)
 4. E-mail – Ray Miller (10210 Magnolia Lane, Parkville, MO)
 5. E-mail – Christopher Fisher (1200 Main St., Kansas City, MO)

6. E-mail – Sam and Vickie Stewart (6170 Lime Stone Court, Parkville, MO)
 7. E-mail – Shawn Frost (6202 S National Dr., Parkville, MO)
 8. E-mail – Brandi Whitaker (6210 Brassie Ln, Parkville, MO)
 9. E-mail – Leslie Clark (6120 Persimmon Ct, Parkville, MO)
 10. E-mail – Hilary Murray (6207 Brassie Ln, Parkville, MO)
 11. E-mail – Robert Davis (6118 Persimmon Ct., Parkville, MO)
 12. E-mail – Brad and Jenny Hemmer (6124 S National Dr., Parkville, MO)
 13. E-mail – Jeremiah Kelliher (6436 N National Dr., Parkville, MO)
 14. E-mail – Bob Wallace (10205 Magnolia Ln and 6524 Claret Ct., Parkville, MO)
 15. Signed Petition Against the Platte 38 Development
 16. Letter – David Dockhorn (6773 N National Dr., Parkville, MO)
 17. Letter – John Huke (6320 Lakecrest Ln, Parkville, MO)
 18. E-mail – Michael DiBernardo (10240 Magnolia Ln, Parkville, MO)
 19. Letter – Caleb Buland (6757 N National Dr, Parkville, MO)
 20. E-mail – Jerry Felker (6215 Brassie Ln, Parkville, MO)
- P. Additional exhibits as may be presented at the public hearing

By Reference:

- A. Parkville Municipal Code, Title IV – Development Code in its entirety (<https://www.ecode360.com/PA3395-DIV-05>)
 1. Section 403.030 Zoning Map Amendment
 2. Section 403.040 Master Planned Development
 3. Chapter 404 Subdivision Regulations
 4. Section 405.010 Zoning Districts Established
 5. Section 405.020 Districts & Uses
 6. Section 405.030 Standards Applicable to All Districts
 7. 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 April 21, 2021
- E. Hearing notice published on the Parkville City webpage (<http://parkvillemo.gov/government/public-hearings/>)
- F. Planning and Zoning Commission (February 9, 2021) Special Workshop Agenda
- G. Planning and Zoning Commission (February 9, 2021) Special Workshop Video Recording (<https://vimeo.com/532352965>)
- H. Macro Storm Water Drainage Study, Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure Consulting; dated April 2021)
- I. Traffic Impact Study, Parkville Multifamily (prepared by Janelle Clayton, PE, PTOE, Merge Midwest Engineering; dated April 7, 2021)
- J. Parkville Multifamily Traffic Impact Study Alternate Access (Inbound Only at S National Drive) Parkville, MO (prepared by Janelle Clayton, PE, PTOE, Merge Midwest Engineering; dated May 10, 2021)

- K. Professional Resume – Stephen Lachky, Community Development Director
- L. Professional Resume – Alysén Abel, Public Works Director

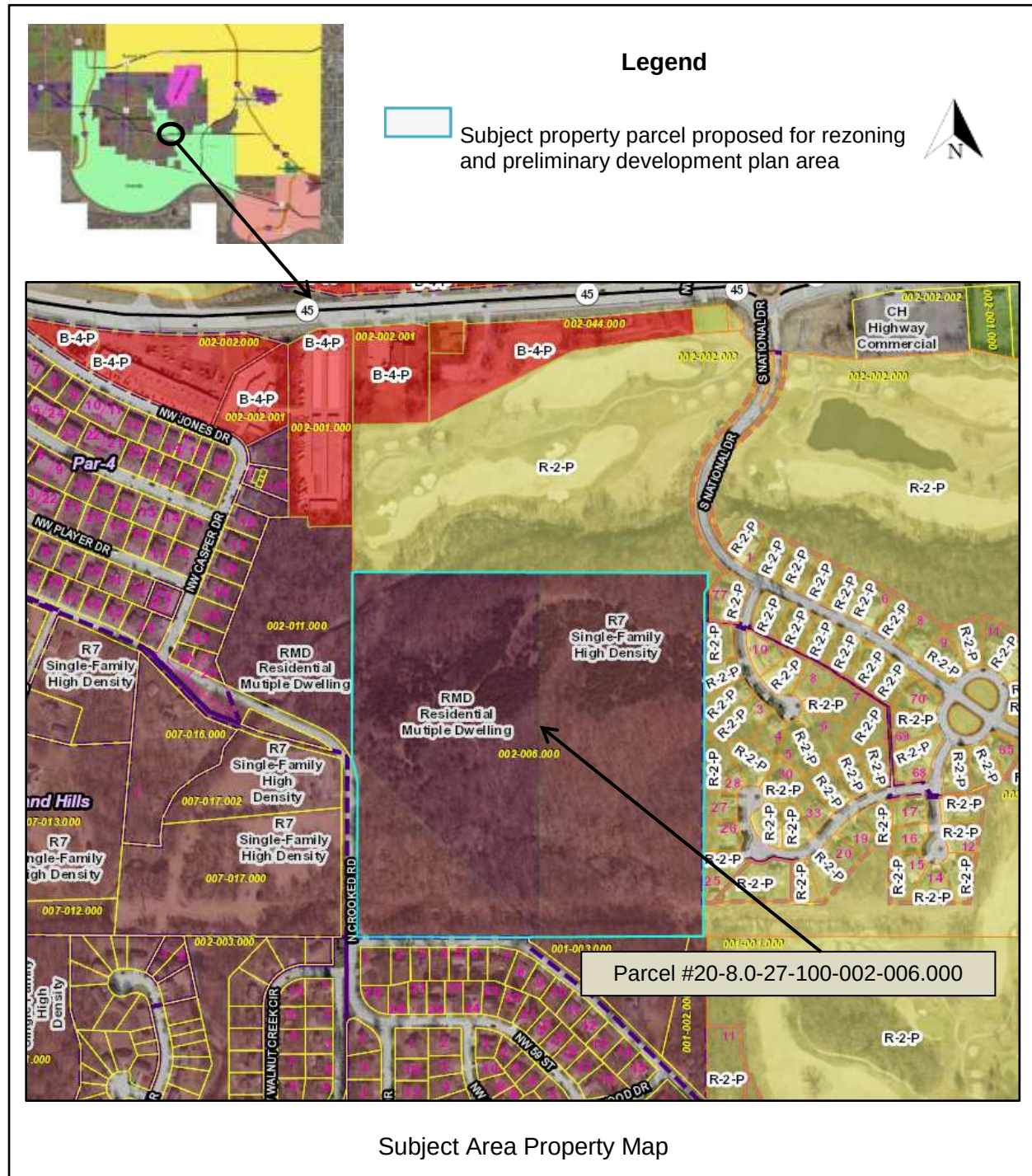
Comments

Received:

The Community Development Department received 20 public comments pertaining to the Platte 38 planned residential development proposal (see Exhibits O.1-O.20).

Overview

The applications propose rezoning and re-platting the subject property to accommodate Platte 38, a planned residential development consisting of an apartment/condominium building and 21 lots for duplexes. The development includes internal circulation, private drives and parking, and access off of N Crooked Rd in Unincorporated Platte County, MO 64152.



The applications propose re-platting the subject property and creating internal circulation, public streets, private drives, and access off of N Crooked Rd to serve the development. The subject property is currently undeveloped and vacant.

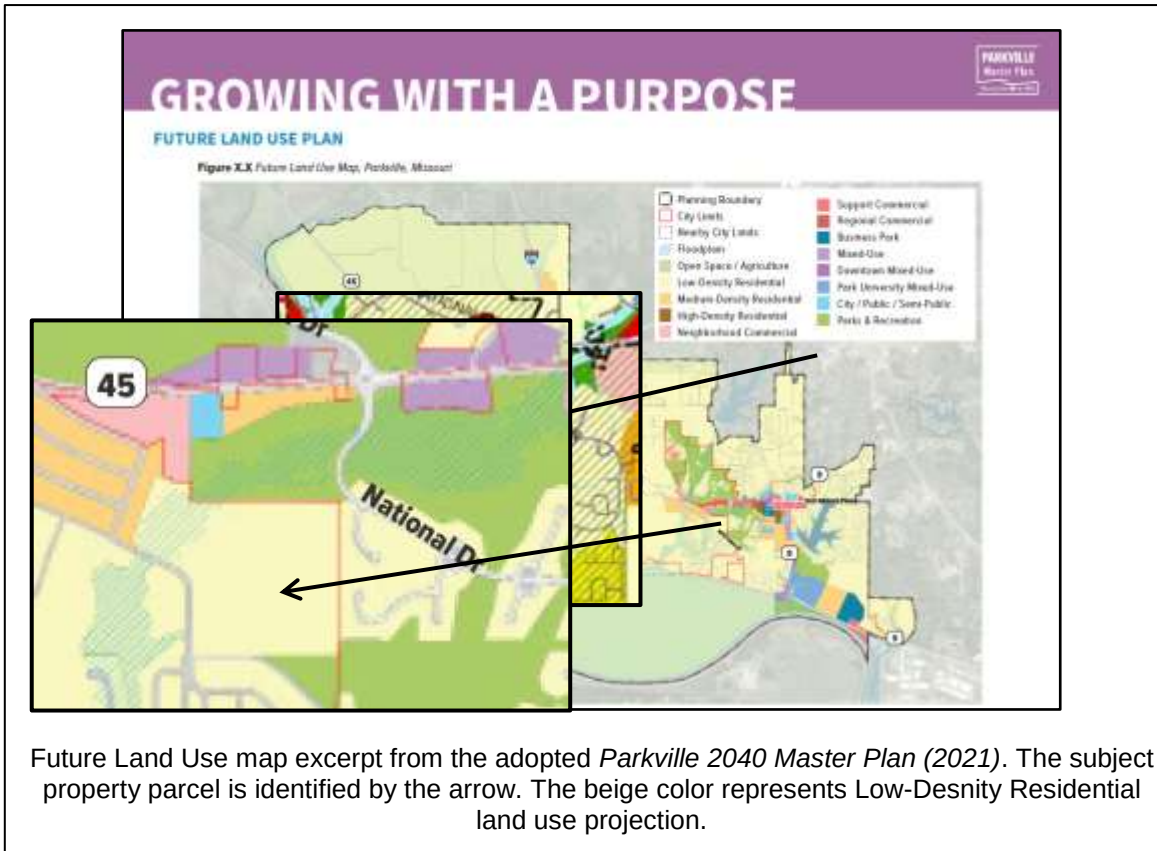
These applications have been reviewed against the City of Parkville's Development Code, including the applicable general requirements in Table 403-1, Section 403.010, Section 403.030, Section 403.040, and Section 403.050. Per these requirements, notice of the public hearing has been published in a newspaper in general circulation in the City, The Platte County Citizen newspaper on April 21, 2021; a sign announcing the time, place and nature of the public hearing was placed on the subject property within view from public right of way; and mailed notice via certified mail was provided to all property owners within 185 ft. of the subject properties. Furthermore, at each public hearing when the Planning and Zoning Commission's action was recommendation of postponement of both applications to the next regular meeting of the Planning and Zoning Commission, the date & time of said continued hearing was announced.

Review and Analysis

The applications have been reviewed against the Parkville Municipal Code, including the applicable "R-5-P" and "R-4-P" zoning district regulations, the adopted *Parkville 2040 Master Plan (2021)* and its Future Land Use Map. Parkville Municipal Code, Section 403.030, Subsection B. provides review criteria for how the Planning and Zoning Commission shall determine if a zoning map amendment is appropriate. The following are staff's findings and conclusions.

- 1. The application is consistent with the Master Plan and any official plan or program developed under the guidance of the Master Plan, and in particular the relationship of land uses within the proposed district and relationship with uses existing or anticipated in surrounding districts.**

The *Parkville 2040 Master Plan (2021)* projects Low-Density Residential land use for the subject property. This use is primarily comprised of single-family residential detached, single-family residential bi-attached, single-family residential +1 accessory dwelling unit, civic uses, schools and churches. The *Parkville 2040 Master Plan (2021)* finds that one (1) to five (5) dwelling units per acre is appropriate for this typology.



It's important to understand that Future Land Use Map within the *Parkville 2040 Master Plan (2021)* are but one means of conveying future development projections; and are not intended to function alone or be the sole determinant for deciding whether or not a specific zoning district is appropriate or not. Table 405-1 of the Title IV – Development Code also states, “*Nothing in the table or plan would preclude the finding that a different application of the zoning districts is also consistent with the Future Land Use element of the Master Plan, or other more specific plans if the context of a specific application, and the goals, policies and strategies of the plan support that finding.*” For example, sections of the *Parkville 2040 Master Plan (2021)* state the importance of considering housing choice and diversity in land use decisions:

Parkville 2040 Master Plan (2021)

“Parkville’s housing stock today is primarily composed of single-family detached residential homes and neighborhoods... By diversifying the housing stock in Parkville, the community will be able to welcome more residents young and old who may not desire or be ready for home ownership. It will increase the availability of housing for Park University students. New families or households moving to Parkville will be able to find temporary transitional housing while they search for their permanent home. Likewise, housing choice will provide realistic options for lower-income households.”

“Housing choice helps build resiliency, especially in suburban communities. Typically, multifamily housing is a tax positive for communities compared to the service cost to benefit ratio of single-family, low density housing alone. It provides

options for people from all backgrounds, ages, and income levels. The quality of multifamily housing can be managed through the use of design standards that call for high quality building materials, durability and quality site design.”

2. The character of the neighborhood, including the design of streets, civic spaces and other open spaces; the scale, pattern and design of buildings; the zoning of property and compatibility of potential future uses; and the operation and uses of land and buildings.

To the north of the subject property is golf course hole #8 of The Deuce at The National Golf Club of Kansas City. To the south of the subject property (across from N Crooked Rd) is the Walnut Creek Acres No. 4 subdivision in Unincorporated Platte County (zoned Platte County “R-7” Single-Family High Density) and consisting of single-family detached homes. Immediately adjacent to the east are single-family detached homes in The National 7th subdivision (zoned City of Parkville “R-2-P” Single-Family Residential). And to the west (across from N Crooked Rd) is the Talented Tots Learning Center (10801 N Crooked Rd) and The Links At Parkville multi-family apartments in the Par-4 subdivision in Unincorporated Platte County (zoned Platte County “RMD” Residential Multiple Dwelling). Based on the character of existing uses and their proximity to the subject property area — including existing topography, vegetation, and property size — staff finds:

- The proposed “R-4-P” Mixed-Density Residential district appropriate and compatible to the character of the surrounding neighborhoods.
- The proposed “R-5-P” Multi-Family Residential district compatible with the existing Platte County “RMD” Residential Multiple Dwelling zoning on the subject property, as well as on subject properties to the west; however, the “R-5-P” zoning may not be compatible with character of the surrounding neighborhood to the adjacent east, The National 7th subdivision.

3. The application furthers the intent of the proposed zoning district and supports that of any abutting zoning districts, and in particular the building form, site design, and other development patterns and urban design aspects of the proposed project in furthering the intent.

In conjunction with the proposed preliminary development plan (Case No. PZ 2021-14), the application for zoning map amendment furthers the intent of accommodating a planned residential development consisting of apartment/condominium and duplex uses. Specifically, the rezoning would support the Platte 38 development.

4. Compliance of any proposed development with the requirements of the development code, and the intent or design objectives associated with any specific standards.

The application for zoning map amendment is proposed in conjunction with preliminary development plans (Case No. PZ 2021-14). The “R-4-P” Mixed-Density Residential district provides residential living in a medium-density neighborhood setting and compact, walkable character. The district provides primarily detached houses and integrates a range of small-scale, civic and multi-unit building types at strategic locations. This district should have strong connections to a broad range of amenities, retail needs and support services to promote walkable patterns. The “R-5-P” Multi-Family Residential district provides residential living in a higher density pattern in planned apartment complexes or other large-scale multi-dwelling building formats. The uses and buildings provide a transition between neighborhoods and more intense uses,

where a concentration of residences have high level of accessibility to public amenities and support services.

5. The ability of the City or other government agencies to provide any services, facilities or programs that might be required if the application were approved.

The proposed rezoning does not appear to significantly impact the ability for the City or other governmental agencies to respond with public and emergency services; this includes police, fire and the ability to maintain the peace. Staff reached out to local utility providers — electricity, natural gas, water, sanitary sewer — as well as the Southern Platte Fire Protection District (SPFPD), Missouri Department of Transportation (MoDOT) and Park Hill School District (PHSD), Platte County Planning and Zoning Department, and Parkville Special Roads District. See Exhibits N.1-N.7 for more information. Additionally, staff coordinated with Dean Cull, SPFPD Fire Marshall, who has reviewed the preliminary development plans to determine if adequate fire protection can be provided.

6. The effect of approval on the condition or value of property in the city or in the vicinity including the likelihood of surrounding areas to be developed in accordance with the Master Plan.

Currently the total assessed valuation of the 38.24 acre (more or less) subject property is \$1,035. Per Platte County Collector's Office tax records, Platte County collected a total of \$80.22 in taxes for the year 2020. Approval of the zoning map amendment would substantially increase the value of the subject property parcels, as the parcels would be rezoned to a City of Parkville district and be permitted for the variety of residential uses allowed by the City's Title IV – Development Code. In turn, the rezoning would increase taxable assessments on the subject property once developed to the extent of the associated preliminary development plans.

7. The consistency of the application with other adopted policies of the City, including any other relevant implications of the change beyond any specific proposed project.

The application has been reviewed against the Parkville Municipal Code, including the applicable "R-4-P" and "R-5-P" zoning district regulations; as well as the adopted *Parkville 2040 Master Plan (2021)* and its Future Land Use Map. The "R-4-P" district can be consistent with both master plan's future land use projections, character of the existing surrounding neighborhoods, and uses permitted in said district. While the "R-5-P" district is not consistent with the both master plans' future land use projections (as detailed in review criteria #1 above), it can accomplish other goals & objectives within the plans such as the need for more housing choice and diversity within the community. Additionally, the associated preliminary development plan (Case No. PZ 2021-14) is considered a master planned development and can consider relevant implications to the proposed project.

8. The recommendations of professional staff or other technical reviews associated with the application.

Aside from staff's analysis and recommendations contained within the *Parkville 2040 Master Plan (2021)*, staff received technical assistance from the Parkville Police Department after receiving concerns from residents and adjacent property owners regarding existing crime in The South National neighborhoods and frequency of motor vehicle crashes already along S National Dr., as well as potential crime and motor

vehicle crashes that would result from the proposed Platte 38 development (Case No. PZ 2021-14).

Crime Statistics

The Parkville Police Department provided crime statistics for The South National neighborhoods from January 1, 2020 – April 26, 2021 (see Exhibit M). In summary, there was a total of three (3) thefts from automobiles and four (4) burglaries. Our Chief of Police, Kevin Chrisman, stated that all of them would have been prevented if 1) residents closed their garage doors at night; and 2) locked their cars while unattended.

Motor Vehicle Crashes

The Parkville Police Department also provided motor vehicle crash statistics for The South National neighborhoods from January 1, 2020 – April 26, 2021 (see Exhibit M). In summary, there were no Property Damage Only, Minor Injury, Serious Injury, or Fatality incidents in The South National neighborhoods; rather, there was one (1) injury crash but it occurred within the N National Dr. / MO-Hwy 45 roundabout.

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, and stormwater management), *Development Plan* (e.g., building types/scales, building design), *Existing Conditions* (e.g., infrastructure, utilities, and 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 plans (Case No. PZ 2021-13; Case No. PZ 2021-14).

- 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.**

Due to the size, scale and complexity of the project, a master planned development represents an improvement to a traditional major site plan development, and can better meet the goals of the adopted *Parkville 2040 Master Plan (2021)*. The preliminary development plans allows the intentional subdivision of property and placement of public streets and private access drive to support a phased approach for construction of the lot for apartment/condominium uses, and lots for duplex uses. Moreover, the apartment/condominium building can be oriented in a manner and height on the subject property complimentary to the existing creek, topography and hole #8 of The Deuce.

- 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.**

An advantage of having a master planned development for the subject property is that public health, safety and welfare can be addressed through the site planning process;

specifically building location/orientation, landscaping/buffering, lighting, circulation/access, and stormwater management. With regard to flexibility for the building height requirements, the Planning and Zoning Commission should consider the proposed 4 story + basement level standard per the context of the subject property (i.e., including existing & proposed grading, surrounding neighborhoods & characteristics, site section & elevation views) to determine whether such flexibility would promote the general public health, safety and welfare of the community.

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 includes meeting all landscaping/buffering, lighting, circulation/access, and parking count & design requirements. However, the applicant requests flexibility for the City's Height, Area and Bulk Standards — specifically flexibility to the "R-5" Multi-Family Residential district standards for maximum building height of 45 ft. and 3 stories. The preliminary development plan proposes an average building height of 49.5 ft. and 1 ½ in. (56 ft. 8 in. measuring from top of roof to lowest elevation; 42 ft. 7 in. measuring from top of roof to highest elevation) and 4 stories + a basement level (finished floor elevation of 885 ft.). This is 4 ft. and 1 ½ in. higher than the maximum height allowance for the "R-5" zoning district.

With regard to flexibility for the maximum height requirements, the Planning and Zoning Commission has made such exception for other similar multi-family residential developments in The National Golf Club of Kansas City, specifically the Bella Vista at the National apartment complex along MO Highway 45 adjacent to the Townhomes at the National – 2nd Plat subdivision (4 stories + basement level; Case No. PZ 2015-11). Additionally, the Planning and Zoning Commission has approved maximum building height flexibility for other multi-family residential developments in the City of Parkville — The major site plan for Lake Pointe Lodge (3 stories + basement level; Case No. PZ 2017-03B); and Six At Park (4 stories + basement level; Case No. PZ 2018-02D). The Planning and Zoning Commission should consider this application's request for a 4 story building + basement level per the context of the subject property (i.e., existing & proposed grading, surrounding neighborhoods & characteristics, site section & elevation views) to determine whether such flexibility is appropriate or not.

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.

The *Parkville 2040 Master Plan (2021)* projects Low-Density Residential land use for the subject property. This use is primarily comprised of single-family residential detached, single-family residential bi-attached, single-family residential +1 accessory dwelling unit, civic uses, schools and churches. The Platte 38 planned residential development includes a well-integrated mix of housing types and choices, including an apartment/condominium building and duplex residential uses. While single-family residential detached and bi-attached are preferred for the Low-Density Residential typology, multi-family units can accomplish other goals & objectives of the *Parkville 2040*

Master Plan (2021) as detailed in the application for zoning map amendment review criteria #1 above.

The *Parkville 2040 Master Plan (2021)* finds that one (1) to five (5) dwelling units per acre is appropriate for this typology. While the gross density of the Platte 38 planned residential development is 4.86 units/acre — a net density of between 1.09-2.2 units/acre for Lots 1-21, and a net density of 17.75 units/acre for Lot 22 — it should be noted this does not include 13.87 acres (more or less) of the subject property outside of Phases 1 and 2 to remain as undeveloped, natural buffer area.

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

The preliminary development plans are proposed in conjunction with an application for zoning map amendment (Case No. PZ 2021-13) to rezone the subject property from its current Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density zoning designations to City of Parkville “R-5-P” Multi-Family Residential and “R-4-P” Mixed-Density Residential zoning designations. If the zoning map amendments are approved, they would allow for the range of residential uses proposed by the applicant.

The application for preliminary development plan (Case No. PZ 2021-14) 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 Title IV – Development Code recommends street networks provide for the continuation of streets in adjacent subdivisions to the subdivision boundary; this includes avoiding dead-end streets when possible. The preliminary development plan does not contain dead-end streets. While the original preliminary development plans presented to the Planning and Zoning Commission at their May 11th, June 8th, July 13th regular meetings proposed public street connections to N Crooked Rd and S National Dr. (in order to ensure an arrangement of blocks and lots for long-range development goals, maximize connectivity, and improve options for access to residents in The South National subdivisions), the revised preliminary development plan contacts a main point of access off of N Crooked Rd and cul-de-sacs for turning around. Despite the revisions, the proposed layout of Platte 38 meets the City’s guidance for block size, external connections, and street design types as detailed in Section 404.010 Street Networks and Design. Dean Cull, SPFPD Fire Marshall is aware of the revised street network layout and is reviewing the preliminary development plan against the requirements of the 2018 International Fire Code (IFC). Thus, a condition of approval will be for these requirement to be met, along with any necessary conditions.

Civic and Open Space System

Section 404.020 prefers Park, Trail / Greenway, or Green typologies for the “Suburban” planning context (i.e., areas more removed from walkable centers, commercial corridors or large scale projects arranged around a campus plan). The preliminary development plan proposes three large tracts of common open space for stormwater detention and buffer space, as well as natural area to the south to preserve vegetation around an existing creek. The Planning and Zoning Commission should consider whether these tracts of natural area are appropriate per the master planned development.

Block and Lot Arrangement

The preliminary development plans propose 21 lots for duplex uses (21-42 units) and 1 lot for an apartment/condominium buildings (158 units). Genesis Dr. serves as the main public thoroughfare through the Platte 38 planned residential development, and is bisected by a private access drive to Lot 22, and Brink Place which serves as a cul-de-sac; this allows all lots to have access to the street network. Utility easements are provided on all lots for utility service purposes, and are accessible from the public right-of-way for each block.

Required Improvements and Engineering Specifications

Final development plans for improvements (e.g., streets, sidewalks) will need to meet American Public Works Association (APWA) Standard Specifications and Design Criteria. The applicant has submitted a Macro Storm Water Drainage Study for the subject property area (see Exhibit H by Reference). This study contains an assessment outlining the stormwater management needs for the site, detailing the proposed stormwater management infrastructure and rationale for why it's being used. The City's Public Works Department contracted its on-call stormwater hydrology engineer, VSM Engineering, LLC, to conduct an independent review of the submitted stormwater drainage study (see Exhibit H and Stormwater Management section below).

2. Site and Landscape Design Standards

Landscape Design

A detailed Tree Landscape Plan has been provided for the Platte 38 planned residential development and meets all requirements of Section 407.020 (see Exhibit E.12); this includes all street tree requirements for the duplex lots, tree & shrub requirements for the interior parking lot, and buffer planting requirements for the existing and adjacent residential properties in The National 7th subdivision to the east (13 shade trees, 26 evergreens and 51 shrubs). Additionally, the Tree Landscape Plan complies with the City's plant species requirements for street trees (i.e., the *Great Trees for the Kansas City Region* list) and planting specifications meeting the American Standards for Nursery Stock (ASNS) published by the American Nurserymen's Association.

Buffers, Screens and Fencing

Exhibits E.12 details the required Type 3 landscaping buffer along the eastern subject property boundary in order to meet the performance standards per Section 407.030 (Buffers, Screens and Fencing) for screening the adjacent residential properties in The National 7th subdivision; this includes 13 shade trees, 26 evergreens and 51 shrubs. Additionally, the applicant has provided Type 1 Buffer Type Screening for the trash enclosure area along the eastern end of the parking lot for the apartment/condominium building.

Outdoor Lighting

A photometric plan was previously included in earlier versions of the preliminary development plan (dated April 30, 2021; May 24, 2021) and contained details of the general footprint and impact of lighting throughout the development. The majority of lighting was throughout the parking lot serving the apartment/condominium building on Lot 22. The exterior lighting pole heights were shown as 25 ft. height which met the "R-5" base district's maximum mounting height limit, as well as the shielding requirements and design and performance criteria specified in Section 407.040.

Stormwater Management

The applicant has submitted a Macro Storm Water Drainage Study for the subject property area (see Exhibit H by Reference). This study contains an assessment outlining the stormwater management needs for the site, detailing the proposed stormwater management infrastructure and rationale for why it's being used. The City's Public Works Department contracted its on-call stormwater hydrology engineer, VSM Engineering, LLC, to conduct an independent review of the submitted stormwater drainage study (see Exhibit L). In summary:

- **Best Management Practices (BMP)** – BMPs per the *MARC/APWA Manual of Best Management Practices for Stormwater Quality, October 2021* should be added to the consultant's study.
- **Emergency Spillway** – Emergency spillway (overflow elevation) should not be the same as the top of pond elevation, and should be 0.5 ft. above the 1% storm elevation of the pond per APWA requirements.
- **Calculations** – Verification of the inlet time for the existing south basin is needed; justification for the NE Undetained area's proposed conditions curve number is needed; verification for the correct land use and group soils.
- **MACRO Watershed Impact** – A general analysis of the project on the larger watershed is required per APWA.

As a result, a condition of approval will be for these comments/findings from VSM to be addressed by the consultant, and the stormwater drainage study revised if necessary.

3. Access and Parking

Access and Circulation

The preliminary development plans propose access via a new public street connected to N Crooked Rd on the southwest end of the development. Off of this local road will be private drive access to the Lot 22 parking lot serving the apartment/condominium building. The City's Public Works Department has reviewed the proposed section widths of the streets (see Exhibit E.7) and determined they meet American Public Works Association (APWA) standards. Additionally, the SPFPD has reviewed the width of the streets and curb radii and concluded there are no issues with either as proposed. Additionally, the applicant has provided AutoTURN movements to ensure internal site circulation can support adequate turning movements from a Pierce Fire Truck (duel axle; 110 ft. ladder; see Exhibit E.9). Sidewalks are provided throughout the development and meet all requirements with Section 408.020 Access and Circulation; and a sidewalk/trail is also provided along the rear of the apartment/condominium building (see Exhibit E.10).

Traffic Impact Study

Per Section 408.020, Subsection D., the Director of Public Works can request a Traffic Impact Study to analyze the impacts of the function of the transportation network in the vicinity of the site. A traffic impact study was prepared by Janelle Clayton, PE, PTOE of Merge Midwest Engineering (see Exhibit I by Reference) for the original preliminary development plan layout presented to the Planning and Zoning Commission on May 11th, June 8th, July 13th. The purpose of the study is analyze the effect of the proposed Platte 38 development — specifically traffic via motor vehicle trip generation estimates — on traffic at the proposed driveway intersections with S National Dr. and N Crooked

Rd, as well as at the intersections of MO-45 Hwy & N Crooked Rd, and MO-45 Hwy and S National Dr. Results from the study are shown below:

Existing Traffic Volumes		
MO-Hwy 45 (between S National Roundabout and N Crooked Rd intersection)	Eastbound	6,724 vpd
	Westbound	6,754 vpd
	Total	13,478 vpd
N Crooked Rd (just north of Talented Tots Drive)	Northbound	1,340 vpd
	Southbound	1,288 vpd
	Total	2,628 vpd
S National Dr. (south of MO-Hwy 45 roundabout)	Northbound	384 vpd
	Southbound	398 vpd
	Total	782 vpd

*Trip Generation		
Multi-Family Units	1,088 vpd	1,556 total vpd
Single-Family Detached Units	468 vpd	
Multi-Family Units	68 AM peak vph	103 total AM peak vph
Single-Family Detached Units	35 AM peak vph	
Multi-Family Units	86 PM peak vph	130 total PM peak vph
Single-Family Detached Units	44 PM peak vph	

*Statistics based upon the 10th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*

Trip Distribution	
To/From the east via MO-Hwy 45	47%
To/From the west via MO-Hwy 45	43%
To-From the south/west via N Crooked Rd	5%
To-From the south/east via S National Dr.	5%

The traffic impact study also provides sight-distance measurement recommendations — based on AASHTO's *A Policy on Geometric Design of Highways and Streets* — for the proposed intersection connections to N Crooked Rd and S National Dr. While the recommended intersection sight distance length (measured along the centerline of the intersecting street) is greater than the City's requirements listed in Table 404-4: Clear Sight Distance, the Public Works Department will evaluate the intersections further and take the recommendations under consideration.

Lastly, the traffic impact study analyzes the Level of Service (LOS) for existing traffic conditions and future conditions based on the proposed development, which are shown below:

Existing LOS	
Intersection of S National Dr. with Missouri Highway 45	B AM peak
	B PM peak

No auxiliary turn lanes warranted	
Intersection of N Crooked Rd with Missouri Highway 45	D AM peak
	F PM peak
No auxiliary turn lanes warranted	

Future + Site + Planned LOS	
Intersection of Drive A with N Crooked Rd	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of Drive A with S National Dr.	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of S National Dr. with Missouri Highway 45	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of N Crooked Rd with Missouri Highway 45	F AM peak
	F PM peak
Close to meeting an eastbound right-turn warrant. A traffic signal or roundabout needs to be considered at this intersection in the future.	

The City contracted its on-call transportation engineer, George Butler Associates, Inc. (GBA), to conduct an independent review of the submitted traffic impact study (see Exhibit I by Reference) in association with the proposed Platte 38 development (see Exhibit J). In summary:

- **Methodology** – The traffic impact study followed accepted industry-standard procedures and methodologies.
- **Traffic Counts** – An appropriate amount of traffic counts were collected (for both peak periods).
- **Traffic Data** – The consultant made good use of current vs. historic traffic counts (using data from MoDOT and previous traffic impact studies previously submitted to the City).
- **Trip Distribution** – Trip distribution patterns utilized were logically based on existing volumes and traffic flows.
- **Future Traffic** – An appropriate 2% annual growth rate to project future traffic was utilized.
- **Future Developments** – Consideration was appropriately given to potential traffic resulting from other unbuilt development projects along MO-Hwy 45.
- **Capacity Analysis** – The capacity analysis utilized the latest software and recommended methodologies.
- **Sight Distance** – There are no apparent sight distance issues at the intersections of the proposed public streets and N Crooked Rd or S National Dr.
- **Traffic Signal Warrant** – The consultant's recommendation for a traffic signal or roundabout at the intersection of N Crooked Rd. and MO-Hwy 45 sometime in the future is justified.
 - Traffic generated by the development would represent less than 3% of the total traffic at this intersection.

- Nevertheless, it's advisable for the City to consider requesting an escrow contribution from the developer toward the future design/construction costs for this intersection.
- A traffic signal is estimated to cost \$200,000-\$250,000, and a multi-lane roundabout is estimated to cost \$2,000,000 for design & construction.

Both the consultant's traffic impact study and the City's independent review memorandum were provided to the Missouri Department of Transportation (MoDOT), Platte County Planning and Zoning Department, and Parkville Special Road District for review & reference. It should be noted that the *Parkville 2040 Master Plan (2021)* recommends realigning both the N and S ends of Crooked Rd to eliminate offset access, and to coordinate such improvements with development around this intersection. Staff submitted applications to the Mid-America Regional Council's (MARC) Regional Transportation Plan (RTP) 2050 Call For Projects and improvements to the N Crooked Rd and MO-Hwy 45 intersection ranked #3 out of the 7 Parkville project submitted; therefore, would be a good candidate for federal-aid and Missouri state transportation funding in the future if Platte County were interested in partnering with the City of Parkville. Staff is also in the process of coordinating with Platte County for a joint submission of an Application for Traffic Engineering Assistance Program (TEAP) to MoDOT.

Revised Traffic Impact Study

Since the time City staff received the traffic impact study for the original preliminary development plan layout presented to the Planning and Zoning Commission on May 11th, June 8th, July 13th (see Exhibit I by Reference) the applicant has submitted a revised preliminary development plan for Platte 38 (see Exhibit E.1-15). As a result, a new traffic impact study was prepared by Janelle Clayton, PE, PTOE of Merge Midwest Engineering (see Exhibit J by Reference) for this revised preliminary development plan layout. In summary:

Additional traffic to N Crooked Rd. intersection

- Original plan had 52 AM peak vph at S National Dr. intersection.
- Original plan had 24 AM peak vph at N Crooked Rd. intersection
- Revised plan shifts the 52 AM peak vph over for a total of 76 AM peak vph at N Crooked Rd. intersection.
- Original plan had 35 PM peak vph at S National Dr. intersection.
- Original plan had 15 PM peak vph at N Crooked Rd. intersection
- Revised plan shifts the 35 PM peak vph over for a total of 50 PM peak vph at N Crooked Rd. intersection.
- In general, having all of the exiting traffic shifted from S National Dr. over to N Crooked Rd. does NOT change the recommendations as presented in the original traffic study.
- In general, having inbound-only access into the development via N Crooked Rd would not have significant impacts on expected traffic operations.

No major changes to the Future + Site + Planned LOS

- Original plan anticipated LOS F (AM peak and PM peak) for the intersection of N Crooked Rd with Missouri Highway 45.

- Original plan was close to meeting an eastbound right-turn warrant, and considerations of a traffic signal or roundabout in the future.
- Revised plan causes only slight increases in delay and queues that wouldn't change the N Crooked Rd and Missouri Highway 45 intersection warrants, unless other safety concerns were occurring.
- Addition of the Platte 38 development creates only minimal impacts to the intersection, as it accounts for only 7% of the total intersection volume during the AM peak hour, and 5% of the total intersection volume during the PM peak hour.

The City contracted its on-call transportation engineer, George Butler Associates, Inc. (GBA), to conduct an independent review of the revised traffic impact study (see Exhibit K). In summary:

- **Missouri Highway 45 Queue Lengths** – While the revised traffic study recognizes the vehicle queue lengths as being acceptable today, over time the delay lengths will increase (up to 2-3 minutes), which could result in motorists making riskier maneuvers due to human behavior.
- **Missouri Highway 45 Right-Turn Lane** – Until the intersection is signalized, an eastbound right-turn lane is warranted.
- **Developer Contribution** – 6-8% of Missouri Highway 45 intersection traffic will be generated from the development. As a result, the consultant recommends the City consider an agreement with the developer regarding a financial contribution toward a future traffic signal at the intersection.
- **Missouri Highway 45 Intersection Realignment** – As noted above, the City is in the process applying for grants through MARC and MoDOT to explore the realignment of both the north and south ends of Crooked Rd to eliminate offset access. If such improvements are implemented to the intersection, then any warrants or recommended improvements from the revised traffic study would be negated.

Required Parking

The applicant has met the requirements of Section 408.030 Required Parking by providing the required parking spaces (and dedicated ADA spaces) throughout Lot 22, the parking lot for the apartment/condominium building as detailed on Exhibits E.5-E.6. The Title IV – Development Code requires 237 parking stalls and the preliminary development plan proposes a total of 267 parking stalls.

Parking Design

Section 408.050 of the Title IV – Development Code requires parking stalls of 9 ft. by 18.5 ft., with 26 ft. aisle widths, which the applicant proposes throughout the parking lot for the apartment/condominium building.

4. Sign Standards

The City has sign allowance requirements for all residential districts 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 as part of any subsequent Final Development Plan submission.

Public Input Summary

Per Section 403.040, a preliminary development plan shall generally include *Public Input Summary*, a summary of the type, extent and outcomes from any public or community engagement regarding the plan and future development. Following the February 9, 2021 special workshop with the Planning and Zoning Commission, the applicant made contact with Dale Brouk of Homeowner Association (HOA) of The National Golf Club of Kansas City. The development concept was then shared with the HOA's Board and discussed at a subsequent HOA meeting to become a part of the HOA. Concerns raised by the Board during their meeting included:

- Traffic onto S National Dr. (and the preference of not having a thru-street connection between S National Dr. and N Crooked Rd.)
- The development needs to have its own amenities
- The development must become part of the City of Parkville
- More discussing to be forthcoming and shared with the Board

On April 21, 2021 the applicant, Todd Kobayashi, met with residents of The South National neighborhoods and HOA members to hear their concerns and address them if possible. The biggest concerns revolved around cut-thru traffic, and if there was a way for the development to address it, including a one-way (entrance-only) off of S National Dr. that would only extend to the main access to the Lot 22 parking lot; the idea being to enable access but not egress onto S National Dr. The applicant shared these comments with City staff to discuss, and our Public Works Director deferred this idea to the City's on-call transportation engineer to evaluate. Per his analysis, he ranked traffic management alternatives by least to most difficult:

- *If you would like to prevent eastbound right-turns onto S. National Drive, I'd suggest that a No Right Turn sign wouldn't be enough. It is a regulatory solution only that drivers can still choose to ignore at the risk of receiving a ticket from police. However, you could consider some geometric "encouragement" as well by making the southwestern curb return very sharp (i.e., small radius) and more difficult to perform that undesirable maneuver.*
- *If the roadway connection to S. National Drive was restricted to one-way westbound traffic only, then we'd be reassigning a significant amount of the outbound development traffic (69%) to the west. This would drastically increase the northbound traffic on NW Crooked Road which currently experiences the worst operations at any of the study intersections, further degrade those northbound traffic operations, and accelerate the overall need for a traffic signal at that location.*
- *If the roadway connection to S. National Drive was fully closed to development traffic, then a majority of the inbound development traffic (64%) would also be redirected to MO-45/NW Crooked Road for access (i.e., in addition to the 69% of outbound traffic). This would further increase the overall need for a traffic signal at MO-45/NW Crooked Road, and possibly also result in a heavy enough turning movement where an eastbound right-turn lane might be recommended as well.*
- *For either of these last two alternatives, we would probably need to recommend/require a revised traffic analysis and report from the developer and Merge Midwest to fully quantify these associated traffic impacts due to the diversions.*

Public Hearing – May 11, 2021

On Tuesday, May 11, 2021 the Planning and Zoning Commission held a public hearing to consider Case No. PZ 2021-13 and PZ 2021-14. Applicant Todd Kobayashi presented the proposed preliminary development plan for Platte 38 and addressed questions from the Planning and Zoning Commission. Members of the public attended, provided comments and asked questions. Most of the questions pertained to wanting more information regarding the 55+ concept (whether or not the development would be restricted exclusively to seniors), why a roadway connection to S National Dr. is necessary, and whether or not The National Golf Club of Kansas City approves of the project and would allow an access road to cut through their tract of land abutting S National Dr. The Planning and Zoning Commission recommended postponing the item and continuing the public hearing to their next regular meeting on Tuesday, June 8, 2021; and requested the applicant take the following actions in the meantime:

1. Meet with The National Golf Club of Kansas City Homeowners Association (HOA) to formally present the preliminary development plan and receive answers to questions asked by members of the public at the hearing.
2. Meet with residents in the adjacent neighborhood in The South National to answer their questions about the proposed development.
3. Address all of the questions asked by members of the public at the May 11, 2021 public hearing.
4. Consider revision to the preliminary development plan, including but not limited to:
 - a. Reducing the overall density of the project
 - b. Reducing the height of the apartment/condo buildings
 - c. Re-locating the apartment/condo buildings
 - d. Increasing landscape buffering on Tract C, and explore the utilization of berms

On May 25, 2021 the applicant convened a meeting with the Board of The National Golf Club of Kansas City HOA to present the preliminary development plan in detail and answer any questions. The applicant then hand-delivered invitations to residents in The South National neighborhood along S National Dr. and Persimmon Ct. for an open house charrette meeting on May 26, 2021 (1:00-6:00 p.m.) at the Veterans of Foreign Wars (VFW) building at 10125 MO-Hwy 45 in Parkville.

At the June 8, 2021 regular meeting of the Planning and Zoning Commission, the applicant requested consideration of the Application for Zoning Map Amendment and Application for Preliminary Development Plan be postponed to the next regular meeting of the Planning and Zoning Commission — on July 13, 2021 — to allow more time for the applicant to revise their preliminary development plans. The Planning and Zoning Commission then voted unanimously (7 to 0) to recommend postponement of both applications and continuation of the public hearing to the next regular meeting of the Planning and Zoning Commission on July 13, 2021.

At the July 13, 2021 regular meeting of the Planning and Zoning Commission, the applicant requested another postponement of their Application for Zoning Map Amendment and Application for Preliminary Development Plan — this time to the August 10, 2021 regular meeting — to allow more time to revise their preliminary development plans. The Planning and Zoning Commission then voted unanimously (8 to 0) to recommend postponement of both applications and continuation of the public hearing to the next regular meeting of the Planning and Zoning Commission on August 10, 2021.

Staff Conclusions and Recommendations

Zoning Map Amendments

Staff concludes that, with the exceptions noted above: The proposed “R-4-P” district can be consistent with the future land use projections of the *Parkville 2040 Master Plan (2021)*, is appropriate and compatible to the character of the existing surrounding neighborhoods. While the “R-5-P” district is not consistent with the either master plans’ future land use projections, it can accomplish other goals & objectives within the plans such as the need for more housing choice and diversity within the community. Furthermore, the district is compatible with the existing Platte County “RMD” Residential Multiple Dwelling zoning on the subject property, as well as on subject properties to the west; however, the “R-5-P” zoning may not be compatible with character of the surrounding neighborhood to the adjacent east, The National 7th subdivision. The application for zoning map amendment complies with the requirements of the Title IV – Development Code as shown in the accompanying Platte 38 preliminary development plan (Case No. PZ 2021-14); does not appear to significantly impact the ability for the City or governmental agencies to respond with public and emergency services (including police, fire and the ability to maintain the peace); would substantially increase the value of the subject property parcels if developed to the extent of the associated Platte 38 preliminary development plan; and would allow for a variety of residential uses, all of which are currently permitted on the subject property via the existing Platte County “RMD” and “R-7” zoning designations.

Preliminary Development Plans

Staff concludes that, with the exceptions noted above: The proposed preliminary development plan accomplishes the goals of the *Parkville 2040 Master Plan (2021)* through a master planned approach vs. piece meal development; flexibility to the “R-5-P” district’s maximum building height allowance should be carefully evaluated by the Planning and Zoning Commission per context of the subject property (i.e., existing & proposed grading, surrounding neighborhoods & characteristics, site section & elevation views) to determine whether such flexibility would promote the general public health, safety and welfare of the community or be appropriate or not; reflects generally accepted and sound planning and urban design principles with respect to applying the adopted *Parkville 2040 Master Plan (2021)*; meets all review criteria for a zoning map amendment; and meets the City’s applicable subdivision regulations and standards, site and landscape design standards, access and parking, sign standards, and minimum standards thereof.

Following review, staff recommends neither approval nor denial of the Application for Zoning Map Amendment (Case No. PZ 2021-13) and Application for Preliminary Development Plan (Case No. PZ 2021-14); and will defer discretion to the Planning and Zoning Commission per a roll call vote to determine if the proposed zoning and planned residential development is appropriate given the context of the project within the City of Parkville and subject property area. Staff bases this decision on the merits of the application and the findings and conclusions in the report, subject to the following conditions:

Zoning Map Amendment

- Submittal of a valid Voluntary Annexation Petition for the portion of property included in associated preliminary development plan currently located outside of the existing City boundaries, and said property is thereafter annexed into City of Parkville municipal limits via ordinance.
- The subject property be platted via an Application for Subdivision – Final Plat to allow for the zoning layout per the Preliminary Development Plan.

Preliminary Development Plan

- Submittal of a valid Voluntary Annexation Petition for the portion of property included in associated preliminary development plan currently located outside of the existing City boundaries, and said property is thereafter annexed into City of Parkville municipal limits via ordinance.
- The subject property be platted via an Application for Subdivision – Final Plat — prior to construction permits being issued — in order to accommodate the lots and tracts for the Platte 38 planned residential development.
- The applicant address comments/findings from the City’s independent review (performed by VSM Engineering, LLC) of the submitted stormwater drainage study.
- Southern Platte Fire Protection District (SPFPD) review the preliminary development plan against the requirements of the 2018 International Fire Code (IFC), and any necessary conditions be met.
- Any subsequent Applications for Final Development Plan for Phase II / Lot 22 go before the Planning and Zoning Commission for approval, with the Planning and Zoning Commission as the “Decision Making Authority” and the Board of Aldermen as having “Appeal of Decision” authority per Table 403-1: Procedures Summary of the Parkville Municipal Code, Title IV – Development Code.
- 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 Zoning Map Amendment and 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 September 7, 2021 for first action.

End of Memorandum



08-06-2021

Stephen Lachky, AICP, CPM, CFM
Community Development Director

Date



Application #: _____
Date Submitted: _____
Public Hearing: _____
Date Approved: _____

CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

Application for Zoning Map Amendment

Pre-application meeting required per Parkville Municipal Code Title IV, Section 403.010, Subsection C

1. Applicant / Contact Information

Applicant(s)

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City, State: KCMO

Phone: 804-221-8746 Fax: _____

E-mail: ToddK@builtbygenesis.com

Engineer/Surveyor(s) preparing legal description

Name: Dustin Burton - RIC

Address: 1815 McGee, Ste 200

City, State: KCMO

Phone: 913.832.5683 Fax: _____

E-mail: dburton@ric-consult.com

Owner(s), if different from applicant(s)

Name: Parkville 38, LLC

Address: 4420 Madison Ave, Suite 104

City, State: Kansas City, MO

Phone: (816) 520-2233 Fax: _____

E-mail: toddK@builtbygenesis.com

Contact Person, if different from applicant(s)

Name: _____

Address: _____

City, State: _____

Phone: _____ Fax: _____

E-mail: _____

We, the undersigned, do hereby authorize the submittal of this application and associated documents and certify that all information contained therein is true and correct. We acknowledge that rezoning in the City of Parkville is subject to the Municipal Code of the City of Parkville. We do hereby agree to abide by and comply with the above-mentioned codes, and further understand that any violations from the provisions of such or from the conditions as stated herein shall constitute cause for fines, punishments and revocation of approvals as applicable.

Applicant's Signature (Required)

T. Kobayashi

Date: 4-8-21

Property Owner's Signature (Required)

Steven Brink

Date: 4-7-21

2. Property Information

Legal description: Attach a separate sheet with complete writing and graphical legal description of the subject property.

Property address / general location:

38 acres between Crooked Rd. and MO-45 highway, west of S. National Drive

Parcel ID Number: 002-006.000

Present zoning: RMD / R7

Proposed zoning: R-5-P

Present use of the property:

Undeveloped, wooded land

Length of use:

50+ years



Application #: _____
Date Submitted: _____
Public Hearing: _____
Date Approved: _____

CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

Application for Preliminary Development Plan

Pre-application meeting required per Parkville Municipal Code Title IV, Section 403.010, Subsection C.

1. Applicant/Contact Information

Applicant(s)

Name: Todd Kobayashi
Company: Genesis Companies
Address: 4420 Madison Ave, Ste 104
City, State: KCMO
Phone: 804-221-8746 Fax: _____
E-mail: ToddK@builtbygenesis.com

Engineer/Surveyor(s) preparing plans & legal desc.

Name: Dustin Burton
Company: RIC
Address: 1815 McGee, Ste 200
City, State: KCMO
Phone: 913.832.5683 Fax: _____
E-mail: dburton@ric-consult.com

Owner(s), if different from applicant

Name: Todd Kobayashi
Company: Parkville 38, LLC
Address: 4420 Madison Ave, Suite 104
City, State: Kansas City, MO
Phone: (804) 221-8746 Fax: _____
E-mail: toddK@builtbygenesis.com

Contact Person, if different from applicant

Name: _____
Company: _____
Address: _____
City, State: _____
Phone: _____ Fax: _____
E-mail: _____

We, the undersigned, do hereby authorize the submittal of this application and associated documents and certify that all information contained therein is true and correct. We acknowledge that development in the City of Parkville is subject to the Municipal Code of the City of Parkville. We do hereby agree to abide by and comply with the above-mentioned codes, and further understand that any violations from the provisions of such or from the conditions as stated herein shall constitute cause for fines, punishments and revocation of approvals as applicable.

Applicant's Signature (Required)

T. Kobayashi

Date: 4-9-21

Property Owner's Signature (Required)

Steven B Brink

Date: 4-7-21

2. Property Information

Property address and general location: 38 acres between Crooked Rd. and MO-45 highway, west of S. National Drive

Legal description (may be attached): Attached

Description of proposed use(s): Mixed use of duplex homes and multi-family/condominiums

Zoning district: R-5-P
Gross acreage of lot: 26.04 Ac
Open space acreage: 7.72
Proposed block and lot pattern: 1 block, 22 lots

Lot coverage: 40% max (duplex lots)
Density/Intensity: 9.3 DU/Ac
Net acreage of lot: 23.68
Building types/scale: Duplex & Multifamily

3. Factors affecting the project

Are any public improvements required for this project? Yes

Explain (may be attached):

Road to connect S. National Drive to Crooked Rd. & public utilities (water/storm/sewer)

4. Public Realm

- All public improvements must be designed to city standards and require approval, guarantees and permits prior to installation.

Functions of proposed new roadways: Residential street

Proposed surface material: Asphalt Maximum grade: 9%

General design characteristics, open spaces, civic spaces and circulation network:

See plans

Are area streets and utilities sufficient to serve the property once developed? Yes
(Note: a traffic study may be required in order to adequately address this question)

Explain: Traffic study is completed

Attach a stormwater management study showing facilities/improvements needed to handle stormwater adequately.

Attach a narrative addressing:

1. How 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.
2. How the benefits from any flexibility in the standards proposed in the plan promote the general public health, safety and welfare of the community, in particular areas immediately near or within the proposed project, and not strictly to benefit the applicant or single project.
3. How 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.
4. How 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.
5. How the plan meets all of the review criteria for a zoning map amendment.

5. Checklist of required submittals

- ☒ Completed application, including site plans with all required details and supporting data.
- ☒ Nonrefundable application fee of \$300.00.
- ☒ Five (5) copies 24" x 36" size, or larger sets, and one (1) electronic set (PDF format) of the site plan and elevations for staff and service providers to review.
- ☒ Authorization signature of the applicant and owner of record of the property.
- ☐ If subject to covenants and/or deed restrictions, signed approval of the association/entity enforcing such.

For City Use Only

Application accepted as complete by: _____
Name/Title _____ Date _____

Application fee payment: Check # _____ AA Amount \$ _____

Final reimbursable costs paid (if applicable). Date of Action: _____

Planning Commission Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____

Conditions if any: _____

Board of Aldermen Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____

Conditions if any: _____

6. Preliminary Development Plan checklist for staff review**1. Basic Information**

- a. Name of the development
- b. Name, address, contact information of person or firm that prepared the plan
- c. Date plan was prepared, including any revision dates
- d. Graphic, engineering scale
- e. North arrow
- f. Vicinity map identifying boundaries and location of property in relation to City

2. Development Summary Table | *Provided on site plan in chart format*

- a. Existing zoning and proposed zoning if applicable
- b. Total land area in square feet and acres
- c. Proposed use or uses of each building and/or structure
- d. Height above grade of buildings and structures and number of stories of each building and/or structure
- e. Gross floor area per floor and total for each building/structure
- f. Residential buildings shall also include residential building type and total number of dwelling units. Residential development shall identify gross and net density
- g. Building coverage and floor area ratio
- h. Ratio of required number of parking spaces for each use and amount of proposed parking spaces

3. Plan Drawing

- a. Property lines and lot dimensions
- b. Proposed building footprint with lines
- c. Building(s) with dimensions and distance to property lines
- d. Cross-sections of the site detailing the height of buildings/structures, distances, and relationship to existing topography, and if applicable, proposed topography
- e. Existing and proposed rights-of-way improvements (curb/gutter/sidewalk/driveways, etc.) and easements
- f. All radii, acres, points of tangency, central angles and lengths of curves
- g. Existing and proposed topography, with major contour lines at intervals of 10 feet, and minor contour lines at an interval of 2 feet
- h. Indication of FEMA Special Flood Hazard Areas (SFHA) if applicable
- i. Location and identification of any proposed and any existing site features to be retained, including detention areas, retaining walls, existing mature trees, and other pertinent site features
- j. Identification of proposed or existing use or uses within each building, building entrances and exits, docks or other service entrances, utility entrances and screening to them, trash enclosures if applicable, outdoor storage and sales areas, and other paved areas.
- k. Architectural renderings of the completed project be provided, including elevations of each side of each structure and delineation of building materials.

4. Parking and Circulation

- a. Location and dimensions of the widths of existing or proposed private vehicular access into the property from perimeter streets and location of existing or approved accesses on properties adjacent or opposite the property
- b. Location of proposed or existing parking spaces, aisles, and drives with setback dimensions from proposed streets right-of-way and adjacent property lines; typical width and length of parking spaces; number of parking spaces per row; and width of parking and drive aisles
- c. Illustration of AutoTURN vehicular movements for emergency vehicle access to development, specifically a Pierce Velocity fire truck (dual axle type w/ 110 ft. ladder; vehicle specifications are 43.3 ft. length X 8 ft. width)
- d. Location of proposed trash enclosures if applicable
- e. Identification of all public and private existing and proposed sidewalks, trails, bicycle facilities, and/or open space areas (Tracts A, B, C, etc.)
- f. Indication of compliance with access and parking standards per City Code ([Chapter 408](#))

5. Landscaping and Screening

- a. A plan for landscaping design and screening in conformance with City Code ([Section 407.020](#) and [407.030](#))
- b. A lighting plan in conformance with City Code ([Section 407.040](#))
- c. A stormwater management plan in conformance with City Code ([Section 407.050](#))
- d. A landscape schedule showing compliance with City Code ([Chapter 407](#))

6. Other Requirements

- a. All survey monuments and benchmarks, together with their description
- b. Show windows and entrances
- c. Label all materials
- d. Show canopies and awnings if proposed
- e. Information regarding signage if proposed, in compliance with City Code ([Chapter 409](#))

Note: Submissions of preliminary development plans to the Planning and Zoning Commission that do not conform to the above checklist may, at the discretion of the Planning and Zoning Commission, be subject to delay until unfulfilled items are complied with.

All that part of the Northeast Quarter of Section 27, Township 51 North, Range 34 West of the Fifth Principal Meridian in Platte County, Missouri, being more particularly described by Jed A.M. Baughman, PLS #2014020708 of Renaissance Infrastructure Consulting, Inc. as follows:

Beginning at the Northwest Corner of said Northeast Quarter;

thence South 00°13'30" West, along the West line of said Northeast Quarter, a distance of 1321.18 feet to the Northwest corner of the Southwest Quarter of said Northeast Quarter;

thence leaving said West line and along the North line of said Southwest Quarter, North 89°59'23" East, a distance of 1312.49 feet to the Northeast Corner of said Southwest Quarter;

thence leaving said North line and along the East line of said Southwest Quarter, South 00°11'06" West, a distance of 504.02 feet;

thence leaving said East line, North 89°51'38" West, a distance of 198.92 feet;

thence South 00°07'36" West, a distance of 125.94 feet;

thence South 45°07'23" West, a distance of 202.02 feet;

thence South 00°43'36" East, a distance of 250.41 feet;

thence South 82°26'56" West, a distance of 118.01 feet;

thence North 63°08'07" West, a distance of 182.65 feet;

thence South 86°54'47" West, a distance of 123.61 feet;

thence North 61°42'44" West, a distance of 134.97 feet;

thence South 67°24'46" West, a distance of 227.70 feet;

thence North 89°43'59" West, a distance of 223.11 feet to a point on the East right-of-way line of Crooked Road, as now established;

thence along said East right-of-way line, North 00°13'30" East, a distance of 339.34 feet;

thence continuing along said East right-of-way line, North 75°40'30" West, a distance of 20.62 feet to a point on the West line of said Northeast Quarter;

thence leaving said East right-of-way line and along said West line, North 00°13'30" East, a distance of 639.81 feet to the Point of Beginning, containing 1,138,576 square feet, or 26.138 acres, more or less.

April 7, 2021

Stephen Lachky
Community Development Director
8880 Clark Ave
Parkville, MO 64152

Re: Platte 38 – Multifamily Development – Annexation, Rezoning, and Preliminary Plan

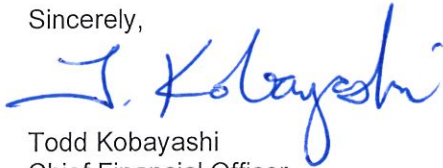
Mr. Lachky,

We are excited to submit today the Preliminary Development Plan, Annexation request, and Zoning Map Amendment application for a new multifamily development located just to the south of The National Golf Course. The proposed development will consist of two new apartment/condominium buildings and 21 high quality duplex lots. The apartments will be situated at the north end to overlook the golf course while the duplex lots will run along the midpoint of the parcel from east to west. The total development is proposed to take up roughly the northern half of the overall parcel, the southern half is planned to remain undeveloped and undisturbed natural woodland area. A wooded buffer at the east property line will also be maintained to help buffer between the adjacent single family and this higher density use.

The City's 2009 future land use plan highlights this area as future single family residential. However, we feel this development will create a density buffer between the existing R-2 zoning to the east and much higher density (RMD) located just to the west of this property. This buffering is further enhanced by the heavily wooded areas that will remain in place at the east and south property lines. We also feel this is a good compromise between the current County zoning (R7/RMD) which would allow for a much denser multifamily development if the parcel would remain within the County.

We look forward to future discussions on this project and are available for any questions you may have.

Sincerely,



Todd Kobayashi
Chief Financial Officer
Genesis Construction Management, LLC

City Of Parkville, Platte County, MO
Section 27, Township 51N, Range 34W

LEGEND

Legal Description:
All that part of the Northeast Quarter of Section 27, Township 51 North, Range 34 West of the Fifth Principal Meridian in Platte County, Missouri, being more particularly described by Jed A.M. Baughman, PLS #2014020708 of Renaissance Infrastructure Consulting, Inc. as follows:

Beginning at the Northwest Corner of said Northeast Quarter;

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thence leaving said West line and along the North line of said Southwest Quarter, North 89°59'23" East, distance of 1312.49 feet to the Northeast Corner of said Southwest Quarter;

thence leaving said North line and along the East line of said Southwest Quarter, South 00°11'06" West, a distance of 504.02 feet;

thence leaving said East line, North 89°51'38" West, a distance of 198.92 feet;

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thence South 45°07'23" West, a distance of 202.02 feet;

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thence along said East right-of-way line, North 00°13'30" East, a distance of 339.34 feet;

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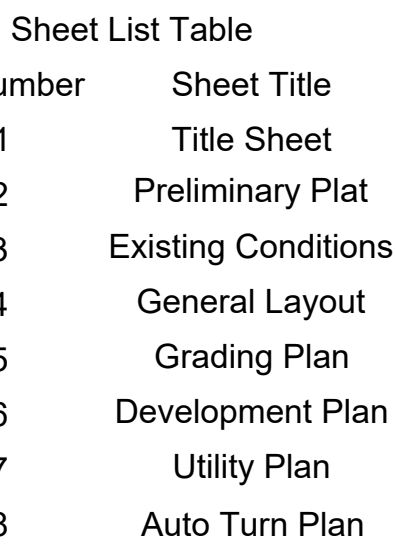
thence leaving said East right-of-way line and along said West line, North 00°13'30" East, a distance of 639.81 feet to the Point of Beginning, containing 1,138,576 square feet, or 26.138 acres, more or less.

FLOOD PLAIN NOTE

According to the F.E.M.A. Flood Insurance Rate Map Number 29165C0379D, revised April 2, 2015, this tract graphically lies in:

- OTHER AREAS, ZONE X, defined as areas determined to be outside the 0.2% annual chance floodplain.
- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, ZONE AE, defined as Base Flood Elevations determined.
- OTHER FLOOD AREAS, ZONE X, defined as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- FLOODWAY AREAS IN ZONE AE, defined as the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

The information concerning locations of underground utilities shown hereon which are not visible from the surface, has been taken from the records and field locations of the various utility companies and has not been field verified by this company. These locations are not to be constructed as accurate or exact.



Consultant/Applicant:
Renaissance Infrastructure Consulting
1815 McGee Street
Kansas City, MO 64108

Applicant:
Genesis Companies
Todd Kobayashi
4420 Madison Ave, Ste 104
Kansas City, MO 64111
toddk@builtbygenesis.com



LOCATION MAP
SECTION 27-T51N-R34W
Scale 1" = 2000'

Preliminary Development Plans

21-0107
Plate 38
City Of Parkville, Platte County, MO

Title Sheet

04	07/23/2021	City Comments
03	05/24/2021	Revised Development Area
02	04/30/2021	City Comments
01	04/09/2021	Original Submittal
NO.	DATE	REVISION
DRAWN BY FB		CHECKED BY DB



**Renaissance
Infrastructure
Consulting**

132 ABBIE AVENUE
KANSAS CITY, KANSAS 66103

913.317.9500
WWW.RIC-CONSULT.COM

MO Certificate of Authority: E-2010033630

Sheet
C01



Revised: 2021-1-25m
Jul 22, 2021
132 Abbie Avenue
St. Louis, MO 63103
www.renaissanceinfrastructure.com

Note:
*Per Title IV –
Development Code, Section 407.050,
Subsection A, a Macro Storm Water
Drainage
Study for Platte 38, City of Parkville,
Missouri (prepared by Renaissance
Infrastructure
Consulting, dated April 2021) has been
submitted to the City of Parkville's
Public Works
Department for review and approval."

Zoning
RMD - R

Zoning - County:
R7 - Single Family High Density

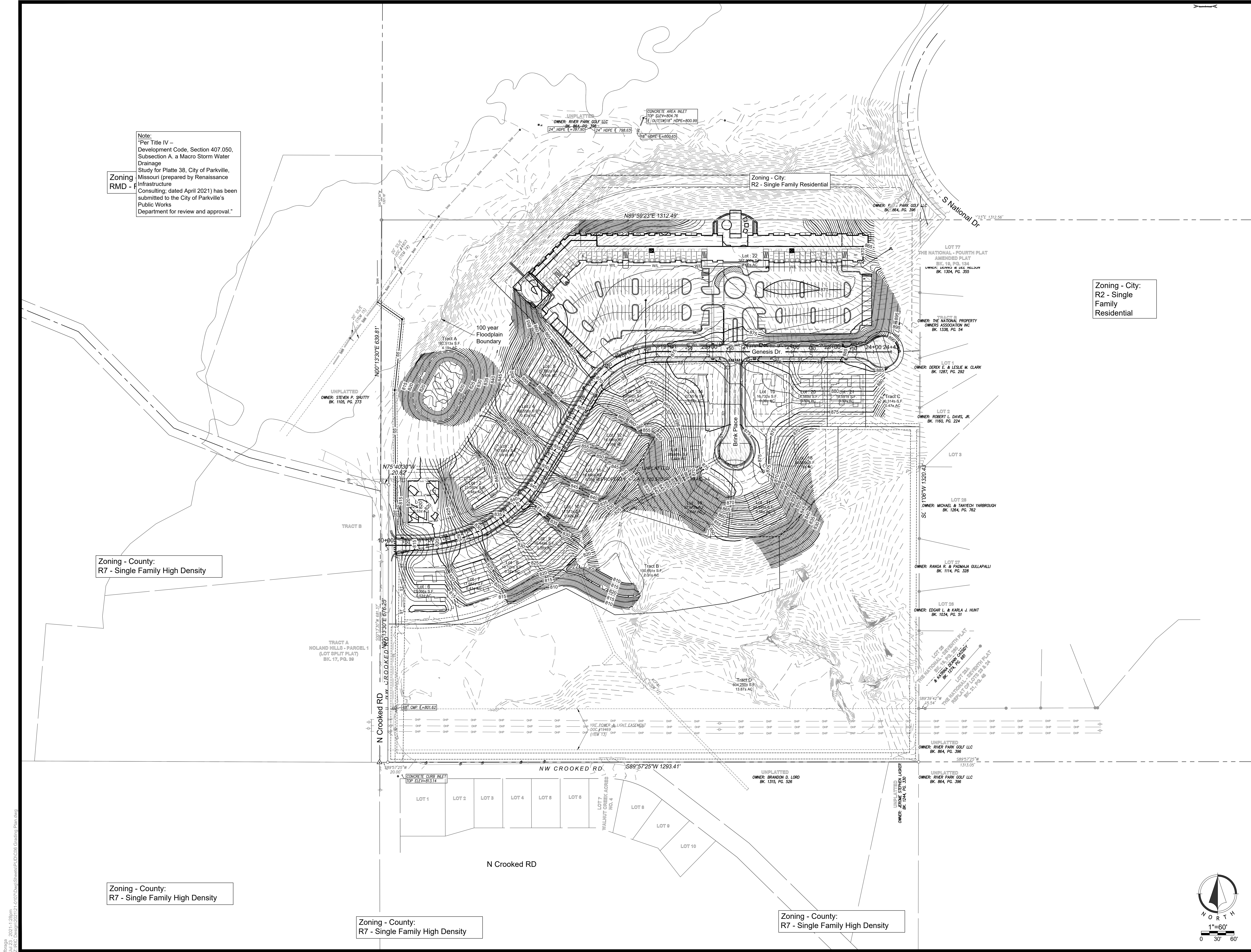
Zoning - County:
R7 - Single Family High Density

Zoning - County:
R7 - Single Family High Density

Zoning - County:
R7 - Single Family High Density

Zoning - City:
R2 - Single Family Residential

Zoning - City:
R2 - Single
Family
Residential



Preliminary Development Plans

21-0107
Plate 38
City Of Parkville, Platte County, MO

Grading Plan

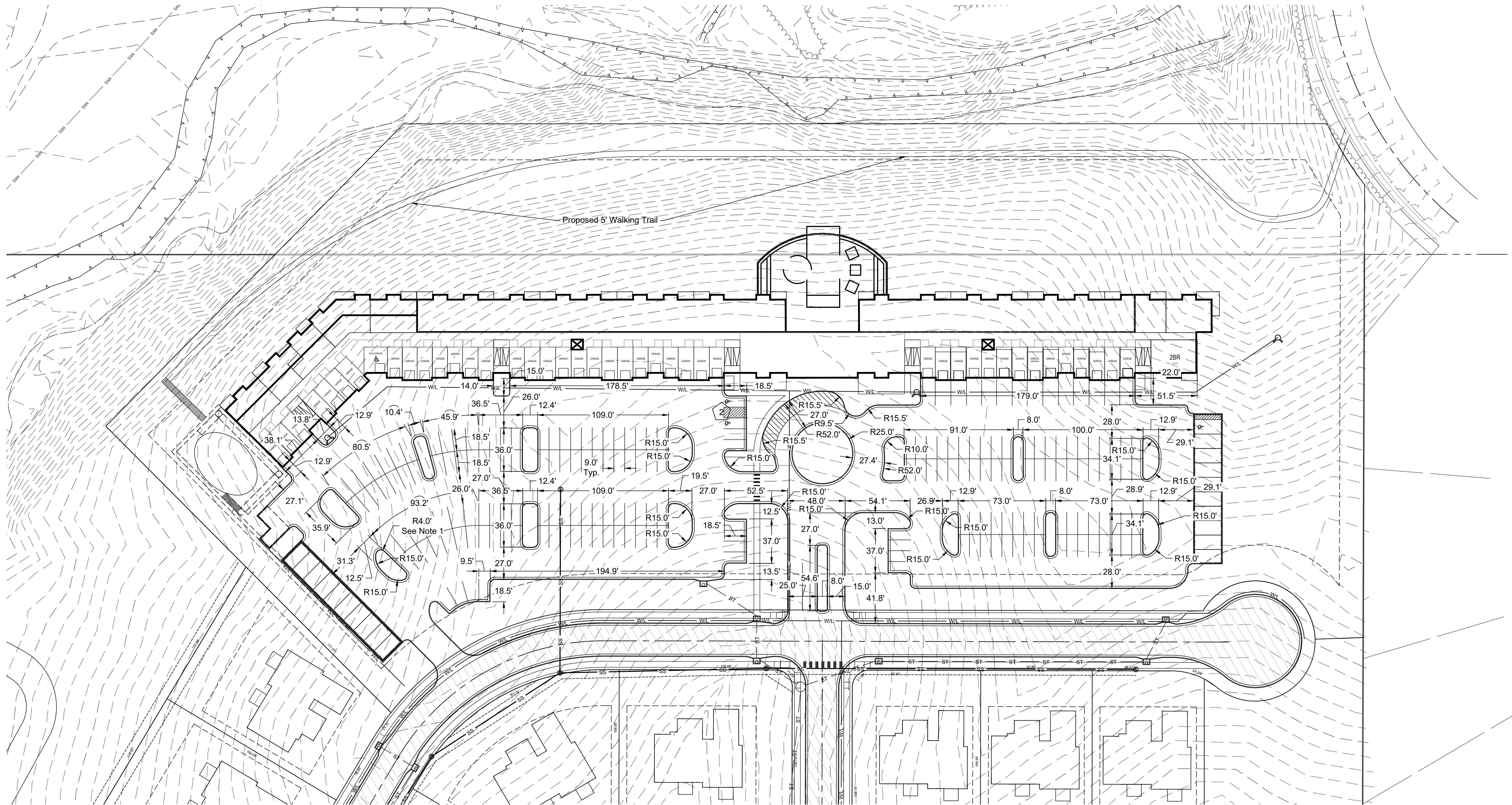
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Renaissance Infrastructure Consulting
132 Abbie Avenue
St. Louis, MO 63103
www.renaissanceinfrastructure.com
E-201003380

Sheet
C05

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Hatch Legend

- Concrete Surface
- Asphalt Pavement
- Sidewalk

NOTES

1. Parking Islands Back of Curb Radius Shall Be 4'-0" Unless Shown Otherwise, See Plan.

Parking Count Legend:

- 9' x 16' Parking Stall Count
- ADA Parking Stall Count



Sheet
C05

Preliminary Development Plans

21-0107
Platte 38
City Of Parkville, Platte County, MO

Apartment Site Plan

NO.	BY	DATE	REVISION	City Comments
02	FB	04/30/2021	DB	
01	FB	04/09/2021	DB	Original Submittal

Renaissance
Infrastructure
Consulting

1815 MCCOE STREET, SUITE 200
KANSAS CITY, MISSOURI 64108
816-800-0950
WWW.RIC-CONSULT.COM

MO Certificate of Authority: E-2010033630

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Jul 22, 2021 1:25pm
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Site Data Table:

Existing zoning: RMD/R7 (County Land)
Proposed Zoning: R-5-P and R-4-P
Total Area: 41.50 Acres
Open Area: 20.98 Acres
New RW: 2.36 Acres

Density - 4.86 Units/Acre (Dwelling units/Total area)

Duplexes: 21- 42 Residential Units
Apartments: 200 Units

Duplex Lots (R-4-P)
Area - 19.26 Ac
No of Lots - 21
Setbacks:
Front - 10ft to 35ft
Rear - 25ft
Side - 5ft

Minimum Lot size: (16,120 sf = 0.37Ac)
Max lot coverage: 40%

Apartment Lot (R-5-P)
Area - 8.90 Ac
Setbacks:
Front - 30ft
Rear - 20ft
Side - 20ft

Gross Floor Area- 51,000sqft

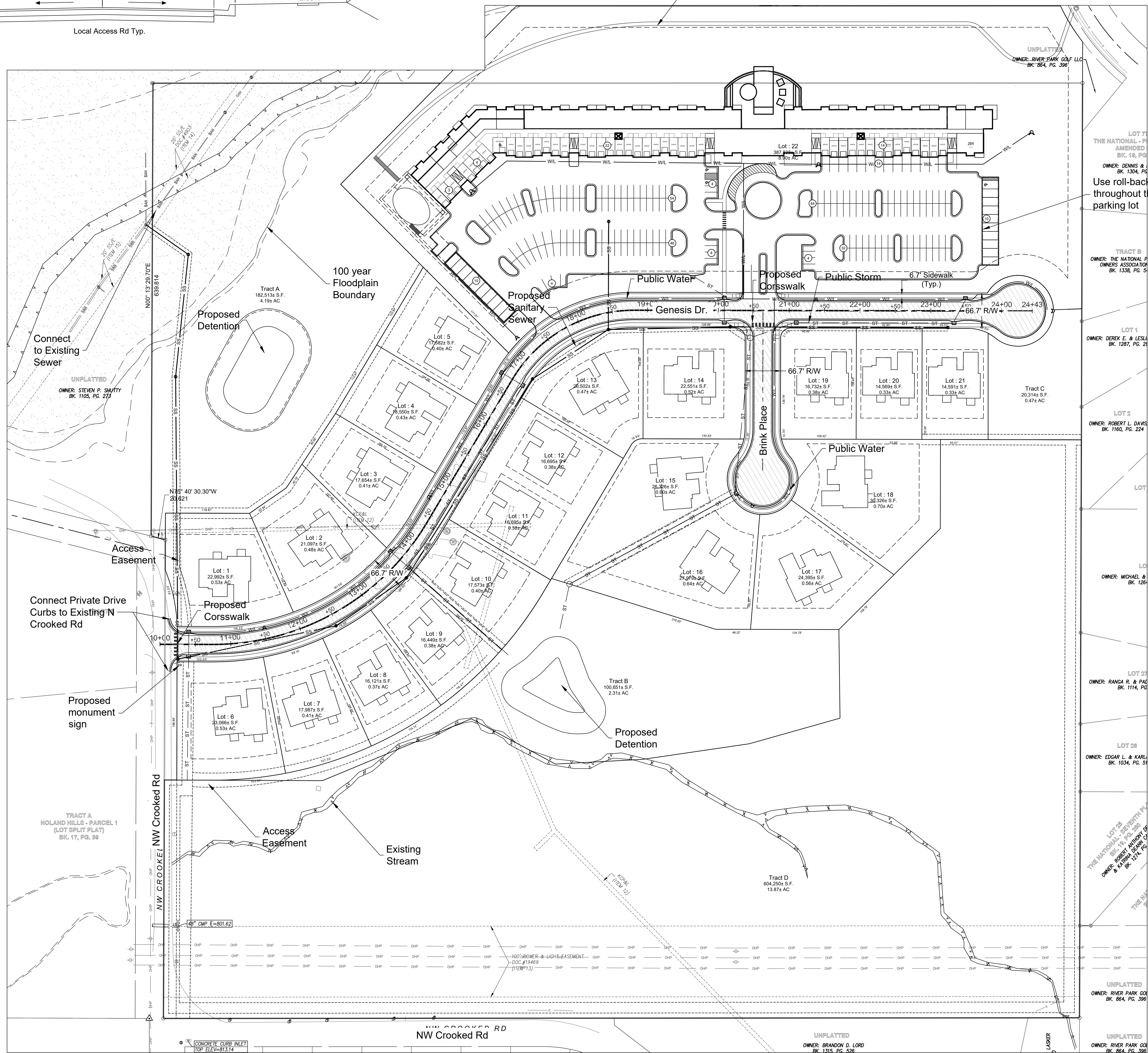
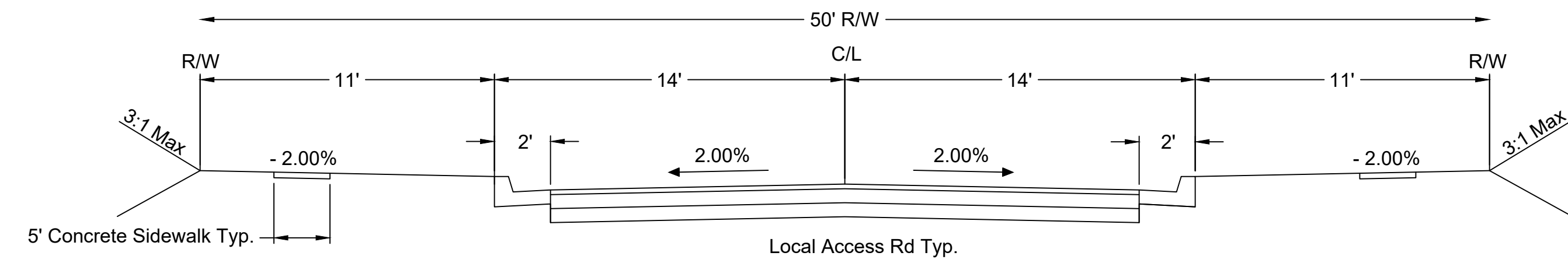
Total Dwelling Units - 158

Parking Stalls Required - 1.5 per DU = 237stalls
Parking Provided - 267 Stalls

Tract Description:

- Tract A
- Reserved for common open space & stormwater detention area.
- Tract B
- Reserved for common open space & stormwater detention area.
- Tract C
- Reserved for common open space & landscaping to serve as a buffer between the development and the adjacent residential neighborhood to the east area.
- Tract D
- Reserved for common open space.

Lot Table		Lot Table		Lot Table	
Lot #	Area (sf)	Lot #	Area (sf)	Lot #	Area (sf)
1	22,991.76	8	16,120.98	15	26,325.84
2	21,096.99	9	16,448.99	16	27,978.77
3	17,653.69	10	17,672.74	17	24,394.80
4	18,549.61	11	16,695.00	18	30,326.43
5	17,582.04	12	16,695.00	19	16,731.70
6	23,065.68	13	20,502.27	20	14,569.24
7	17,986.93	14	22,551.22	21	14,591.08

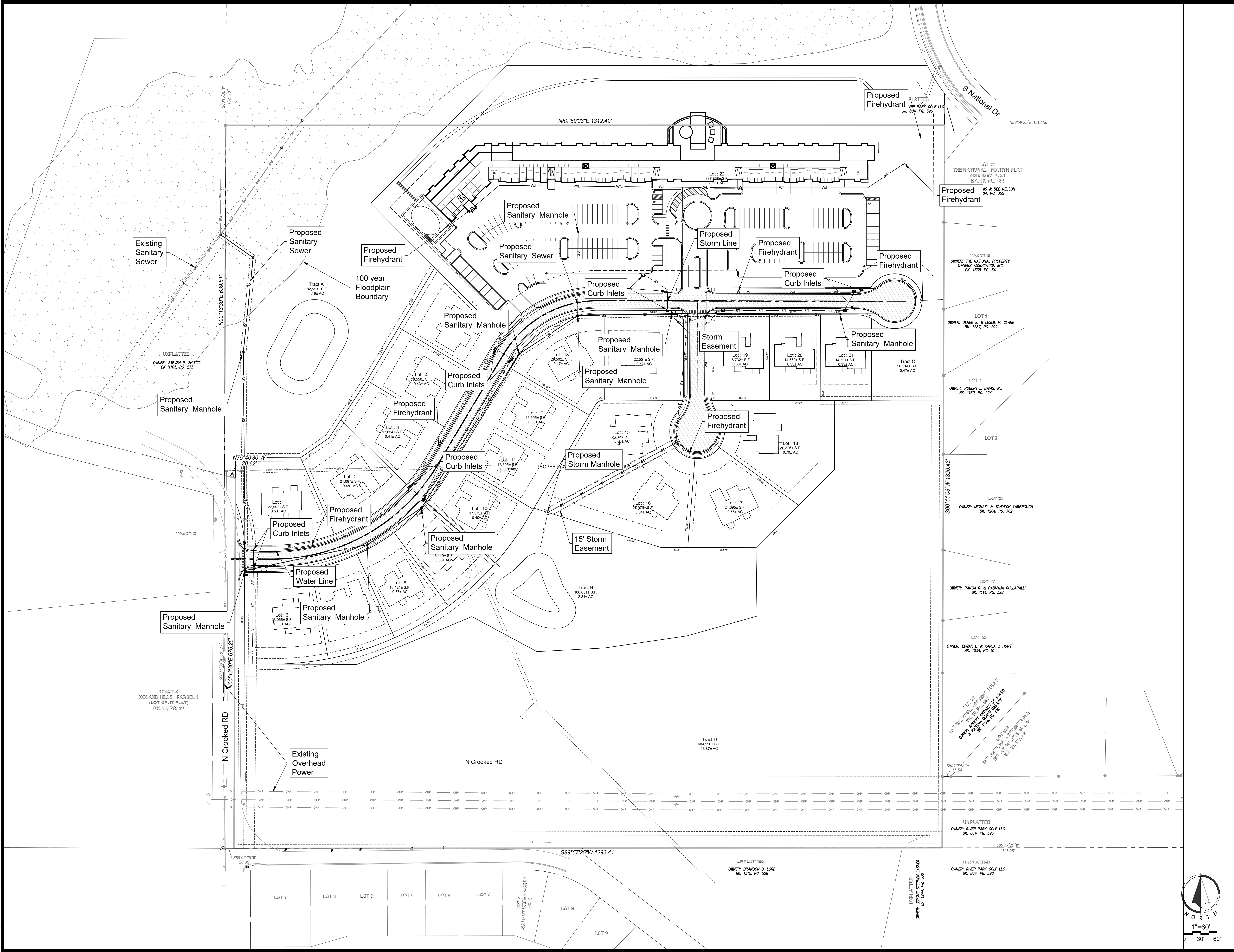


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DRAWN BY	CHECKED BY
FB	DB

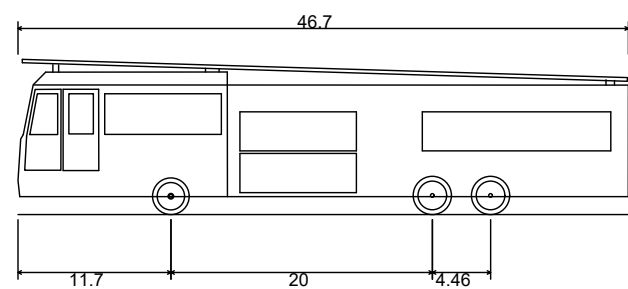
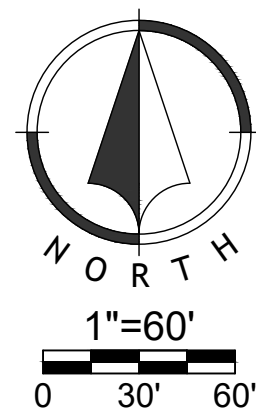
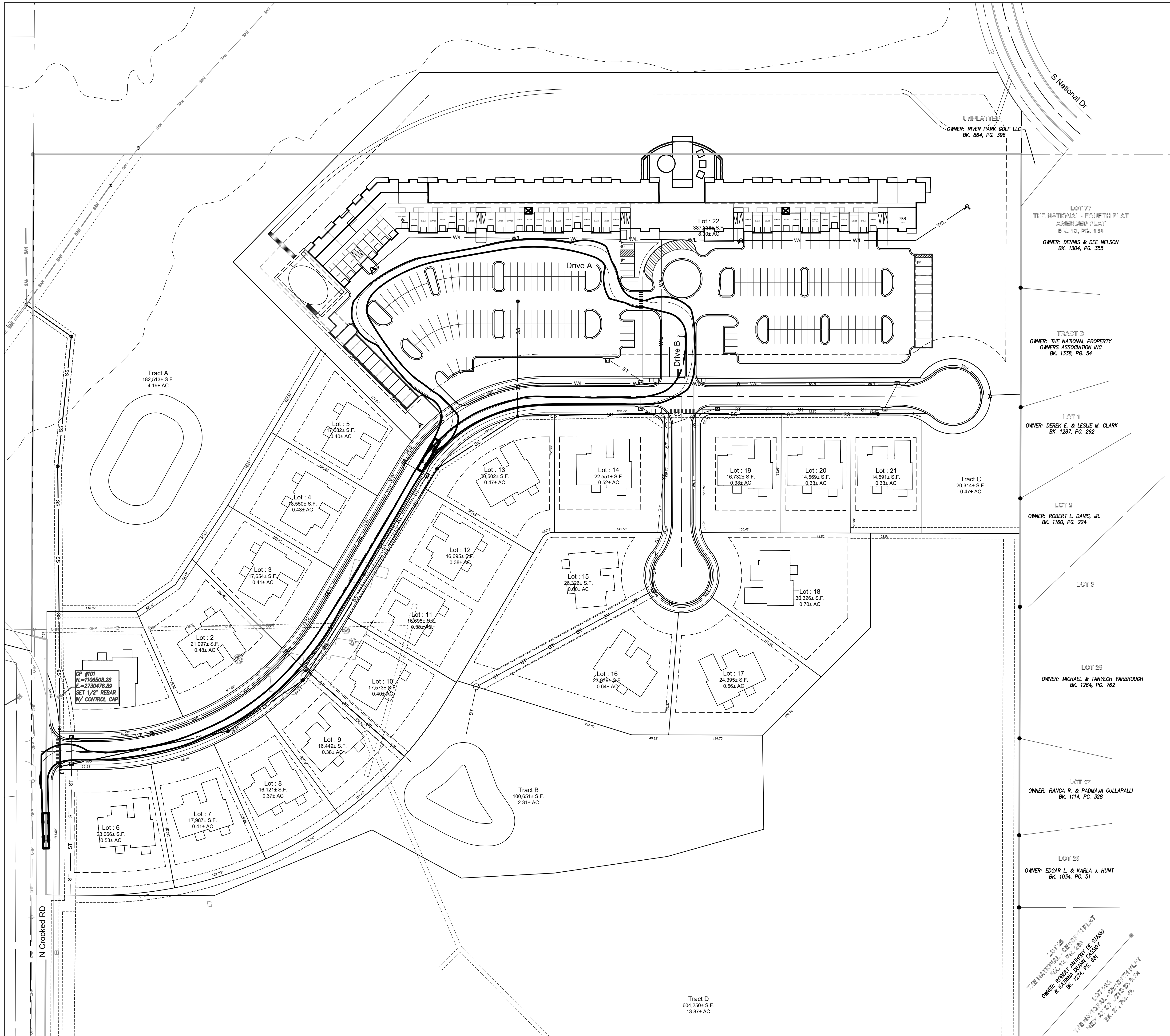
Renaissance Infrastructure Consulting
913.317.9500
132 ABILEE AVENUE
ST. LOUIS, MISSOURI 63103
WWW.RICCONSULT.COM
MO Certificate of Authority: E-2010033630

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04	01/23/2021	City Comments
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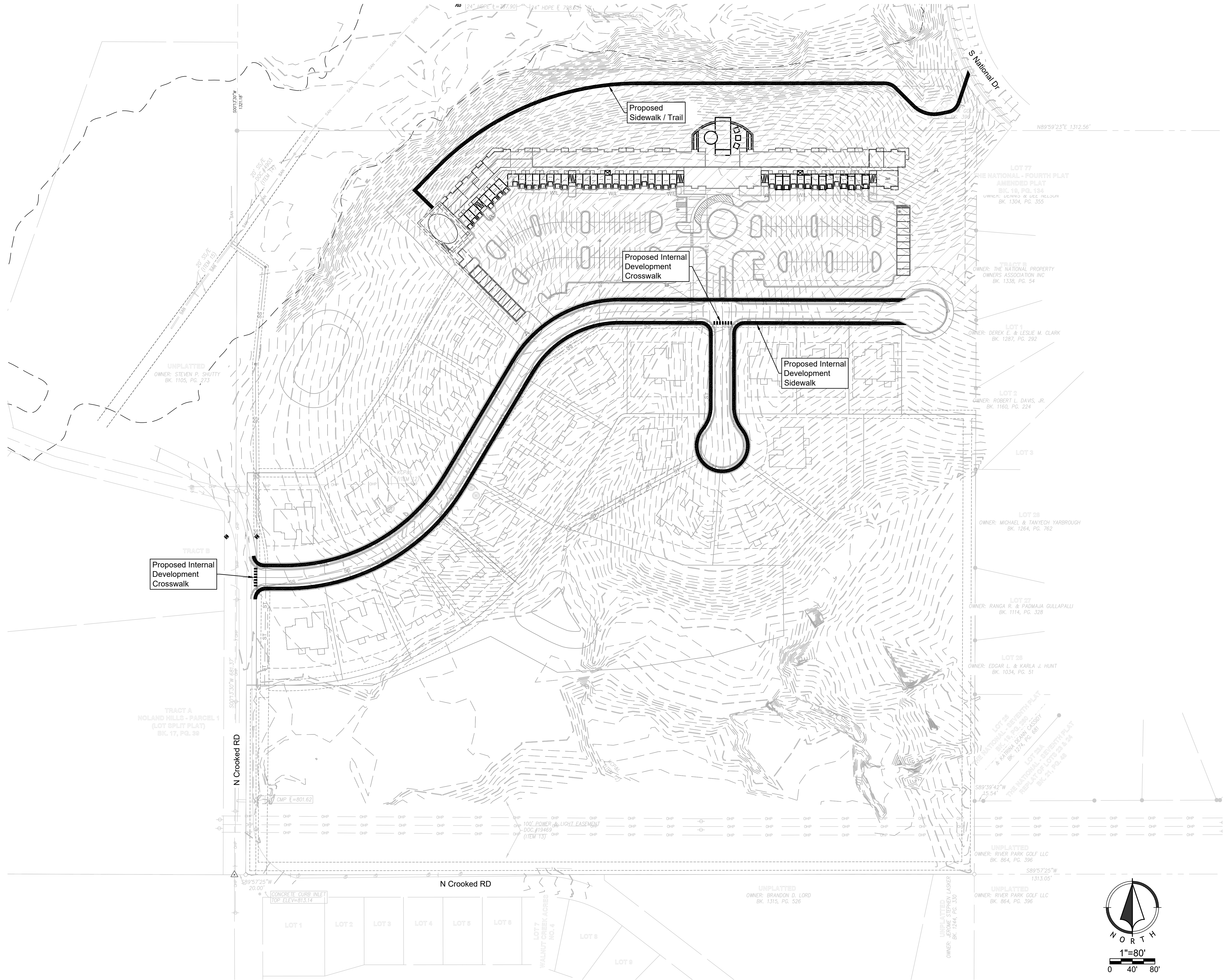
Parkville Fire Truck
Overall Length 46.700ft
Overall Width 11.572ft
Overall Body Height 11.572ft
Min Body Ground Clearance 8.333ft
Max Track Width 6.00s
Lock-to-lock time 45.00s
Max Wheel Angle 45.00s

NO	DATE	REVISION
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DRAWN BY	CHECKED BY
FB	DB

Renaissance Infrastructure Consulting
132 ABIE AVENUE
KANSAS CITY, KANSAS 66103
913.317.9500
WWW.RICCONSULT.COM
MO Certificate of Authority: E-2010033830

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Sheet
C04

Construction Documents
21-0107
Project Name
City Of Parkville, Platte County, Missouri

C09 Pedestrian Plan

NO.	BY	DATE	REVISION
01	FB	DB	40% Set

Renaissance
Infrastructure
Consulting

1815 MCCREE STREET, SUITE 200
KANSAS CITY, MISSOURI 64108
816.800.0950
WWW.RIC-CONSULT.COM

MO Certificate of Authority: E-2010033630



SITE PLAN
1" = 30'-0"



PRELIMINARY DEVELOPMENT PLAN

SHEET NO.
SP1.00

DATE
07/23/2021
JOB NO.
687321
DRAWN BY:

REVISIONS

DRAWING RELEASE LOG
● 04.09.2021 - PDP SUBMITTAL
● 04.30.2021 - PDP RESUBMITTAL
● 07.23.2021 - PDP RESUBMITTAL

A NEW DEVELOPMENT FOR:
NATIONAL MULTI-FAMILY
PARKVILLE, MISSOURI



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ARCHITECTSSM
ARCHITECTURE
LANDSCAPE
ARCHITECTURE
ENERGY SERVICES
P. 913.831.1415
F. 913.831.1563
NSPJARCH.COM
3515 W. 75TH ST., SUITE 201
PRAIRIE VILLAGE, KS 66208
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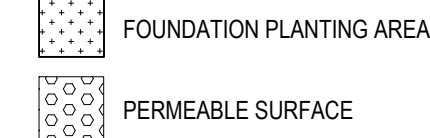
PLANT LIST - TREES

	Common Name	Botanical Name	Size	Notes
Shade Trees				
FEM	Frontier Elm	Ulmus carpinifolia x parvifolia 'Frontier'	2" Cal.	B&B
FFM	Fall Fiesta Sugar Maple	Acer saccharum 'Fall Fiesta'	2" Cal.	B&B
LLL	'Greenspire' Littleleaf Linden	Tilia cordata 'Greenspire'	2" Cal.	B&B
PSM	Pacific Sunset Maple	Acer truncatum x A. platanoides 'Warrenred'	2" Cal.	B&B
ROK	Red Oak	Quercus rubra	2" Cal.	B&B
SWO	Swamp White Oak	Quercus bicolor	2" Cal.	B&B
Evergreen Trees				
ERC	Red Cedar	Juniperus virginiana	6' Ht.	B&B
NWS	Norway Spruce	Picea abies	6' Ht.	B&B
PFJ	Perfecta Juniper	Juniperus chinensis 'Perfecta'	6' Ht.	B&B

PLANT LIST - FOUNDATION

Evergreen Shrubs				
ASJ	Armstrong Juniper	Juniperus horizontalis 'Armstrong'	5 Gal.	
CGH	China Girl/Boy Holly	Ilex x meserveae 'Mesog/Mesdob'	5 Gal.	5:1 Ratio
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 Gal.	
BXW	Winter Green Boxwood	Buxus microphylla 'Winter Green'	5 Gal.	24-36"
DFY	Densiformis Yew	Taxus x media 'Densiformis'	5 Gal.	
EYV	Everlow Yew	Taxus x media 'Everlow'	5 Gal.	
GBS	Globe Blue Spruce	Picea pungens 'Glauca globosa'	5 Gal.	
GMC	Gold Mop Cypress	Chamaecyparis pisifera 'Yellow Thread Branch'	5 Gal.	
PFJ	Perfecta Juniper	Juniperus chinensis 'Perfecta'	5 Ht.	B&B
PRB	Green Mountain Boxwood (Pyramidal)	Buxus microphylla 'Green Mountain'	5 Gal.	
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 Gal.	24-30"
TMJ	Tam Juniper	Juniperus sabinia 'Tamarisifolia'	5 Gal.	
WYV	Wardii Yew	Taxus x media 'Wardii'	5 Gal.	
Deciduous Shrubs				
CPB	Crimson Pygmy Barberry	Berberis thunbergii var. atropurpurea 'Crimson Pygmy'	2 Gal.	
DBB	Dwarf Burning Bush	Euonymus alatus 'Compacta'	2 Gal.	
DGW	Variegated Red Twigged Dogwood	Cornus sericea 'Bailhali'	2 Gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	2 Gal.	
DRT	Dwarf Red Twig Dogwood	Cornus sericea 'Kelsey'	2 Gal.	
GMS	Goldmound spirea	Spiraea japonica 'Goldmound'	2 Gal.	
GLS	Grow Low Sumac	Rhus aromatica 'Gro-Low'	2 Gal.	
HYD	Endless Summer Hydrangea	Hydrangea macrophylla 'Balmer'	5 Gal.	
KNR	Knockout Rose	Rosa knockout	2 Gal.	
LHS	Little Henry Sweetspire	Itea virginica 'Little Henry's Garnet'	2 Gal.	
LPS	Little Princess Spirea	Spiraea japonica 'Little Princess'	2 Gal.	
MCS	Magic Carpet Spirea	Spiraea japonica 'Magic Carpet'	2 Gal.	
MHV	Mohawk Viburnum	Viburnum x burkwoodii 'Mohawk'	2 Gal.	
MRV	Mareesi Viburnum	Viburnum plicatum var. tomentosum 'Maresei'	2 Gal.	
SSV	Summer Snowflake Viburnum	Viburnum plicatum var. tomentosum 'Summer Snowflake'	2 Gal.	
WVG	Fine Wine Weigela	Weigela florida 'Bramwell'	2 Gal.	
WTB	Red Sprite Winterberry	Ilex verticillata 'Red Sprite'/Jim Dandy'	2 Gal.	3/1 Ratio
Grasses				
DFG	Dwarf Fountain Grass	Pennisetum alopecuroides 'Hamel'	2 Gal.	
KFG	Karl Foerster Grass	Calamagrostis x acutiflora 'Karl Foerster'	2 Gal.	
LIR	Tidwell's Big Blue Linope	Liriope muscari	6" pot	
HVM	Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass	2 Gal.	
MLG	Morning Light Maiden Grass	Miscanthus sinensis 'Morning Light'	2 Gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	2 Gal.	
VLR	Variegated Linope	Liriope muscari variegata	6" pot	
Perennials				
AST	New York Aster	Aster novae-belgii	1 Gal.	
BES	Black Eyed Susan	Rudbeckia hirta	1 Gal.	
BFM	Butterfly Milkweed	Asclepias tuberosa	1 Gal.	
COR	Moonbeam Coreopsis	Coreopsis verticillata 'Moonbeam'	1 Gal.	
CAT	Catmint	Nepeta x faasseni 'Walker's Low'	1 Gal.	
DAY	Daylily	Henricallia 'Black Eyed Stella' or 'Little Business'	1 Gal.	
DSY	Shasta Daisy	Leucanthemum x superbum 'Becky'	1 Gal.	
HOS	Big Daddy Hosta	Hosta 'Big Daddy'	1 Gal.	
HSS	Sum & Substance Hosta	Hosta 'Sum & Substance'	1 Gal.	
IRS	Blue Flag Iris	Iris virginica v. shrevei	1 Gal.	
LJA	Gayfeather	Liatris spicata	1 Gal.	
MSG	Meadow Sage	Salvia nemorosa	1 Gal.	
PCF	Purple Cone Flower	Echinadea purpurea	1 Gal.	
RSS	Russian Sage	Perovskia atriplicifolia	1 Gal.	
SED	Tall Sedum	Sedum grandiflorum 'Autumn Fire'	1 Gal.	

THE ABOVE PLANT LIST IS A RANGE OF POTENTIAL PLANT MATERIAL AND IS SUBJECT TO CHANGES.

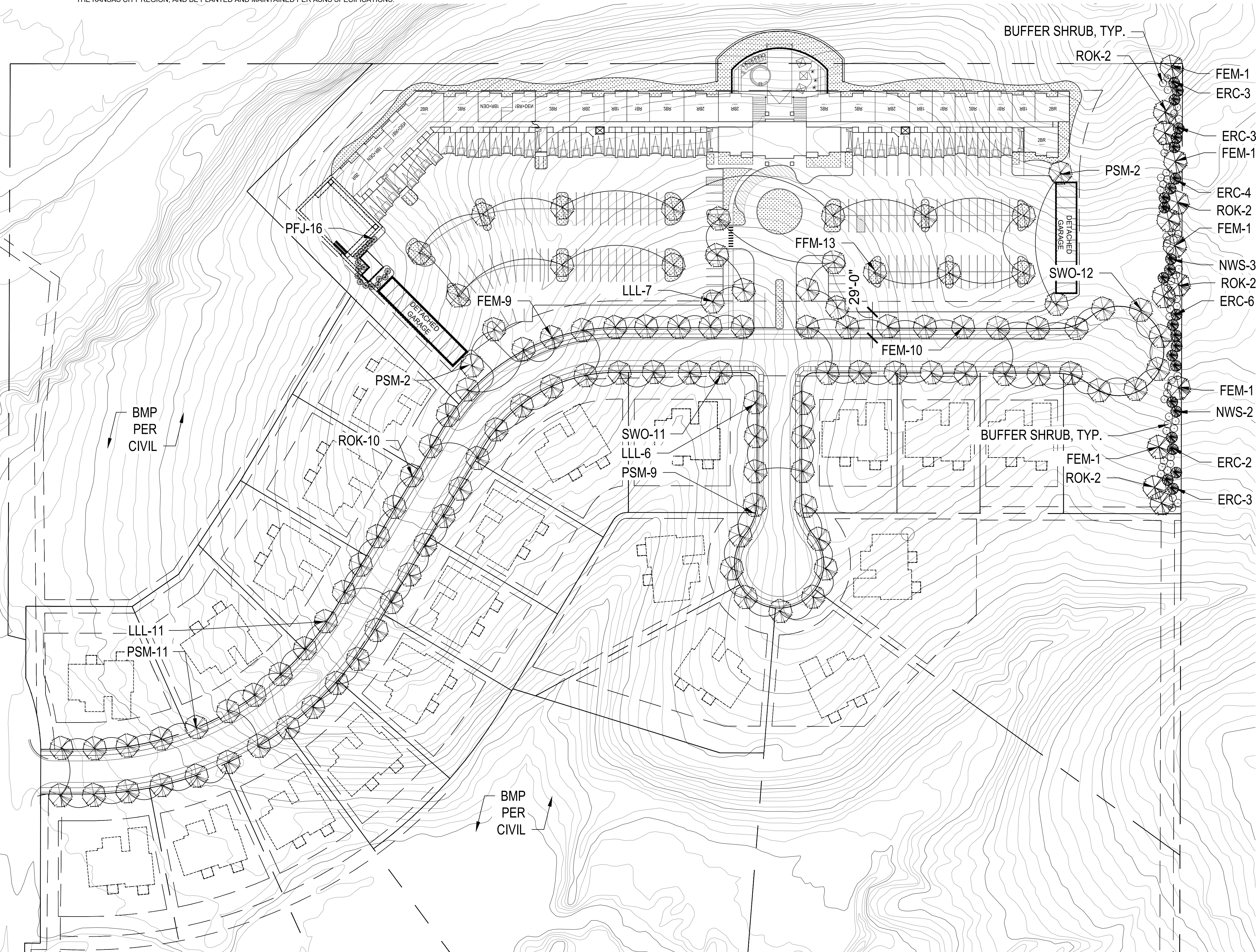


GENERAL NOTES:

- EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.
- THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
 - CREEPING GROUND COVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
 - ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
 - ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
 - ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.
- NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL STAKE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL NEW PLANT BED AREAS TO BE IRRIGATED. REFER TO SPECIFICATIONS FOR IRRIGATION SYSTEM DESCRIPTION.
- IN THE EVENT OF WORK IN OR ON THE SANITARY MAIN, ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.
- STRIP TOP SOIL & SAVE FOR PLANTING AREAS. EXCAVATE TO A DEPTH OF 18" FOR ALL PLANTING BEDS AND REPLACE WITH PLANTING SOIL MIX. REFER TO L3.00 FOR PLANTING SOIL MIX.
- ALL LANDSCAPE MATERIALS SHALL MEET THE AMERICAN STANDARDS FOR NURSERY STOCK (ASNS), PUBLISHED BY THE AMERICAN NURSERYMENS ASSOCIATION, AND BE SELECTED FOR ITS NATIVE CHARACTERISTICS OR SURVIVAL IN THE CLIMATE FOR THE KANSAS CITY REGION, AND BE PLANTED AND MAINTAINED PER ASNS SPECIFICATIONS.

LANDSCAPE REQUIREMENTS (SEC. 407.020):

STREET TREES: 1 TREE PER 40 L.F.	REQUIRED: 89 TREES	PROVIDED: 89 TREES
INTERIOR STREET = +/- 3,540 L.F. (40' =		
FOUNDATION PLANTINGS: 1 LARGE TREE PER 50 LINEAR FEET, 1 SMALL OR EVERGREEN TREE PER 50 LINEAR FEET AND 1 SHRUB PER 10 LINEAR FEET		
APARTMENT BUILDING = 792 L.F.	REQUIRED: 16 SHADE TREES 16 EVERGREENS 79 SHRUBS	PROVIDED: 16 SHADE TREES 16 EVERGREENS 79 SHRUBS MIN.
PARKING LOT PLANTING: 1 SHADE TREE PER 25 STALLS		
PARKING STALLS = 204 STALLS	REQUIRED: 8 SHADE TREES	PROVIDED: 8 SHADE TREES
SHRUBS NOT REQUIRED. NO PARKING WITHIN 25FT OF A STREET. ALL INTERNAL LANDSCAPE ISLANDS WILL HAVE PERMEABLE SURFACES.		
BUFFER LANDSCAPING: TYPE 3 = 1 SHADE OR 2 ORNAMENTAL PER 40 L.F., 1 EVERGREEN PER 20 L.F., 1 SHRUB PER 10 L.F.	REQUIRED: 13 SHADE TREES	PROVIDED: 13 SHADE TREES
EAST PL = +/- 504 L.F. =	26 EVERGREENS 51 SHRUBS	26 EVERGREENS 51 SHRUBS
WEST AND SOUTH PL	BUFFER NOT REQUIRED, ADJACENT LAND IS COUNTY PROPERTY	



TREE LANDSCAPE PLAN
1" = 60'-0"

PRELIMINARY DEVELOPMENT PLAN

A NEW DEVELOPMENT FOR:

NATIONAL MULTI-FAMILY

PARKVILLE, MISSOURI

DRAWING RELEASE LOG
04.09.2021 - PDP SUBMITTAL
04.30.2021 - PDP RESUBMITTAL
07.23.2021 - PDP RESUBMITTAL

REVISIONS

DATE
07/23/2021
JOB NO.
687321
DRAWN BY:

SHEET NO.

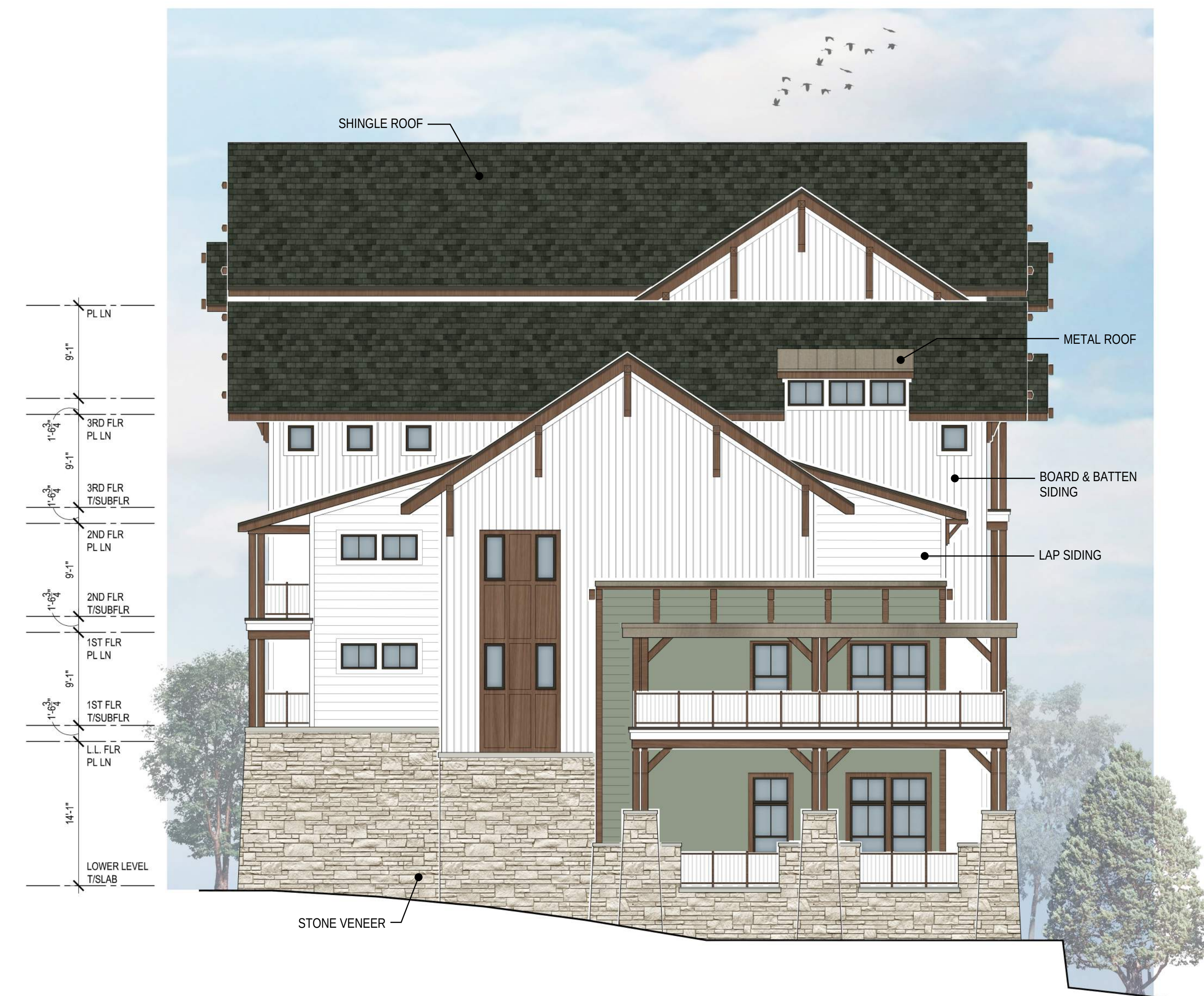
L1.00



3 BUILDING ELEVATION
NORTH ELEVATION
1/8" = 1'-0"



2 BUILDING ELEVATION
TWIN VILLAS - FRONT ELEVATION
1/8" = 1'-0"



1 BUILDING ELEVATION
ENLARGED EAST ELEVATION
1/8" = 1'-0"



2 BUILDING ELEVATION
ENLARGED NORTH ELEVATION
1/8" = 1'-0"



1 BUILDING ELEVATION
ENLARGED NORTH ELEVATION
1/8" = 1'-0"

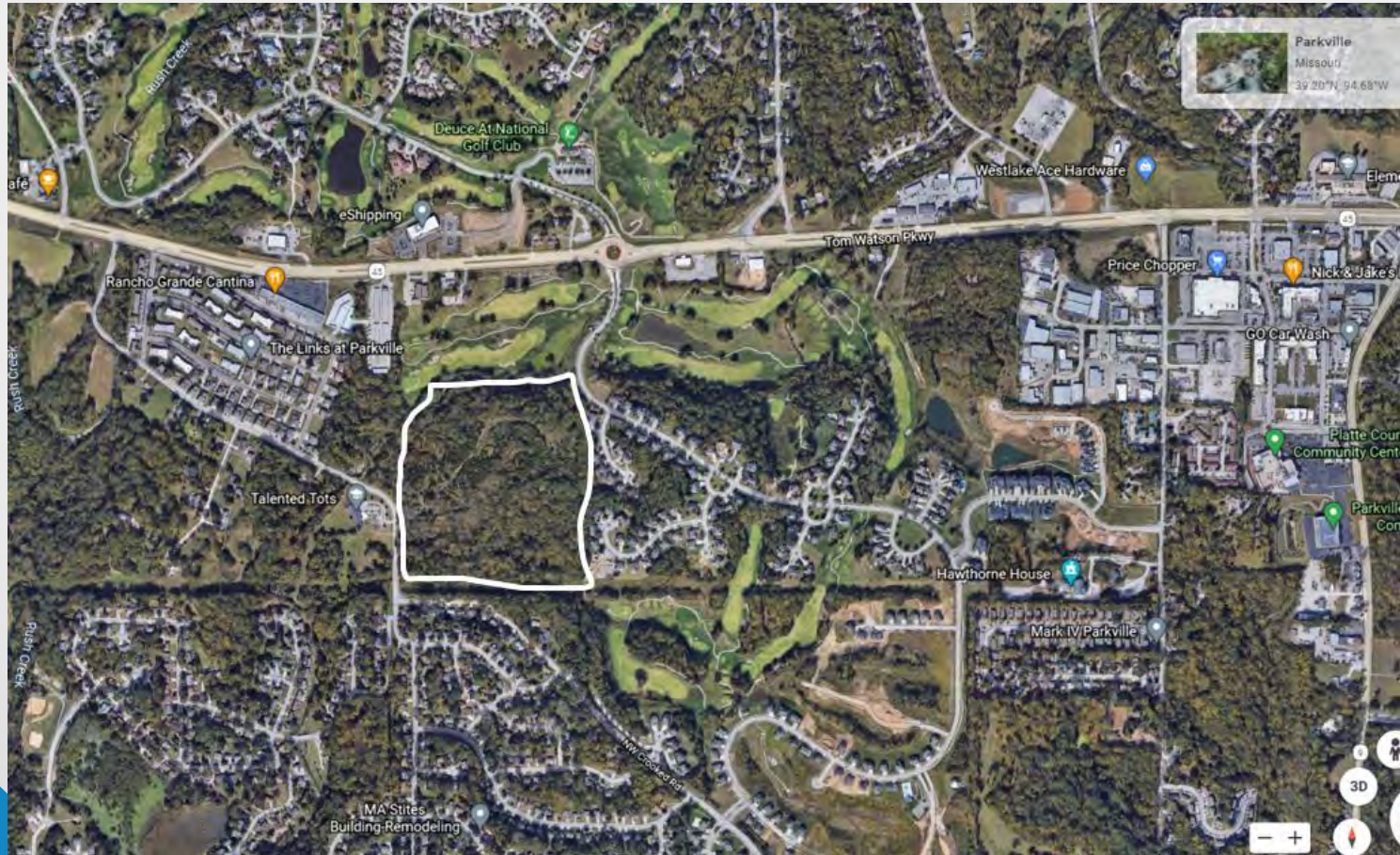


 NSPJ

Parkville Senior Development at The National



Land Location



- 38 Acres of Undeveloped Land
- Adjacent to The Deuce Golf Course
- Spectacular Views on Cliff above 8th & 9th Holes
- The property is currently zoned in Platte County
- The property has been undeveloped for 100 yrs.

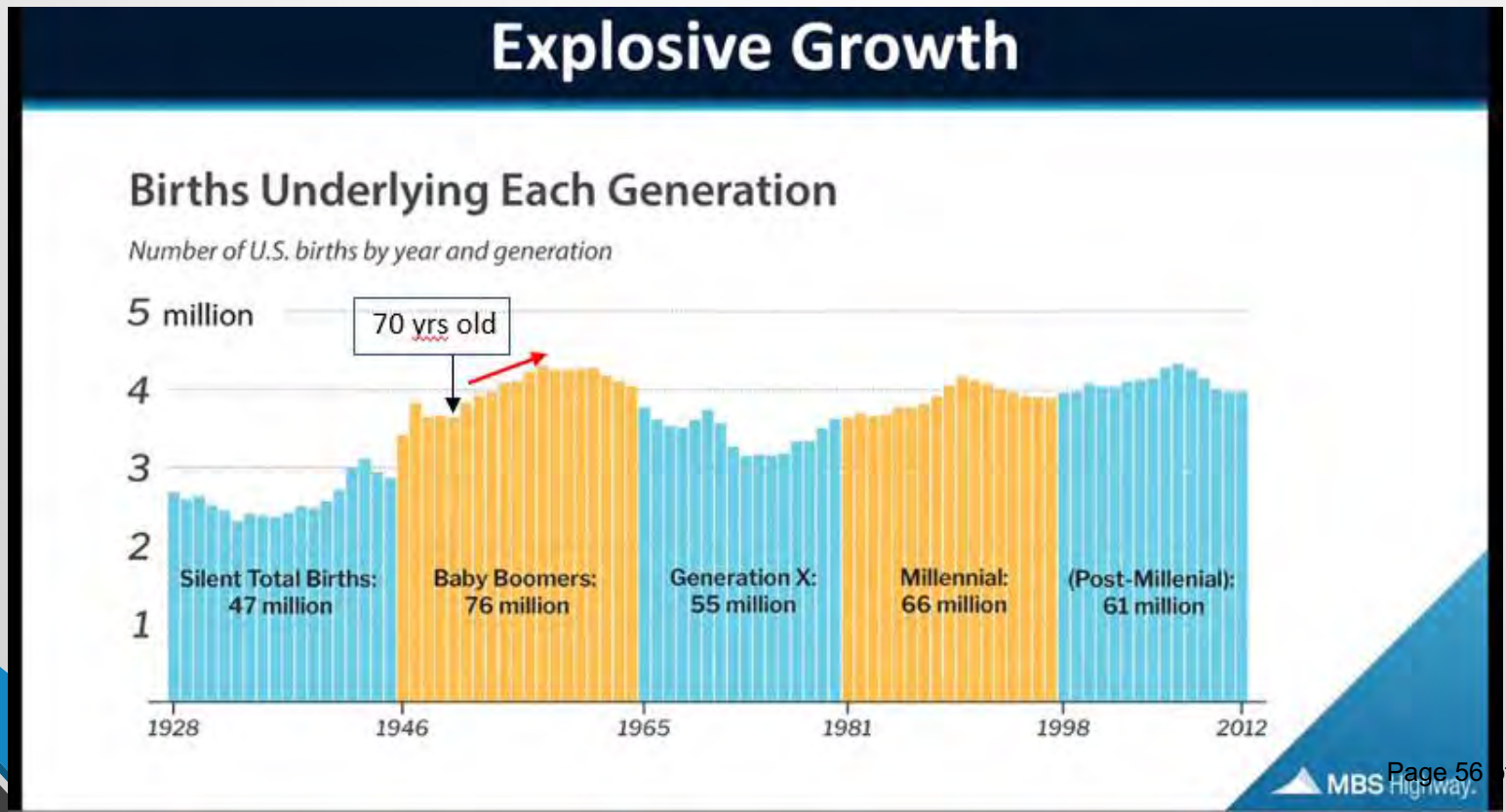
Where We Started

- The project is currently zoned in Platte County for density that supports apartments, duplexes and single-family homes
- Initial layouts for the project had 4 larger buildings of which 1 was contemplated to be condominium and other 3 apartments with a density of ~9 units/acre
- Total units were ~50 condos, 250 units of apartments, & 23 duplex units and 2 single family home lots



Senior Independent Living Need

- The country has a growing senior independent living need as the front edge of the baby boom generation is now a little over 70 years old
- Downsizing as families have left the nest, yard work is less appealing, and mobility becomes an issue will demographically drive a need for single floor design for seniors ahead of assisted living
- Assisted living is an 82+ year old and Boomers are not there. Independent living is the need for the next decade and a half
- If Parkville does not plan for this need, seniors likely to be forced to move away

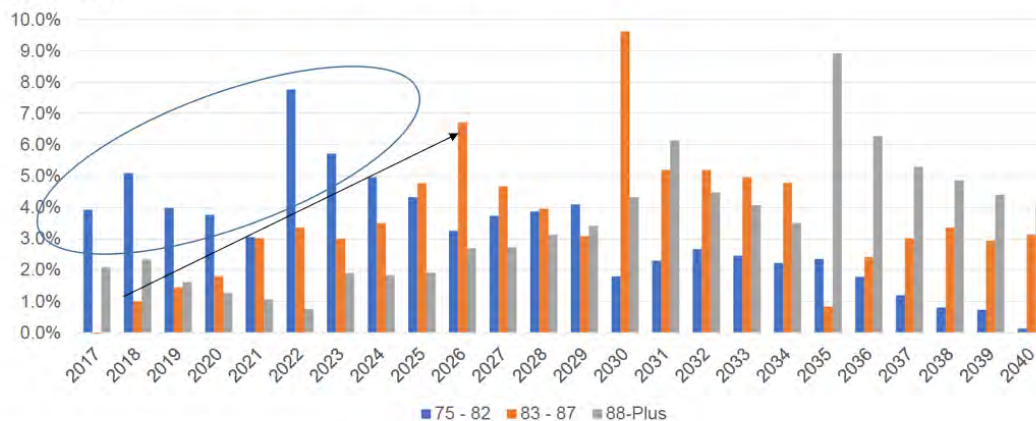


Senior Living Summary

- Fannie Mae report indicates Baby Boom Generation currently owns ~40% of the existing housing stock. A majority of this housing stock contains stairs that many seniors will be unable/unwilling to navigate
- A material amount of housing will need to be renovated/built in the next decade to support the needs of the Baby Boom Generation
- Single floor, ranch type layouts are very land intensive and most subdivision communities today are simply not zoned for ranch homes
- Our alternative is single floor condominium units to make better use of existing land while catering to the senior mobility need that is demographically building
- The theme of helping to support senior's desire to be independent as long as possible to stay out of assisted living is part of the design of our community

Growth in Younger Old Age Cohorts Outstrips Older Cohorts

Growth in 75-Plus Population by Select Cohorts
2017 - 2040



Source: U.S. Census Bureau Projections, 2017

Blue bars are age 75+ which represent Independent living tenants. This space has the highest projected growth in next 10 years

Senior Amenities

The goal of the development is to help seniors stay independent and out of assisted living facilities

- Senior oriented fitness facility
- Physical therapy space to help tenants rehabilitating injuries
- Third party nursing space available to help seniors with testing/medication/checking in on residents
- Pool for the development
- Garages and carports available
- Golf cart accessibility

Reese Nichols: “We have been trying to find developers who will move forward with maintenance provided communities in Southern Platte County because we and a whole lot of other top producing Realtors have a lot of prospective buyers of that type of inventory. As you already know, there is very little maintenance provided housing inventory available in all of the Northland. And, what we have learned from the COVID experience is that these type of buyers put a premium on being located near a recreational area (golf course, lake) now that they have spent more time in their homes than ever before in 2020.”

The Plan Evolved to a Planned Active Senior Development

- Changed orientation to active senior, 55+
- Reduced to 2 larger for 80-100 unit Senior condominium units
- Commitment of For-Sale product only with no apartments
- 21 Active Senior Duplex units similar to existing LimeStone Road Townhomes
- Density reduced to 5.25-6.95/acre (202-246 units/ 38.5 acres)
- Finishes consistent with South National existing homes with Condominiums and duplexes in \$350,000-\$650,000 range



Neighborhood Concerns

We heard 6 main neighborhood concerns

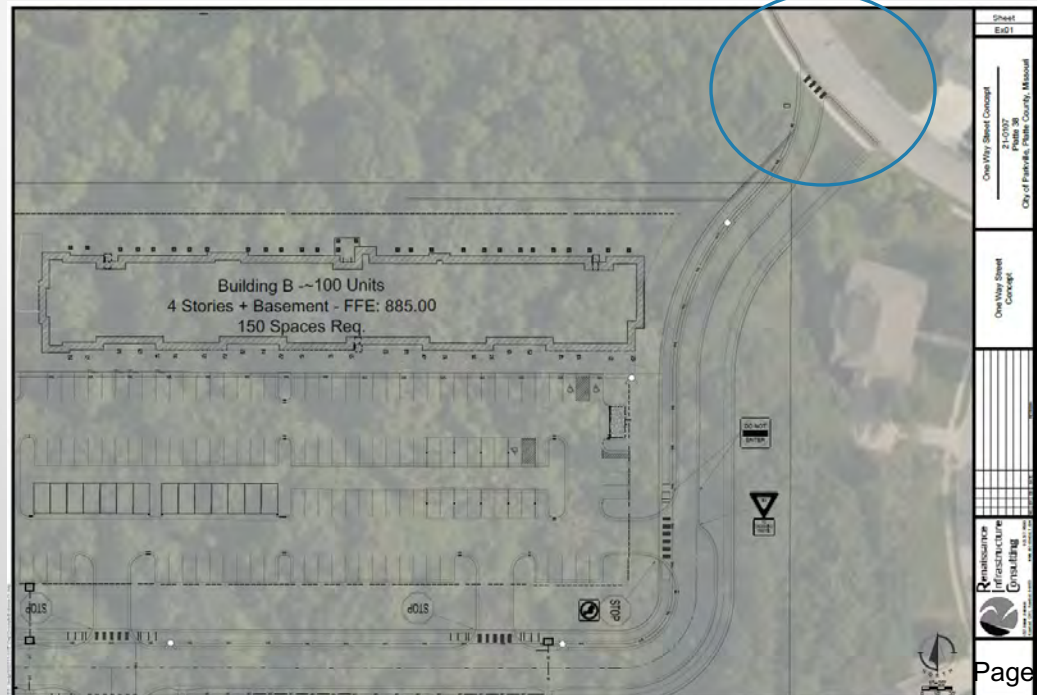
- Potential for traffic in South National neighborhood
- Desire for South National residents to avoid cut through traffic from Crooked Rd.
- Concern about density of the development
- Height of the larger buildings
- Concern about homes close to the South National Drive entrance
- Desire to avoid apartments being developed

Next few slides address these concerns

Traffic in the Neighborhood

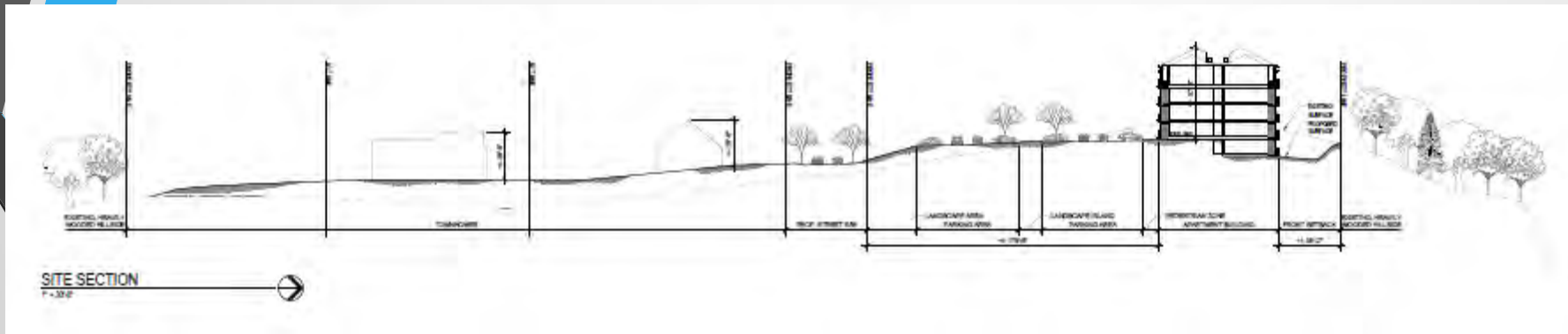
- A traffic study has been conducted to examine the impact of our development on the local area
- For a two way entrance off S. National Dr., as you can see below, less than 5% of the projected traffic volume is projected to flow through S. National
- S. National is not a shortcut to any businesses/attractions vs. 45 highway
- 45 Highway is 33% shorter to get to Price Chopper & higher speed limit
- Exit on Crooked Rd is 22% shorter to get to Parkville
- Low 15 mph speed limit of the development road
- Traffic study also examined a one-way entrance only from South National Dr.
 - 1-way would eliminate S. National traffic in neighborhood & cut through traffic

One-Way entrance drawing
To enter developments
from South National Drive -
Similar to an exit ramp



Building Elevation Example

- The below elevation helps to illustrate that from the neighborhood itself only the upper 1-2 floor of the larger buildings will be visible above treeline
- The heavily treelined stream bank also is projected to have 2 floors of visibility from Highway 45, given existing trees



Quality of Buildings

- Duplexes/Condominiums are anticipated to be of complementary quality for materials and costs as existing South National area
- Duplexes are intended to be similar to Limestone Road development
- Condominium building to have balconies and high end interior finishes as well as garages
- The neighborhood will have its own amenities
 - Pool
 - Senior oriented fitness
 - Office spaces for physical therapy
 - Garages for condominiums and duplexes



Summary

We have adjusted our initial plans for the land in following ways:

- Greatly reduced the density of the initial plan from 9 units/acre down to 6.4 units/acre
- The project is committed to a 55+ age restriction as commonly defined
- The project is willing to commit to a “for-sale” product only
- Willing to have a one-way entrance with no exit to South National to address neighborhood traffic concerns, cut through traffic concerns, and concerns about headlights into the home across from the South National Dr. entrance
- We have maintained a natural tree buffer in our plan for the homes on the eastern part of the property which we plan to augment with berms and additional trees
- Development will add to value of existing homes given price point of product
- The need for Senior Living in Parkville is growing as Baby Boomers are entering the 70+ years of their lives. This project will great help the Parkville community retain residents in the next 10 years

Summary of HOA & Public Meeting Questions:

The developer presented via Zoom to the National HOA board on Tuesday, May 25th and held a 5 hour public meeting at the VFW hall on Wednesday, May 26th. There were 41 people who attended the public meeting. Here is a summary of the HOA board's questions, the questions from the general public, and the developer's responses:

Q: Concern expressed about traffic in South National neighborhood and cut-through traffic from Walnut Creek.

A: Developer indicated willingness to offer a one-way only entry into the neighborhood which would prevent traffic into the South National Neighborhood. This would also prevent any cut-through traffic as there would be no exit onto South National Drive. Finally, this would also prevent the issue of any headlights into the homes near the South National Drive access point.

Q: Concern expressed regarding the size of the two larger buildings. "When we purchased our homes we did not anticipate larger buildings in the immediate neighborhood." Why can't the developer simply do all duplex or single family units?

A: In order to develop this particular property, some density is required, due mainly to the very hilly terrain and the expense of developing the property. The buildings would only be seen for the top two floors from both the golf course and from the neighborhood due to existing tall trees on hillside and on the Eastern portion of the property. The difference between a 3-story building and a 4-story building is minimal from a façade standpoint but material in terms of project economics. This piece of land has sat undeveloped for over 100 years for a reason. It is difficult to make the economics work given the contours of the land.

Q: We are looking hard for options to downsize in Parkville and were interested in your project. How long before you could get your project constructed?

A: Likely 1.5 to 2 years to move from raw land to delivery of the first few buildings of finished product.

Q: Concern expressed regarding density of the project due to the larger buildings.

A: When considering the amount of property developed, our project's density is 5.5 units/acre (well below the 8 units/acre Parkville). As condominium buildings, the developer is willing to commit to the lower end of the 80-100 unit range per larger building with a cap of 85 units per building. Developer is also planning to take an "estate lot" approach which will provide some of the homes on the southern and northwestern part of the development with wooded, undeveloped property. This will increase the amount for the lots as well as fully use the 38.5 acres in the plat of ground.

Q: Concern expressed about the impact of South National homes next to the development

A: There are a combination of items the developer is doing to mitigate the impacts as much as possible for the homes on the edge of the development: a) one way entrance b) existing tree buffer augmented by a berm and additional evergreen trees planted on the berm c) the houses on Magnolia drive would not be impacted at all as that portion of the property will remain wooded/as-is. d) Developer would commit to construction traffic being limited to Crooked Rd. only with no construction traffic on South National.

Q: Concern regarding the development lowering the home value of South National Homes

A: The high-end condominium prices of \$350,000-\$600,000 per unit would exceed the price per sq. ft. of existing South National homes, thus supporting prices in the neighborhood. Many did not realize the price point of our planned product. It is key, however, that we have at least entry only from South National Drive. Without that access, we are unlikely to be able to sell the same price points and thus likely to be forced into a lesser product than high end villas and condominiums.

Q: Question regarding whether the development would be 55+

A: The developer will commit to 55+ age restriction.

Q: Concern regarding rental of condominiums that are sold.

A: Developer is willing to write into the lot sales a prohibition to rent units as long as we have South National Drive access.

Q: We are looking for a place for my mother to live near us. What amenities will the senior project have?

A: We will have a pool, senior oriented fitness facility, a space for physical therapy professions, a space for nursing professionals to help with medication, simply testing, etc. We will have spaces for golf cart storage, outdoor walking trails, and both garage and covered parking.

Q: Will the larger buildings be apartments?

A: The developer will commit to for-sale product only in the development.

Q: General question from both the HOA and residents which can be summed up as "What's in it for the us (the HOA or the neighborhood).

A: The main benefits for the neighborhood are a) the creation of a senior living product that would help retain local residents b) a development that helps maintain/increase their home values c) by joining the HOA, the neighborhood would gain a material amount of ongoing HOA dues in excess of HOA costs. These dues could be used to fund other amenities for the neighborhood such as private road access, golf cart path connection to the Deuce, a South National pool, etc.

Q: Could the larger buildings be moved to the south portion of the property

A: Two main reasons this is not an option: a) the steep topography of the southern portion with no flat ground to produce parking/building footprint which would make this non-economic to develop the larger lots b) the views to the golf course are more valuable than the views of the woods.

Q: Concern expressed that the one-way street could not be enforced

A: The plan for the one-way street would be for a one lane entry that would be angled similarly to an exit ramp from South National drive which would discourage any left turns into the entrance from vehicles headed south on South National Drive as well as discourage any right turns from wrong way exit. A “pork-chop” type set up on the end of the one lane road in the development which would be well marked as “do not enter” would also be in place. The developer explored rumble strips, right turn only onto South National, and gates with the city but all were rejected. The developer “can’t prevent stupid” – ie people who may choose to break the law – but even if this were to occur, it would likely be an insignificantly small number of persons breaking the law and certainly not enough law breaking/non-safety conscious people to create traffic in the South National neighborhood.



Tuesday, April 20, 2021

Todd Kobayashi
Genesis Companies
4420 Madison Ave, Ste 104
Kansas City, MO 64111

Dustin Burton
Renaissance Infrastructure Consulting
1815 McGee, Ste 200
Kansas City, MO 64108

**RE: City of Parkville staff review comments – Platte 38 Preliminary Development Plan
(prepared by Renaissance Infrastructure Consulting; dated April 9, 2021)**

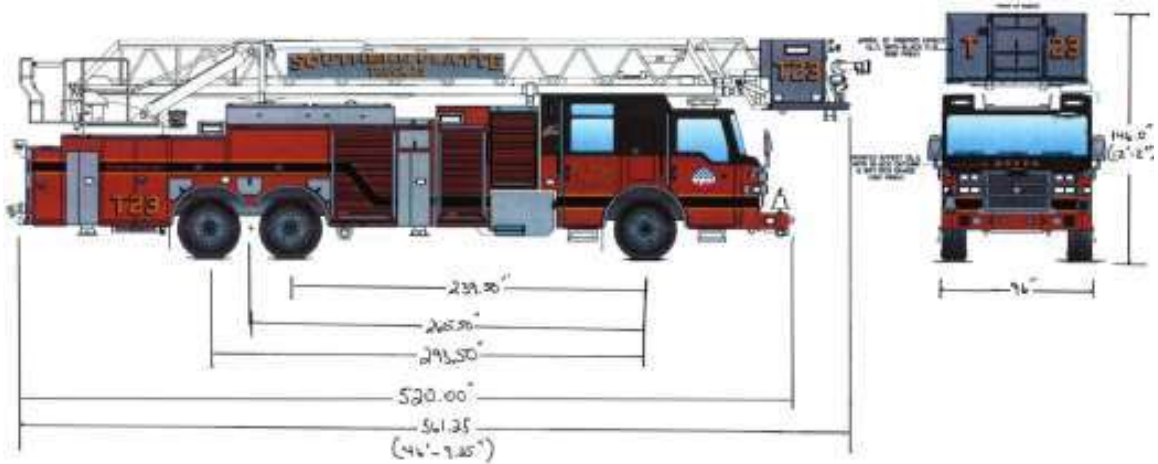
Dear Todd and Dustin,

The following is a compilation of all Parkville staff review comments received to-date regarding the Application for Zoning Map Amendment and Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152.

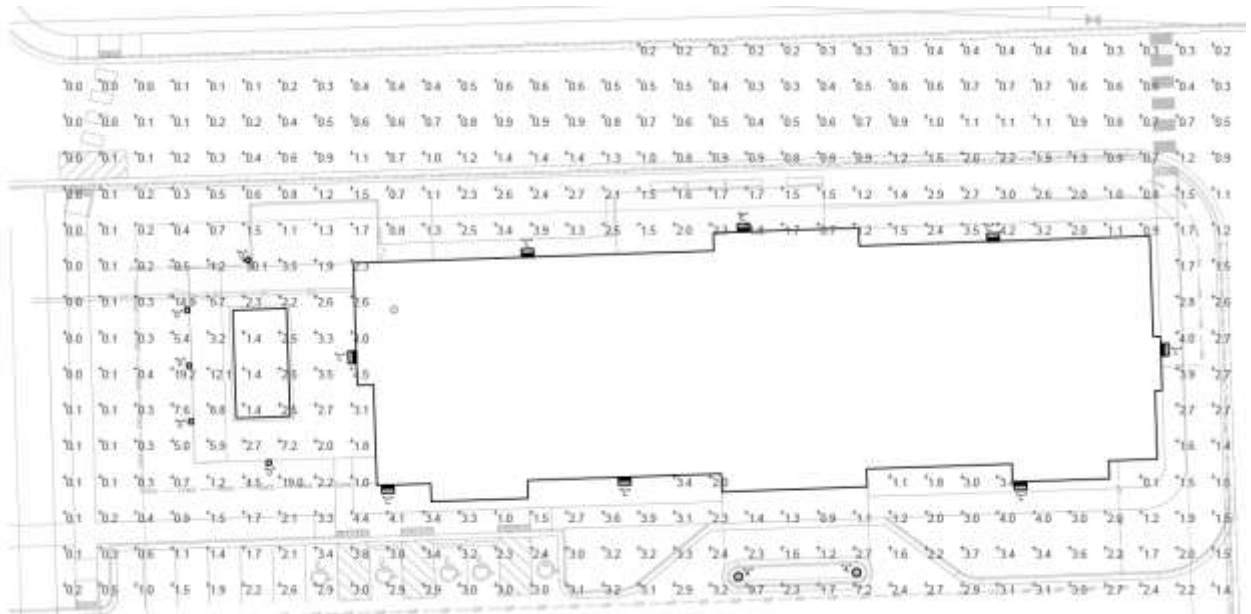
Review comments are provided by myself (Community Development Director), Brad Stanton (Planner), Alysén Abel (Public Works Director), and Dean Cull (Fire Marshall, Southern Platte Fire Protection District). Please distribute these comments to your team, revise the plan sheets and provide us an updated paper (2 copies) and electronic copy (1) of the revised plan sheets by **9:00 a.m. of Friday, April 30, 2021**. Thank you.

General Comments

1. **Application for Zoning Map Amendment** – While the City’s “R-5-P” Multi-Family Residential district permits *Apartment Complex* uses, it does not permit *Duplex* uses. As a result, staff recommends utilizing the City’s “R-4-P” Mixed-Density Residential district for all lots proposed for *Duplex* or *Detached House* uses. Please designate this information on one of the plan sheets, such as the General Layout (Sheet C03).
2. **Floodplain Development Permit/Application** – Staff will require a Floodplain Development Permit/Application be submitted for any development in a Special Flood Hazard Area (SHA) or “floodplain”; this includes:
 - Filling
 - Grading
 - Excavation
 - Minimum Improvements
 - Routine Maintenance
 - Substantial Improvements
 - New Construction
3. **Line Typologies** – Some labeling / line-work for features (such as floodplain area) is difficult to distinguish on the plan sheets. As a result, staff recommends utilizing different line typologies better distinguish features on the plan sheets.
4. **Preliminary Plat Sheet** – Because this development will require the subject property to be subdivided in order to accommodate lots for the proposed apartment/condominium buildings, duplex buildings, and tracts for private open space to be used for stormwater detention, a preliminary plat should be included in the plan sheets. That said, please include a Preliminary Plat plan sheet with proposed parcel divisions for the specific lots and tracts. Any un-platted lots will need to be identified as tracts and designated by letters (ex: A, B, C...); whereas, all lots will need to be designated by numbers (ex: 1, 2, 3...). All areas will need to be labeled in acres and sq. ft.; labels will need to be provided for specific property use/purpose (e.g., common open space, private open space, stormwater detention area); and detail needs to be provided for who will be responsible for their maintenance in a notes section on the sheet (ex: Tract A to be maintained by the Homeowners Association). All public and private street names will need to be labeled, and staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid. Lastly, you’ll need to indicate (either via watermark, crosshatching or other method) the location of the 100-year floodplain (i.e., Special Flood Hazard Area) and 500-year floodplain (i.e., Regulatory Floodway) if applicable. Also please add a label referencing the FIRM map number and its effective date. A copy of the FIRM Map can be downloaded from FEMA’s website via <https://msc.fema.gov/portal/> or can be viewed on the Platte County, Missouri website (<https://www.co.platte.mo.us/>) through their GIS/Mapping webpage.
5. **AutoTurn Sheet** – Please include a plan sheet showing AutoTurn movements of a Pierce Velocity fire truck throughout the development, including turning into and out of all parking lot access drives and aisles. This sheet should also include the following specifications of a Pierce Velocity fire truck for reference:



6. **Utility Plan Sheet** – Please include a plan sheet showing the location of proposed utility lines and easements (showing widths/dimensions) along with labels; this should include any public storm, public sanitary and public water lines. These labels should be included in a legend on the Title Sheet (Sheet C01) as well.
7. **Fire Hydrant Locations** – On the Utility Plan Sheet, please identify the location of fire hydrants to be provided. Please coordinate with Dean Cull (Fire Marshall, Southern Platte Fire Protection District) regarding the proposed location for the fire hydrant, and whether or not a single fire hydrant is sufficient to provide emergency water service to the entire site per the City's adopted 2018 International Fire Code. Please indicate their locations, as well as utility water line connections to them.
8. **Pedestrian Plan** – Please include a Pedestrian Plan sheet detailing the location of pedestrian infrastructure (via bolder labeling, cross-hatching, or other symbols) including the location of existing sidewalks along N Crooked Rd and S National Dr., proposed internal development sidewalks (specifically those along any public streets, to any existing sidewalks along N Crooked Rd and S National Dr.), the location of any marked pedestrian crosswalks (staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.) and the proposed widths of sidewalks.
9. **Photometric Plan Sheet** – Please include a lighting plan sheet, in conformance with Section 407.040, showing the location, dimensions/specifications (e.g., mounting height), shielding standards/type and photometric general footprint and impact of lighting throughout the development and on any adjacent properties. See images below as examples.



TEGEL 18 WALL SCOPER

TECH LIGHTING

Optimalized modern design characteristics. Tegel modern LED wall scones. Providing with controlled up and down lighting, or down light only, these wall scones provide natural and uniform illumination. The option of four fixed options and four other options like design profile accordingly stands with all architectural positions.

Outstanding protection against the elements:

- Powder coat finishes
- Impact resistant, UV stabilized frosted acrylic housing
- Up light and down light options, with 30° and 36° beam spread options

SPECIFICATIONS

DESCRIPTION	TEGEL 18 DOWN LIGHT	TEGEL 18 DOWN & UP
Model	TEGEL 18 DOWN LIGHT	TEGEL 18 DOWN & UP
Material	Aluminum	Aluminum
Finish	Black	Black
Light Source	LED	LED
Beam Spread	30°	30°
Power	10W	10W
Voltage	120V	120V
Frequency	60Hz	60Hz
Life Span	50,000 hours	50,000 hours
Weight	1.5 lbs	1.5 lbs
Dimensions	10" x 10" x 10"	10" x 10" x 10"
Installation	Wall Mount	Wall Mount
Warranty	5 Years	5 Years

ORDERING INFORMATION

MODEL	TYPE	LED	CURRENT	KELVIN	VOLTAGE	ROUTING	FINISH	OPTIONS	OTHERS
TEGEL 18	Down Light	LED	10W	3000K	120V	Black	Black	Black	Black
TEGEL 18	Down & Up	LED	10W	3000K	120V	Black	Black	Black	Black

PGS-2 LED Specifications

"B" & "C"

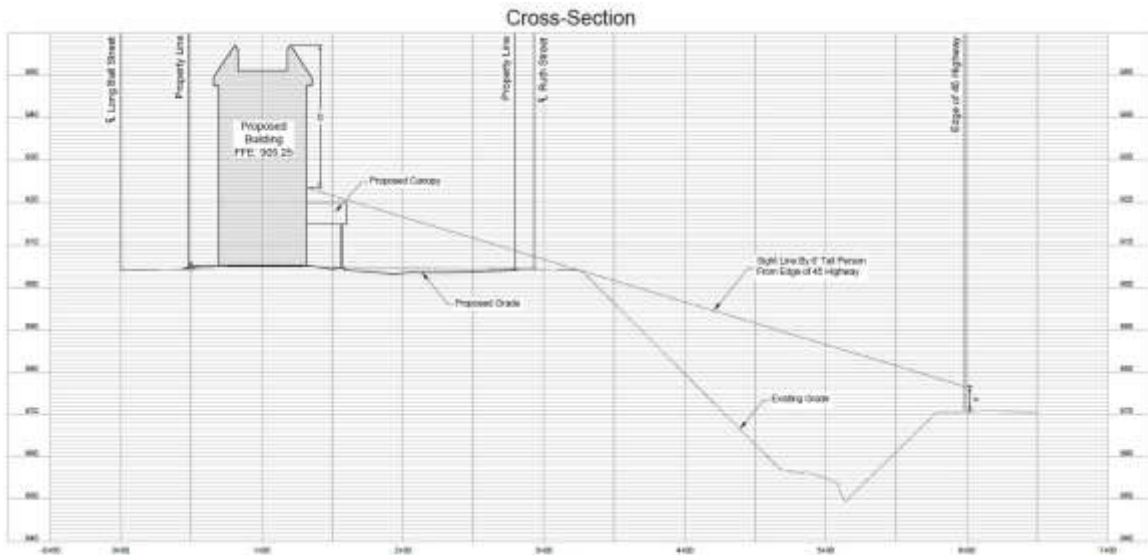
The PGS-2 LED fixture is a modern, minimalist design. It features a square, recessed design with a central LED array. The fixture is made of high-quality aluminum and is finished with a powder coat. It is designed to be mounted on a wall or ceiling. The fixture is available in two versions: "B" and "C". Version "B" is a standard version, while version "C" is a custom version. The fixture is designed to provide a warm, ambient light. It is suitable for use in a variety of settings, including homes, offices, and commercial spaces. The fixture is easy to install and maintain. It is a great choice for anyone looking for a modern, energy-efficient lighting solution.

Ordering Information

MODEL	TYPE	LED	CURRENT	KELVIN	VOLTAGE	ROUTING	FINISH	OPTIONS	OTHERS
PGS-2	T1	840C	2	3000K	120V	Black	Black	Black	Black
	T2	840C	5	3000K	120V	Black	Black	Black	Black
	T3	840C	7	3000K	120V	Black	Black	Black	Black
	T4	840C	10	3000K	120V	Black	Black	Black	Black
	T5	840C	15	3000K	120V	Black	Black	Black	Black
	T6	840C	20	3000K	120V	Black	Black	Black	Black
	T7	840C	25	3000K	120V	Black	Black	Black	Black
	T8	840C	30	3000K	120V	Black	Black	Black	Black
	T9	840C	35	3000K	120V	Black	Black	Black	Black
	T10	840C	40	3000K	120V	Black	Black	Black	Black
	T11	840C	45	3000K	120V	Black	Black	Black	Black
	T12	840C	50	3000K	120V	Black	Black	Black	Black
	T13	840C	55	3000K	120V	Black	Black	Black	Black
	T14	840C	60	3000K	120V	Black	Black	Black	Black
	T15	840C	65	3000K	120V	Black	Black	Black	Black
	T16	840C	70	3000K	120V	Black	Black	Black	Black
	T17	840C	75	3000K	120V	Black	Black	Black	Black
	T18	840C	80	3000K	120V	Black	Black	Black	Black
	T19	840C	85	3000K	120V	Black	Black	Black	Black
	T20	840C	90	3000K	120V	Black	Black	Black	Black
	T21	840C	95	3000K	120V	Black	Black	Black	Black
	T22	840C	100	3000K	120V	Black	Black	Black	Black
	T23	840C	105	3000K	120V	Black	Black	Black	Black
	T24	840C	110	3000K	120V	Black	Black	Black	Black
	T25	840C	115	3000K	120V	Black	Black	Black	Black
	T26	840C	120	3000K	120V	Black	Black	Black	Black
	T27	840C	125	3000K	120V	Black	Black	Black	Black
	T28	840C	130	3000K	120V	Black	Black	Black	Black
	T29	840C	135	3000K	120V	Black	Black	Black	Black
	T30	840C	140	3000K	120V	Black	Black	Black	Black
	T31	840C	145	3000K	120V	Black	Black	Black	Black
	T32	840C	150	3000K	120V	Black	Black	Black	Black
	T33	840C	155	3000K	120V	Black	Black	Black	Black
	T34	840C	160	3000K	120V	Black	Black	Black	Black
	T35	840C	165	3000K	120V	Black	Black	Black	Black
	T36	840C	170	3000K	120V	Black	Black	Black	Black
	T37	840C	175	3000K	120V	Black	Black	Black	Black
	T38	840C	180	3000K	120V	Black	Black	Black	Black
	T39	840C	185	3000K	120V	Black	Black	Black	Black
	T40	840C	190	3000K	120V	Black	Black	Black	Black
	T41	840C	195	3000K	120V	Black	Black	Black	Black
	T42	840C	200	3000K	120V	Black	Black	Black	Black
	T43	840C	205	3000K	120V	Black	Black	Black	Black
	T44	840C	210	3000K	120V	Black	Black	Black	Black
	T45	840C	215	3000K	120V	Black	Black	Black	Black
	T46	840C	220	3000K	120V	Black	Black	Black	Black
	T47	840C	225	3000K	120V	Black	Black	Black	Black
	T48	840C	230	3000K	120V	Black	Black	Black	Black
	T49	840C	235	3000K	120V	Black	Black	Black	Black
	T50	840C	240	3000K	120V	Black	Black	Black	Black
	T51	840C	245	3000K	120V	Black	Black	Black	Black
	T52	840C	250	3000K	120V	Black	Black	Black	Black
	T53	840C	255	3000K	120V	Black	Black	Black	Black
	T54	840C	260	3000K	120V	Black	Black	Black	Black
	T55	840C	265	3000K	120V	Black	Black	Black	Black
	T56	840C	270	3000K	120V	Black	Black	Black	Black
	T57	840C	275	3000K	120V	Black	Black	Black	Black
	T58	840C	280	3000K	120V	Black	Black	Black	Black
	T59	840C	285	3000K	120V	Black	Black	Black	Black
	T60	840C	290	3000K	120V	Black	Black	Black	Black
	T61	840C	295	3000K	120V	Black	Black	Black	Black
	T62	840C	300	3000K	120V	Black	Black	Black	Black
	T63	840C	305	3000K	120V	Black	Black	Black	Black
	T64	840C	310	3000K	120V	Black	Black	Black	Black
	T65	840C	315	3000K	120V	Black	Black	Black	Black
	T66	840C	320	3000K	120V	Black	Black	Black	Black
	T67	840C	325	3000K	120V	Black	Black	Black	Black
	T68	840C	330	3000K	120V	Black	Black	Black	Black
	T69	840C	335	3000K	120V	Black	Black	Black	Black
	T70	840C	340	3000K	120V	Black	Black	Black	Black
	T71	840C	345	3000K	120V	Black	Black	Black	Black
	T72	840C	350	3000K	120V	Black	Black	Black	Black
	T73	840C	355	3000K	120V	Black	Black	Black	Black
	T74	840C	360	3000K	120V	Black	Black	Black	Black
	T75	840C	365	3000K	120V	Black	Black	Black	Black
	T76	840C	370	3000K	120V	Black	Black	Black	Black
	T77	840C	375	3000K	120V	Black	Black	Black	Black
	T78	840C	380	3000K	120V	Black	Black	Black	Black
	T79	840C	385	3000K	120V	Black	Black	Black	Black
	T80	840C	390	3000K	120V	Black	Black	Black	Black
	T81	840C	395	3000K	120V	Black	Black	Black	Black
	T82	840C	400	3000K	120V	Black	Black	Black	Black
	T83	840C	405	3000K	120V	Black	Black	Black	Black
	T84	840C	410	3000K	120V	Black	Black	Black	Black
	T85	840C	415	3000K	120V	Black	Black	Black	Black
	T86	840C	420	3000K	120V	Black	Black	Black	Black
	T87	840C	425	3000K	120V	Black	Black	Black	Black
	T88	840C	430	3000K	120V	Black	Black	Black	Black
	T89	840C	435	3000K	120V	Black	Black	Black	Black
	T90	840C	440	3000K	120V	Black	Black	Black	Black
	T91	840C	445	3000K	120V	Black	Black	Black	Black
	T92	840C	450	3000K	120V	Black	Black	Black	Black
	T93	840C	455	3000K	120V	Black	Black	Black	Black
	T94	840C	460	3000K	120V	Black	Black	Black	Black
	T95	840C	465	3000K	120V	Black	Black	Black	Black
	T96	840C	470	3000K	120V	Black	Black	Black	Black
	T97	840C	475	3000K	120V	Black	Black	Black	Black
	T98	840C	480	3000K	120V	Black	Black	Black	Black
	T99	840C	485	3000K	120V	Black	Black	Black	Black
	T100	840C	490	3000K	120V	Black	Black	Black	Black

VISIONAIRE LIGHTING

10. **Section View** – Please include a cross-section drawing (or drawings if needed) of the site detailing the height of buildings/structures, distances and relationship to adjacent property parcels, relationship to existing topography, as well as proposed topography following grading/land disturbance. This drawing should include a person or motor vehicle for reference/scale. See image below as an example.



11. **Illustrative Plan** – Per Section 403.040 Master Planned Development in our Title IV – Development Code, an *Illustrative Plan* is required; this may include an illustrative plan that includes renderings, elevations or plans of buildings, streetscapes, and public spaces or other urban design and architectural details demonstrating how the plan will be executed according to the applicable development standards. Staff recommends including colored visuals of the proposed development from different perspectives (see images below as an examples). The *Illustrative Plan* can be an extension to Sheet A1.00, or renderings on a separate plan sheet.





12. **Signage Plans** – If known at this time, please include any proposed signage (e.g., monument, wall) for the proposed building and/or site, along with specifications/dimensions. If no signage is proposed at this time, future Applications for Sign Permits will need to comply with the requirements of Section 409.040 Sign Allowances (<https://www.ecode360.com/33171498>).

Title Sheet (Sheet C01)

13. **Utility Contacts** – Please change the names of Missouri Gas Energy to Spire Energy, and Kansas City Power & Light to Evergy.
14. **Summary Table** – Please include a brief description of the project (ex: a planned residential development with internal circulation, public streets, private drives and access off of N Crooked Rd and S National Dr.), current zoning (Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density) and summary table conveying the proposed uses / residential building types, number of units and parking spaces provided.

Existing Conditions (Sheet C02)

15. **Property Area** – Please label the area (in acres and sq. ft.) of the subject property area, both the portion proposed for annexation into City of Parkville municipal limits and the portion of area outside of the development/annexation limits.
16. **Major Contour Lines** – Please distinguish major contour lines/intervals on the map; this can be done by bolding them or making them thicker than the other contour lines.
17. **Existing Zoning** – Please label the existing Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density zoning on the subject property. If there’s

too much clutter on this sheet to depict this, you can add an additional sheet to the plan set.

18. **Adjacent Property Owners** – Please label all property owners for adjacent property parcels, specifically those to the south and west of NW Crooked Rd that are not depicted.
19. **Adjacent Property Addresses** – Please include the property addresses of adjacent property owners, as well as Platte County parcel ID numbers.
20. **Adjacent Property Area** – Please include the total acreage of all adjacent property parcels.
21. **Roadway Name** – Please verify if the adjacent roadway is NW Crooked Rd or N Crooked Rd. The Platte County Assessor's Office labels it as "N Crooked Rd".

General Layout (Sheet C03)

22. **Residential Use Table** – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
23. **Density Table** – Please include a table on the sheet listing the density of the residential units on the subject property as a whole.
24. **Parking Table** – In a separate table, or in the residential use table, please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces per Section 408.030, Subsection D.).
25. **Phase Description** – Please include a short description on the plan sheet of the anticipated timeline for the proposed Phase I and Phase II construction/implementation.
26. **Street Names** – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.

Development Plans (Sheet C04)

27. **Lot and Tract Descriptions** – Please include a table on the sheet providing a brief description of each Tract and Lot / Group of Lots (Example: "Tract C is reserved for private open space and landscaping to serve as a buffer between the development and the adjacent residential neighborhood to the east." "Tract A is reserved for private open space for stormwater detention.").
28. **Landscape Easement** – Consider adding a landscape easement at the intersection with N Crooked Rd, which provides access to Tract B should City staff need to access the proposed stormwater detention area.
29. **Residential Use Table** – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
30. **Bicycle Parking Table** – Please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces). Per Section 408.030, subsection D. of our Development Code, all multifamily uses within 1,000 ft. of a designated bicycle route or trail shall provide 1 bicycle parking space per multi-family dwelling unit. Please indicate on the plan where bicycle parking will be provided; in the past developers have provided bicycle racks outside the building, or in the building inside garages or storage closets.
31. **Street Names** – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.
32. **Existing Sidewalks** – Please detail the location of any existing sidewalks along N Crooked Rd and S National Dr.

33. **Proposed Sidewalks** – Please connect the internal development sidewalks (specifically those along any public streets) to any existing sidewalks along N Crooked Rd and S National Dr. If there are no existing sidewalks along N Crooked Rd., please coordinate with the Platte County Planning and Zoning Department and/or Public Works Department regarding how to design the end of the sidewalks so they're compatible with future plans for pedestrian infrastructure along N Crooked Rd.
34. **Proposed Crosswalks** – Please indicate the location of any marked pedestrian crosswalks. Staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.
35. **Sidewalk Widths** – Please indicate the proposed widths of sidewalks throughout the development on the sheet.
36. **Public vs. Private Infrastructure** – Please delineate any public streets from private streets/drives in the development plan in more detail, as well as public vs. private curbs. This can be done on a subsequent plan sheet if needed to avoid clutter.
37. **Street Dimensions** – Please add the width dimensions for Drive A and Drive B, as well as the radius of the cul-de-sac in Drive B.
38. **Parking Lot Dimensions** – Please indicate the dimensions of the parking lots, specifically the drive aisle widths and parking stall dimensions.
39. **Building Dimensions** – Please show the dimensions / distance from the apartment/condominium building facades to the curb where the parking stalls begin.
40. **Parking Lot Island Dimensions** – Please show the dimensions of median islands throughout the parking lot.
41. **Drive Aisles** – Consider widening any drive aisles where there are tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
42. **Roll-Back Curbs** – Consider utilizing roll-back curbs throughout the parking lot, especially on drive aisles with tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
43. **Off-Street Loading** – Please indicate if any off-street loading spaces will be provided for the apartment/condominium buildings.
44. **Trash Dumpsters** – Please indicate the location of any trash dumpsters to be provided for the apartment/condominium buildings. Please be aware that any outdoor dumpsters / trash receptacles will need to be stored inside a structure or enclosure constructed of a durable material designed to withstand regular use by heavy equipment; or a fence (typically opaque) or ornamental wall that provides a solid screen.

Grading Plan (Sheet C05)

45. **Reference** – Please include the following reference on the plan sheet: “Per *Title IV – Development Code*, Section 407.050, Subsection A. a Macro Storm Water Drainage Study for Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure Consulting; dated April 2021) has been submitted to the City of Parkville’s Public Works Department for review and approval.”

Apartment Site Plan (Sheet C06)

46. **Retaining Wall** – Please note that any retaining walls greater than 48 in. in height will require an Application for Building Permit be submitted to the Community Development Department, as well as a structural engineer’s report for said retaining wall(s).
47. **Parking Lot Dimensions** – Please include all dimensions throughout the parking lot (i.e., parking lot aisle widths, parking stall dimensions)
48. **Sidewalk Hatch Legend** – It’s hard to distinguish the location of sidewalks based on the hatching symbology used. Please use a different hatching or darker color to distinguish on the plan sheet.

Tree Landscape Plan (Sheet L1.00)

49. **American Standards for Nursery Stock (ASNS)** – In the “General Notes” section, please include the following note: “All landscape materials shall meet the American Standards for Nursery Stock (ASNS), published by the American Nurserymen’s Association, and be selected for its native characteristics or survival in the climate for the Kansas City region, and be planted and maintained per ASNS specifications.”

Elevation Plans (Sheet A1.00)

50. **Color Renderings** – Please include color renderings of what the proposed elevations/facades would look like. See below for an example.



51. **Material Board** – Please include a material board palette of proposed siding materials. See below for an example.



Again, please distribute these comments to your team, revise the plan sheets and provide us updated paper (2 copies) and electronic copy (1) of the revised plan sheets by **9:00 a.m. of Friday, April 30, 2021**. We are also happy to meet again or conference to discuss these comments in more detail if necessary. Please let us know if you have any questions. Thank you.

Sincerely,

CITY OF PARKVILLE

Stephen Lachky, AICP, CPM, CFM
Community Development Director

CC: Alysen Abel, Public Works Director
Brad Stanton, Planner
Dean Cull, Fire Marshall (Southern Platte Fire Protection District)

April 30, 2021

Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave,
Parkville, MO 64152 Blue Springs, Missouri 64015

Re: **City of Parkville staff review comments – Platte 38 Preliminary Development Plan**

The preliminary development plans have been revised and resubmitted for your approval.

General Comments

1. Application for Zoning Map Amendment – While the City’s “R-5-P” Multi-Family Residential district permits *Apartment Complex* uses, it does not permit *Duplex* uses. As a result, staff recommends utilizing the City’s “R-4-P” Mixed-Density Residential district for all lots proposed for *Duplex* or *Detached House* uses. Please designate this information on one of the plan sheets, such as the General Layout (Sheet C03).
[Zoning updated.](#)
2. Floodplain Development Permit/Application – Staff will require a Floodplain Development Permit/Application be submitted for any development in a Special Flood Hazard Area (SHA) or “floodplain”; this includes:
 - Filling
 - Grading
 - Excavation
 - Minimum Improvements
 - Routine Maintenance
 - Substantial Improvements
 - New Construction

[Acknowledged](#)

3. Line Typologies – Some labeling / line-work for features (such as floodplain area) is difficult to distinguish on the plan sheets. As a result, staff recommends utilizing different line typologies better distinguish features on the plan sheets.
[Line colors/weight updated.](#)
4. Preliminary Plat Sheet – Because this development will require the subject property to be subdivided in order to accommodate lots for the proposed apartment/condominium buildings, duplex buildings, and tracts for private open space to be used for stormwater detention, a preliminary plat should be included in the plan sheets. That said, please include a Preliminary Plat plan sheet with proposed parcel divisions for the specific lots and tracts. Any un-platted lots will need to be identified as tracts and designated by letters (ex: A, B, C...); whereas, all lots will need to be designated by numbers (ex: 1, 2, 3...). All areas will need to be labeled in acres and sq. ft.; labels will need to be provided for specific property use/purpose (e.g., common open space, private open space, stormwater detention area); and detail needs to be provided for who will be responsible for their maintenance in a notes section on the sheet (ex: Tract A to be maintained by the

Homeowners Association). All public and private street names will need to be labeled, and staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid. Lastly, you'll need to indicate (either via watermark, crosshatching or other method) the location of the 100-year floodplain (i.e., Special Flood Hazard Area) and 500-year floodplain (i.e., Regulatory Floodway) if applicable. Also please add a label referencing the FIRM map number and its effective date. A copy of the FIRM Map can be downloaded from FEMA's website via <https://msc.fema.gov/portal/> or can be viewed on the Platte County, Missouri website (<https://www.co.platte.mo.us/>) through their GIS/Mapping webpage.

Preliminary plat sheet added.

5. AutoTurn Sheet – Please include a plan sheet showing AutoTurn movements of a Pierce Velocity fire truck throughout the development, including turning into and out of all parking lot access drives and aisles.
[Auto turn sheet added.](#)
6. Utility Plan Sheet – Please include a plan sheet showing the location of proposed utility lines and easements (showing widths/dimensions) along with labels; this should include any public storm, public sanitary and public water lines. These labels should be included in a legend on the Title Sheet (Sheet C01) as well.
[Utility plan sheet added.](#)
7. Fire Hydrant Locations – On the Utility Plan Sheet, please identify the location of fire hydrants to be provided. Please coordinate with Dean Cull (Fire Marshall, Southern Platte Fire Protection District) regarding the proposed location for the fire hydrant, and whether or not a single fire hydrant is sufficient to provide emergency water service to the entire site per the City's adopted 2018 International Fire Code. Please indicate their locations, as well as utility water line connections to them.
[Fire hydrants added every 300ft and at intersections.](#)
8. Pedestrian Plan – Please include a Pedestrian Plan sheet detailing the location of pedestrian infrastructure (via bolder labeling, cross-hatching, or other symbols) including the location of existing sidewalks along N Crooked Rd and S National Dr., proposed internal development sidewalks (specifically those along any public streets, to any existing sidewalks along N Crooked Rd and S National Dr.), the location of any marked pedestrian crosswalks (staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.) and the proposed widths of sidewalks.
[Pedestrian plan added.](#)
9. Photometric Plan Sheet – Please include a lighting plan sheet, in conformance with Section 407.040, showing the location, dimensions/specifications (e.g., mounting height), shielding standards/type and photometric general footprint and impact of lighting throughout the development and on any adjacent properties. See images below as examples.
[Photometrics sheet added.](#)
10. Section View – Please include a cross-section drawing (or drawings if needed) of the site detailing the height of buildings/structures, distances and relationship to adjacent property parcels, relationship to existing topography, as well as proposed topography following grading/land disturbance. This drawing should include a person or motor vehicle for reference/scale. See image below as an example.
[Site cross-section has been provided. Please see sheet L1.10.](#)

11. Illustrative Plan – Per Section 403.040 Master Planned Development in our Title IV – Development Code, an *Illustrative Plan* is required; this may include an illustrative plan that includes renderings, elevations or plans of buildings, streetscapes, and public spaces or other urban design and architectural details demonstrating how the plan will be executed according to the applicable development standards. Staff recommends including colored visuals of the proposed development from different perspectives (see images below as an examples). The *Illustrative Plan* can be an extension to Sheet A1.00, or renderings on a separate plan sheet.
Illustrative plan has been provided. Please see Sheet SP1.00. Perspective images per staffs recommendation my be provided at a later date.

12. Signage Plans – If known at this time, please include any proposed signage (e.g., monument, wall) for the proposed building and/or site, along with specifications/dimensions. If no signage is proposed at this time, future Applications for Sign Permits will need to comply with the requirements of Section 409.040 Sign Allowances (<https://www.ecode360.com/33171498>).
Monument sign added.

Title Sheet (Sheet C01)

13. Utility Contacts – Please change the names of Missouri Gas Energy to Spire Energy, and Kansas City Power & Light to Evergy.
Utility contacts updated.
14. Summary Table – Please include a brief description of the project (ex: a planned residential development with internal circulation, public streets, private drives and access off of N Crooked Rd and S National Dr.), current zoning (Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density) and summary table conveying the proposed uses / residential building types, number of units and parking spaces provided.
Summary table updated.

Existing Conditions (Sheet C02)

15. Property Area – Please label the area (in acres and sq. ft.) of the subject property area, both the portion proposed for annexation into City of Parkville municipal limits and the portion of area outside of the development/annexation limits.
Labels added.
16. Major Contour Lines – Please distinguish major contour lines/intervals on the map; this can be done by bolding them or making them thicker than the other contour lines.
Line weights updated.
17. Existing Zoning – Please label the existing Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density zoning on the subject property. If there’s too much clutter on this sheet to depict this, you can add an additional sheet to the plan set.
Existing zoning updated.
18. Adjacent Property Owners – Please label all property owners for adjacent property parcels, specifically those to the south and west of NW Crooked Rd that are not depicted.
Adjacent property owners’ info added.

19. Adjacent Property Addresses – Please include the property addresses of adjacent property owners, as well as Platte County parcel ID numbers.
[Adjacent property info added.](#)
20. Adjacent Property Area – Please include the total acreage of all adjacent property parcels.
[Adjacent property info added.](#)
21. Roadway Name – Please verify if the adjacent roadway is NW Crooked Rd or N Crooked Rd. The Platte County Assessor's Office labels it as "N Crooked Rd".
[Roadway name updated.](#)

General Layout (Sheet C03)

22. Residential Use Table – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
[Residential use table added.](#)
23. Density Table – Please include a table on the sheet listing the density of the residential units on the subject property as a whole.
[Density table added.](#)
24. Parking Table – In a separate table, or in the residential use table, please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces per Section 408.030, Subsection D.).
[Parking table added. Bike parking spaces will be provided inside the building.](#)
25. Phase Description – Please include a short description on the plan sheet of the anticipated timeline for the proposed Phase I and Phase II construction/implementation.
[Phase description added.](#)
26. Street Names – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.
[Street names added.](#)

Development Plans (Sheet C04)

27. Lot and Tract Descriptions – Please include a table on the sheet providing a brief description of each Tract and Lot / Group of Lots (Example: "Tract C is reserved for private open space and landscaping to serve as a buffer between the development and the adjacent residential neighborhood to the east." "Tract A is reserved for private open space for stormwater detention.").
[Lot and tract description added.](#)
28. Landscape Easement – Consider adding a landscape easement at the intersection with N Crooked Rd, which provides access to Tract B should City staff need to access the proposed stormwater detention area.
[Landscape easement added.](#)

-
29. Residential Use Table – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
[Residential use table added.](#)
30. Bicycle Parking Table – Please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces). Per Section 408.030, subsection D. of our Development Code, all multifamily uses within 1,000 ft. of a designated bicycle route or trail shall provide 1 bicycle parking space per multi-family dwelling unit. Please indicate on the plan where bicycle parking will be provided; in the past developers have provided bicycle racks outside the building, or in the building inside garages or storage closets.
[Note added indicating that bike parking spaces will be provided inside the building.](#)
31. Street Names – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.
[Street names added.](#)
32. Existing Sidewalks – Please detail the location of any existing sidewalks along N Crooked Rd and S National Dr.
[Existing sidewalks' location indicated.](#)
33. Proposed Sidewalks – Please connect the internal development sidewalks (specifically those along any public streets) to any existing sidewalks along N Crooked Rd and S National Dr. If there are no existing sidewalks along N Crooked Rd., please coordinate with the Platte County Planning and Zoning Department and/or Public Works Department regarding how to design the end of the sidewalks so they're compatible with future plans for pedestrian infrastructure along N Crooked Rd.
[Proposed sidewalks' connections to existing indicated.](#)
34. Proposed Crosswalks – Please indicate the location of any marked pedestrian crosswalks. Staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.
[Proposed crosswalks indicated.](#)
35. Sidewalk Widths – Please indicate the proposed widths of sidewalks throughout the development on the sheet.
[Sidewalk widths indicated.](#)
36. Public vs. Private Infrastructure – Please delineate any public streets from private streets/drives in the development plan in more detail, as well as public vs. private curbs. This can be done on a subsequent plan sheet if needed to avoid clutter.
[Acknowledged.](#)
37. Street Dimensions – Please add the width dimensions for Drive A and Drive B, as well as the radius of the cul-de-sac in Drive B.
[Street dimensions provided.](#)
-

-
38. Parking Lot Dimensions – Please indicate the dimensions of the parking lots, specifically the drive aisle widths and parking stall dimensions.
Parking lot dimensions added.
39. Building Dimensions – Please show the dimensions / distance from the apartment/condominium building facades to the curb where the parking stalls begin.
Building to the sidewalk dimensions provided.
40. Parking Lot Island Dimensions – Please show the dimensions of median islands throughout the parking lot.
Parking lot dimensions added.
41. Drive Aisles – Consider widening any drive aisles where there are tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
Acknowledged.
42. Roll-Back Curbs – Consider utilizing roll-back curbs throughout the parking lot, especially on drive aisles with tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
Acknowledged.
43. Off-Street Loading – Please indicate if any off-street loading spaces will be provided for the apartment/condominium buildings.
No off-street loading will be provided.
44. Trash Dumpsters – Please indicate the location of any trash dumpsters to be provided for the apartment/condominium buildings. Please be aware that any outdoor dumpsters / trash receptacles will need to be stored inside a structure or enclosure constructed of a durable material designed to withstand regular use by heavy equipment; or a fence (typically opaque) or ornamental wall that provides a solid screen.
Trash dumpster location indicated.

Grading Plan (Sheet C05)

45. Reference – Please include the following reference on the plan sheet: “Per *Title IV – Development Code*, Section 407.050, Subsection A. a Macro Storm Water Drainage Study for Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure Consulting; dated April 2021) has been submitted to the City of Parkville’s Public Works Department for review and approval.”
Note added.

Apartment Site Plan (Sheet C06)

46. Retaining Wall – Please note that any retaining walls greater than 48 in. in height will require an Application for Building Permit be submitted to the Community Development Department, as well as a structural engineer’s report for said retaining wall(s).
Acknowledged.
47. Parking Lot Dimensions – Please include all dimensions throughout the parking lot (i.e., parking lot aisle widths, parking stall dimensions)
Dimensions added.

48. Sidewalk Hatch Legend – It's hard to distinguish the location of sidewalks based on the hatching symbology used. Please use a different hatching or darker color to distinguish on the plan sheet.

[Hatch updated.](#)

Tree Landscape Plan (Sheet L1.00)

49. American Standards for Nursery Stock (ASNS) – In the "General Notes" section, please include the following note: "All landscape materials shall meet the American Standards for Nursery Stock (ASNS), published by the American Nurserymen's Association, and be selected for its native characteristics or survival in the climate for the Kansas City region, and be planted and maintained per ASNS specifications."

[Note has been added to sheet L1.00.](#)

Elevation Plans (Sheet A1.00)

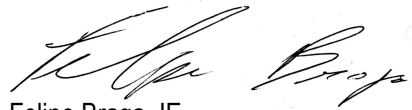
50. Color Renderings – Please include color renderings of what the proposed elevations/facades would look like. See below for an example.

[Proposed elevations have been rendered. Please see sheet A1.00.](#)

51. Material Board – Please include a material board palette of proposed siding materials. See below for an example.

[Material board palette has been included on sheet A1.0.](#)

RENAISSANCE INFRASTRUCTURE CONSULTING



Felipe Braga, IE
Design Engineer

DESIGN MEMORANDUM

To: Stephen Lachky, AICP, CPM, CFM (Community Development Director)
Alysen M. Abel, P.E., MPA (Public Works Director)

From: David J. Mennenga, P.E., PTOE

Date: April 28, 2021

Subject: Platte 38 Traffic Impact Study Report – On-Call Traffic Engineering Review

As requested by the City of Parkville, GBA's traffic engineers have completed an independent review of the submitted Traffic Impact Study (TIS) in association with the proposed Platte 38 development, which will be located to the south of Missouri Highway 45 / Tom Watson Parkway (i.e., MO-45) between the existing intersections with S. National Parkway and NW Crooked Road. The TIS report for this "Parkville Multifamily" development was prepared by Merge Midwest Engineering and submitted on April 7, 2021.

Overall, we find that this TIS process followed the accepted industry-standard procedures and methodologies for a traffic study that is appropriate in scope/scale for a development like the one that is proposed. We are in concurrence with the assumptions and engineering judgements made within this report, which lead to the general conclusion that overall traffic operations within the study area will not be drastically affected by vehicle-trips associated with this development. We would offer the following comments and general observations about the submitted TIS report, the study procedures, and its conclusions/recommendations:

- The TIS procedure included an appropriate set of traffic counts at the specified study intersections and along the adjacent roadway corridors. Both peak period turning movement counts for all study intersections and two-way Average Daily Traffic (ADT) counts on the adjacent roadways were completed.
- The consultant provided a thorough review of the current traffic counts versus historic counts available from both MoDOT and other TIS reports that have been previously submitted to the City. Except for one specific case (i.e., eastbound MO-45 during the A.M. peak hour), most existing volumes were found to be higher than pre-COVID levels in 2019. For that eastbound MO-45 traffic flow, an appropriate COVID-related volume increase was made. We agree with the need for an adjustment and approve of the methodology of adjustment that was used by the consultant. In summary, we concur with the resulting "existing baseline" traffic volumes that have been used as a basis for the remainder of the traffic study.

- Based on the discussions and photographs provided on pages 4-5 of the TIS report, there are no apparent sight distance issues at the proposed development street connections onto either NW Crooked Road or S. National Parkway.
- As shown in *Table 3* on page 7, the anticipated trip generation for this proposed multi-family development is expected to be relatively low. Site-generated trip production (i.e., 103 total trips during the A.M. peak hour, and 130 total trips during the P.M. peak hour) only slightly exceeds the generally accepted minimum threshold from the Institute of Transportation Engineers (ITE) that indicates the need for a detailed traffic study.
- The trip distribution pattern utilized in this traffic study was logically based on the existing volumes and traffic flows. We agree that this pattern, as shown on *Figure 2*, is appropriate, particularly the assignment of east-west traffic accessing MO-45 via the NW Crooked Road and S. National Parkway study intersections. It should be noted that the traffic study assigns a small amount of development-related traffic to/from the south along both NW Crooked Road and S. National Parkway (i.e., only 5% on each route) in order to provide a conservative evaluation of these potential trips. While it is not expected that most residents of this development will choose to utilize these routes, as compared to the improved access/capacity provided by the MO-45 corridor, these public roads do provide direct connections to Highway FF/River Road, Limestone Road, and Bell Road that may be desirable for certain specific trips that these residents may need to make.
- This traffic study includes an appropriate consideration of additional “planned” traffic from the unbuilt portions of three developments that have been previously approved by the City. These previously approved developments included the Apex Plaza mixed-use commercial development and the Bella Vista apartments located to the east of the study area near MO-45/Bell Road, as well as the National Offices site that is located along the north side of MO-45 just to the north of this proposed development (i.e., with its access provided between the two study intersections).
- We agree that the consultant’s use of a 2% annual growth rate based on historic growth MO-45 traffic volumes from MoDOT maps is both appropriate and conservative. It should be noted that this future traffic growth was applied to the mainline highway volumes only, and not to the turning movements at the two study intersections on MO-45. We agree with the consultant’s assessment that, except for this proposed multi-family development site, the surrounding vicinity is already generally developed. While some future development areas do still exist to the west, direct access to NW Crooked Road and these study intersections would not be possible without providing bridge crossings of Rush Creek.
- The capacity analyses reported in the TIS used the latest softwares and recommended methodologies. The consultant’s use of Synchro 11 and SIDRA 9 represent the traffic engineering industry’s current ‘best practices’ for the scope and scale of this study.

- The TIS reports that MUTCD traffic signal warrant criteria at the study intersection of MO-45 with NW Crooked Road is satisfied for the existing and “existing + site” conditions during the P.M. peak hour (i.e., Warrant 3). The current Level of Service (LOS) and vehicle queuing for the northbound approach to this intersection will obviously be degraded further with the addition of traffic from both this proposed multi-family development and the nearby development projects that have already been approved by the City. We do agree with the consultant’s current recommendation to continue monitoring the traffic conditions and any future crash experience at this location to ultimately determine the critical need for future safety improvements, at which time the installation of a traffic signal should be considered by the City and MoDOT.
- However, it may also be advisable for the City to consider requesting an escrow contribution from this developer toward the future design/construction costs of a traffic signal at this location that is commensurate with the site’s projected traffic contributions. The consultant indicates in the Summary & Recommendations section on page 12 of the report that only about four percent of the total entering traffic volume at MO-45/NW Crooked Road is generated by the proposed development during the “existing + site” traffic volume scenario. With the addition of traffic from the previously approved “planned” projects and future background traffic growth on MO-45, we have calculated that the development-related traffic will represent less than three percent of the intersection’s total entering traffic under the projected 20-year conditions.
- The TIS report indicates that the auxiliary turn lane warrants for an eastbound right-turn lane on MO-45 at the NW Crooked Road intersection is nearly satisfied under the “existing + site + planned” traffic volume scenario. However, we concur with the consultant that this geometric improvement would no longer be justified if the intersection is instead signalized in the future.
- Regarding future improvements at the intersection of MO-45/NW Crooked Road, the TIS report provides supplemental analyses of the future peak hour conditions with either the addition of traffic signal control or conversion to a roundabout. The reported results indicate that better LOS and vehicle queuing conditions could generally be achieved with a future roundabout. However, we would note the significant differences in design/construction costs to the City and MoDOT that would be expected for these two improvement alternatives. Currently, we would estimate the cost of a traffic signal at this location to be in the \$200,00 to \$250,000 range. Even with inflation and material cost escalations associated with deferring this improvement into the future, the installation of a traffic signal will still be a considerably more cost-effective alternative for improving the operations and safety of the intersection, as compared to a multi-lane roundabout configuration that could cost upwards of \$2,000,000 for design/construction.

From: Dave Mennenga <dmennenga@gbateam.com>
Sent: Tuesday, August 03, 2021 10:46 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Cc: Bryan Blizzard <bblizzard@gbateam.com>; Alysen Abel <AAbel@parkvillemo.gov>; Brad Stanton <BStanton@parkvillemo.gov>
Subject: RE: Updated Traffic Study

Stephen,

I have completed my review of this new TIS report and spoke with Janelle Clayton yesterday afternoon, too. I don't think there's anything of concern from a technical standpoint, as we knew going in that this configuration was going to concentrate all of the traffic movements at the MO-45/S. Crooked Road intersection.

We have several options to consider for any future improvements the City might want there:

- An eastbound right-turn lane is warranted for the "existing + site" conditions, but only if the intersection remains unsignalized.
- The intersection will likely warrant future traffic signalization, especially as traffic volumes increase on MO-45 or any safety concerns develop. The study focuses on the NB LT vehicle queue length still being acceptable, but I have additional concerns regarding the increasing delay times up to 2-3 minutes... this factor is what will cause drivers to get impatient and attempt riskier turning maneuvers into smaller vehicle gaps along the highway that may result in crashes.
- The study indicates 6-8% of the intersection traffic is associated with this development... Alysen and I previously discussed whether any contribution toward a future traffic signal should be included in a City/developer agreement?
- Our recent discussions with you and Alysen of other alternatives for the intersection, like possible realignment of S. Crooked Road into a single roundabout with N. Crooked Road or a combined "dog bone / peanut" roundabout configuration for both intersections, would negate most of the other needs above (pending completion of the study, TEAP or otherwise)? It wouldn't make sense to add any of those things if the ultimate configuration at the intersection will be completely different in the future.

I'll be available this afternoon (after 2:00) or later this week, if you'd like to discuss anything prior to the meeting on Tuesday evening...

Thanks,
Dave

David J. Mennenga, PE, PTOE
Associate

GBA
9801 Renner Boulevard | Lenexa, KS 66219-9745
P (913) 577-8214 | M (913) 486-3628

www.gbateam.com | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

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APRIL 29, 2021

MEMORANDUM TO: ALYSEN ABEL, CITY OF PARKVILLE

FROM: VSM ENGINEERING, LLC - SARAH BEERS, P.E.

RE: PRELIMINARY REVIEWS FOR PLATTE 38 SITE

We have reviewed the following initial study stormwater study and have the following initial comment listed below. Criteria used was APWA 5600.

Project: Platte 38, Parkville, MO - Submittal Date: April 2021

1. If the City of Parkville has adopted the “MARC/APWA Manual of Best Management Practices for Stormwater Quality, October 2012”, addition of BMPs according to these guidelines should be added to this drainage study. Provide worksheets 1 and 2, and a map showing all BMPs and drainage areas to each BMP.
2. Emergency spillway (overflow elevation) should not be the same as the top of pond elevation, and should be 0.5 feet above the 1% storm elevation in the pond. Top of embankment elevation should be 1 foot above the 1% storm elevation in the pond. See APWA requirement below.

F. Emergency Spillways: The emergency spillway may either be combined with the outlet works or be a separate structure or channel meeting the following criteria:

1. **Elevation:** Emergency spillways shall be designed so that their crest elevation is 0.5 feet or more above the maximum water surface elevation in the detention facility attained by the 1% storm.
2. **Capacity:** In cases where the impoundment/emergency spillway is not regulated by either State or Federal agencies, the emergency spillway shall be designed to pass the 1% storm with 1 foot of freeboard from the design stage to the top of dam, assuming zero available storage in the basin and zero flow through the primary outlet. This design provides an added level of protection in the event of a clogged primary outlet or a subsequent 1% storm event that occurs before the flood pool from the initial storm event recedes to the principal outlet elevation.

3. Time of concentration of 38.69 minutes for existing south basin may exceed APWA requirements. APWA limits “Inlet time” (a portion of the total time of concentration) to a maximum of 15 minutes. Verify that inlet time calculated is less than 15 minutes. Adjust as necessary.
4. Table 4 – Curve number for the NE Undetained area decreases in the proposed condition. This is unexpected since a duplex is added in this drainage area. Provide justification for proposed conditions curve number.
5. Model input data for area NE Undetained – Some soil group designations changed between the existing and proposed models. Also, the “1/3 acre lots, 30% impervious” land use refers to single family neighborhoods, but is used for duplexes in this study. This affects curve numbers. Verify that correct land use and soil groups are used.
6. APWA requires that MACRO study show impacts on the larger watershed such that the project site is only 10% of the total watershed. A more general watershed analysis is required as part of this study. See APWA guidance below (page 56-9).

To identify existing local flooding problems, the stormwater management study for a development project shall include an analysis of the existing downstream drainage system to the point the development's land mass is less than 10% of the total watershed, unless waived by the City/County. The City/County may require additional analysis of the downstream drainage system to identify flooding problems, especially in sensitive areas or where flooding has occurred downstream.

South National Crime Stats

January 1 through December 31, 2020

Stealing from Autos – 3

10200 block of Magnolia – 1-29-20/9:45pm to 1-30-20/9:00am

Vehicle parked in front of residence unsecured and a backpack was taken.

10300 block of Magnolia – 7-31-20/9:00pm to 8-1-20/4:30pm

Vehicle left unsecured and wallet with cash taken.

6100 block of South National – 7-31-20/8:00am to 8-1-20/7:00am

Victim stated truck was locked but no signs of forced entry were observed. Several thousand dollars worth of personal items were taken.

Burglary – 3

5800 block of South National -4-7-20 from 6:00pm to 9:30pm

Garage door left open with miscellaneous tools taken.

6200 block of South National – 10-12-20/7:00pm to 10-13-20/7:00am

House vacant and being renovated with a paint sprayer taken. Plastic cut covering the garage door to gain entry.

10300 block of Magnolia – 11-8-20/11:30pm to 11-9-20/6:30am

Suspect apparently used a garage door opener from an unsecured vehicle in the driveway to enter the garage and took a vehicle with the keys left in it along with a purse.

South National Crime Stats

January 1 through April 26, 2021

Stealing from Autos – 0

Burglary – 1

9800 block of Apple Blossom Lane – 1-22-21/5:00pm to 1-23-21/4:30am

Garage door left open and miscellaneous tools taken from a vehicle.

Motor Vehicle Crashes – 1 with injury

January 1, 2020 through April 26, 2021

45 Highway and North National in the roundabout – 5-26-20/4:34pm



CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

To: Utility Providers
From: Stephen Lachky, Community Development Director
Date: Wednesday, April 14, 2021
Re: **Utility Provider Verification – Platte 38 Planned Residential Development**

Enclosed for your review and comment is the preliminary development plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152. Please take a moment to answer the following questions pertaining to your awareness of the project, potential service limitations, adequacy of proposed easements and additional issues. Please mail or email your responses by Monday, May 3, 2021 to:

Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

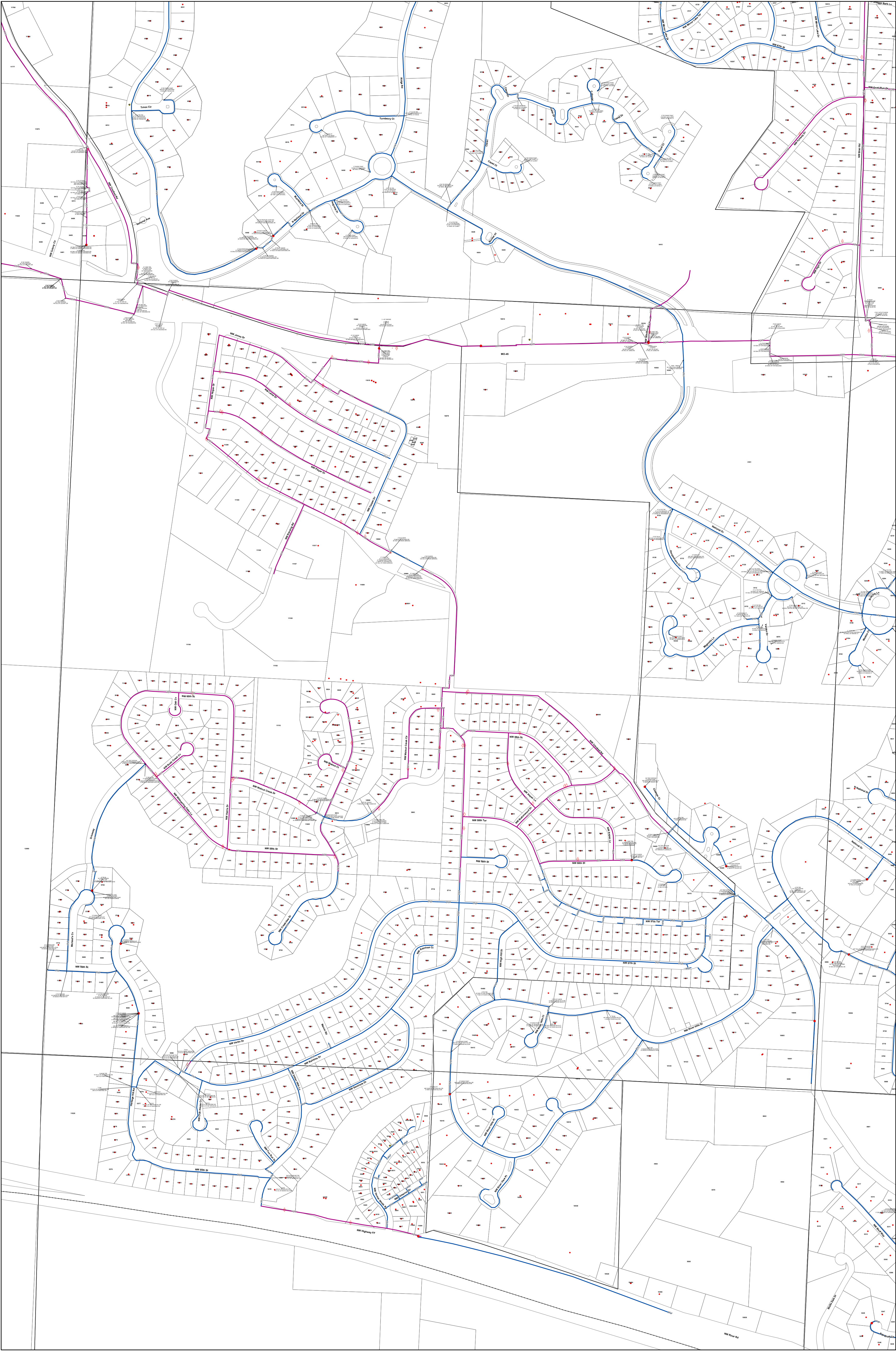
1. Have you met with the applicant to review the proposed site plan? ☐ Yes ☒ No
2. Can you provide adequate service to the proposed development? ☒ Yes ☐ No
If limitations, please explain _____

3. Are the utilities and easements shown on the plans adequate? ☒ Yes ☐ No
If not, please explain _____

4. Are there any other issues that need to be addressed? ☐ Yes ☒ No
If so, please describe _____

Additional comments may be included on a separate sheet

Name: Chris Collins
Title: Area Manger - Construction Engineering
Agency: Spire
Date: 4/16/2021
Signature: Chris Collins



1260-7403

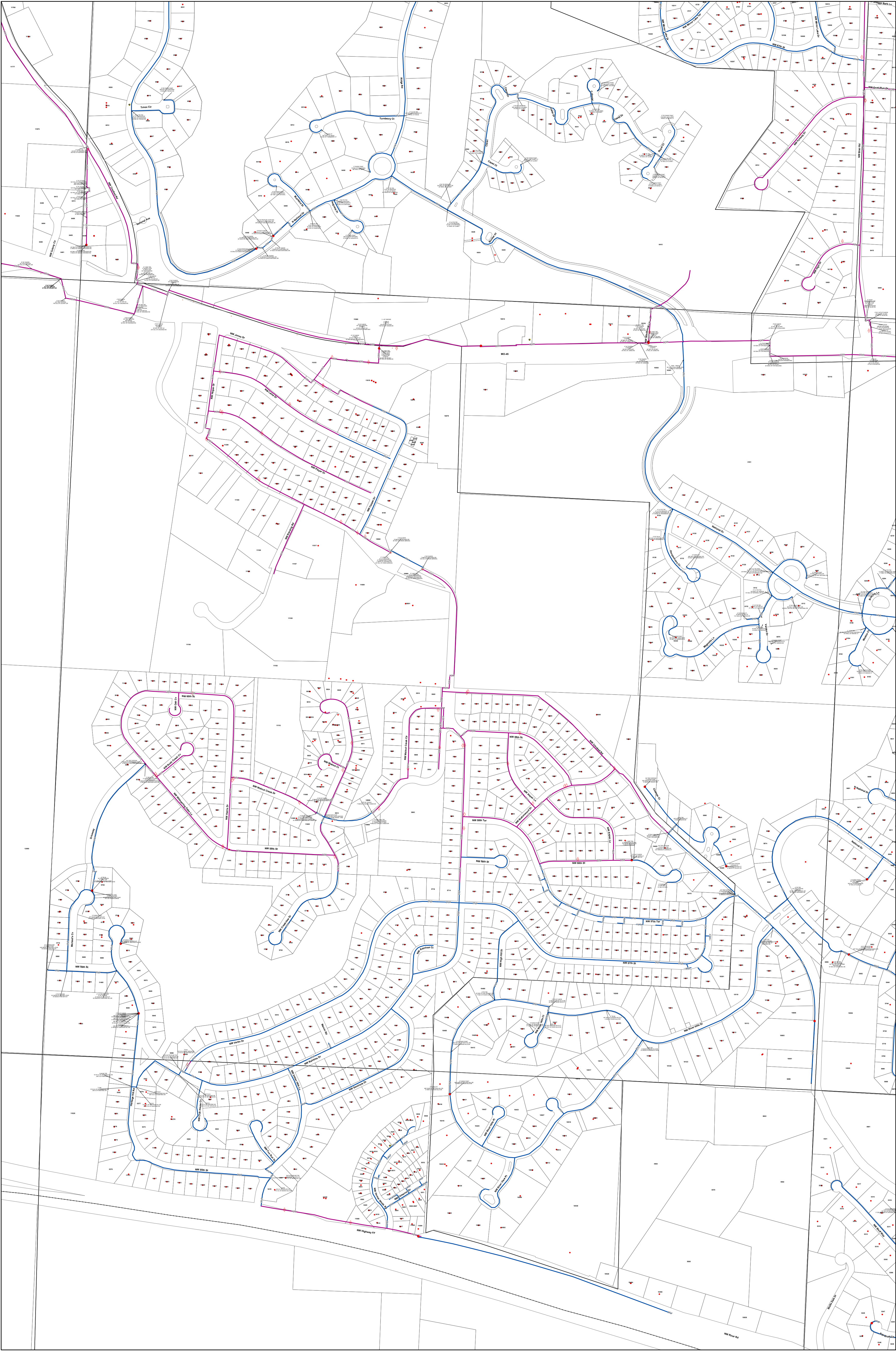
CAUTION: The gas mains/facilities information that is provided on this map/print are for planning purposes only.

- This map/print should not be shared with any other parties
- Location and depth of our facilities, is based on record information at time of installation
- Due to possible changes that could take place since our installation, the exact location and depth may differ from what is depicted on this map/print
- **THE LOCATION OF GAS SERVICE LINES ARE NOT SHOWN ON THIS MAP**

Prior to construction, you must contact the state one call system to have the exact location of Spire facilities located. Excavators are reminded that they are required to dig in a careful and prudent manner, including exposing the facility by hand before the use of mechanical equipment. You should call two working days prior to digging. In no event should you begin any underground construction until gas facilities have been located and marked. Missouri One Call must be notified (1-800-DIG-RITE or 811), or online at www.mo1call.com



Revised: 4/7/2021



1260-7403

CAUTION: The gas mains/facilities information that is provided on this map/print are for planning purposes only.

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Revised: 4/7/2021



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Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☐ Yes ☒ No
2. Can you provide adequate service to the proposed development?
If limitations, please explain _____

3. Are the utilities and easements shown on the plans adequate? ☐ Yes ☐ No
If not, please explain N/A NO SEWER PLANS
4. Are there any other issues that need to be addressed? ☐ Yes ☒ No
If so, please describe _____

Additional comments may be included on a separate sheet

Name: DAN KOCH
Title: EXECUTIVE DIRECTOR
Agency: PCRESD
Date: 4/20/21
Signature: [Signature]



CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

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Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☐ Yes ☒ No
2. Can you provide adequate service to the proposed development? ☒ Yes ☐ No
If limitations, please explain _____
3. Are the utilities and easements shown on the plans adequate? ☐ Yes ☒ No
If not, please explain No easements shown. Water line is shown in right-of-way.
4. Are there any other issues that need to be addressed? ☐ Yes ☐ No
If so, please describe Unknown at this detail level. fire lines & meters ~~near~~ for condominiums

Additional comments may be included on a separate sheet

Name: Roger Sparks
Title: Engineering Manager
Agency: Missouri American Water
Date: 4-21-21
Signature: [Signature]



Platte County Planning and Zoning

Planning * Zoning Enforcement * Engineering * Stormwater Management * Building Inspections * GIS

April 29, 2021

City of Parkville
ATTN: Stephen Lachky, AICP
8880 Clark Avenue
Parkville, MO 64152

RE: Public Hearing Notice.

Dear Stephen:

We appreciate notification of the upcoming Public Hearing to consider an Application for Zoning Map Amendment and an Application for Preliminary Development Plan for Platte 38, a planned residential development consisting apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N. Crooked Rd and S. National Drive in Unincorporated Platte County, MO. We assume annexation of the property will be forthcoming. If not, the applicant will need to contact the Platte County Planning and Zoning Department about filing the appropriate rezoning and development applications. We suggest the applicant perform an appropriate Traffic Impact Study to show any impact the development would have on the surrounding roadway network including roads not currently within the City of Parkville such as N. Crooked Road. Please include Platte County, the Parkville Special Road District and MoDOT in the Traffic Impact Study review process. We also suggest the applicant perform an appropriate Storm Drainage Study to assess stormwater run-off from the site.

Sincerely,

Jason Halterman
Assistant Director



CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

To: Utility Providers
From: Stephen Lachky, Community Development Director
Date: Wednesday, April 14, 2021
Re: Utility Provider Verification – Platte 38 Planned Residential Development

Enclosed for your review and comment is the preliminary development plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152. Please take a moment to answer the following questions pertaining to your awareness of the project, potential service limitations, adequacy of proposed easements and additional issues. Please mail or email your responses by Monday, May 3, 2021 to:

Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☒ Yes ☐ No
I have reviewed the site plan, but not met with applicant.
2. Can you provide adequate service to the proposed development? ☐ Yes ☐ No
If limitations, please explain *Because the TIS was based on Peak Hour Volumes only, we were not able to determine if a signal or right/left turn lanes were warranted at the Crooked Rd/Mo 45 intersection.*
3. Are the utilities and easements shown on the plans adequate? ☒ Yes ☐ No
If not, please explain _____
4. Are there any other issues that need to be addressed? ☐ Yes ☐ No
If so, please describe *Please copy me in on your recommendations and any phasing for this development.*

Additional comments may be included on a separate sheet

Name: *Melissa Roberts*
Title: *Traffic Specialist*
Agency: *Missouri Dept of Transportation*
Date: *5-5-2021*
Signature: *Melissa Roberts*

From: Melissa A. Roberts <Melissa.Roberts@modot.mo.gov>
Sent: Tuesday, May 04, 2021 12:44 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: RE: Platte 38 Development

Stephen,

Thank you Stephen for the summary and independent review of the traffic study. I apologize for getting back to you after 5/3. I am still fairly new to this position and have a background in construction and maintenance, so weeding through a traffic study and finding the pertinent information is still a struggle for me. I will return the forms to you either late today or early tomorrow morning.

Here is a response from Newell Reeser, MODOT Senior Traffic Studies Specialist ,

I didn't see any improvements that would be included in the TIS. There could be a possible signal improvement in the future at Crooked RD an MO 45, however they only used Peak hour volumes to determine the need. This is Warrant 3, for our purposes, we would use Warrants 1A&B, 2, and 7. So this intersection will need to be watched after this is built till sometime in the future.

Have you spoken with anyone from Parkville asking what they have recommended? The report discussed right and left turn lanes at MO 45 and Crooked Rd also. But it didn't recommend them at this time either. Future developments would probably make it warrant better.

Thanks,

Melissa Roberts

Traffic Specialist
Missouri Dept. of Transportation
600 NE Colbern Rd
Lee's Summit, MO 64086
Office: (816)607-2183
Cell: (816)835-5617

May 7, 2021

Mr. Stephen Latchky, AICP, CPM, CFM
Community Development Director
City of Parkville, Missouri
8880 Clark Ave
Parkville, MO 64152

**RE: Platte 38
Traffic Impact Study Review**

Dear Stephen,

We have reviewed the Traffic Impact Study dated April 7, 2021 as well as the Design Memorandum from GBA dated April 28, 2021, on behalf of the Parkville Special Road District. Please see comments below:

1. The proposed development will have an impact on the intersection of MO-45 Hwy and N Crooked Rd. As indicated in the GBA Memorandum, the Road District would agree an escrow contribution is warranted from this development for improvements to the intersection of MO-45 Hwy and N Crooked Rd. Escrow contribution to be coordinated with Platte County, in conjunction with the Road District.
2. Per Sec 405.170.A.16 of the Platte County Subdivision Regulations, right-of-way for ½ of N Crooked Rd shall be dedicated with the Final Plat. N Crooked Rd is classified as a Secondary Arterial road and requires 40ft of right-of-way from centerline. Also N Crooked Rd shall be improved along the entire frontage to Secondary Arterial standards.

If you have any further questions, or if we can be of any assistance, please do not hesitate to email at bcox@ric-consult.com or call at (816) 800-0953.

Sincerely,



Brett A. Cox, P.E.
Project Manager



June 10, 2021

City of Parkville

**RE: Will Serve Letter
Genesis Companies
Platte 38**

Dear customer,

This letter is to confirm that there are electric services and facilities in the area to serve the above referenced project. An extension and/or upgrade of Evergy's electrical facilities will be required and installation will proceed according to Evergy's Electric Standards and the developer's requirements.

Evergy can provide a cost estimate once the required information is provided per Evergy's Initial Project Completion Checklist and Electric Application and Evergy prepares a design. Please have the developer contact me for the forms and applications.

If I can be of further assistance, please contact me at 816-810-7561 or by email at melissa.feltes@evergy.com.

Sincerely,

Melissa Feltes

Melissa Feltes
General Design Technician
Evergy
8325 N. Platte Purchase Dr.
Kansas City, MO 64118
816-810-7561

From: Nikki Fisher <nfisher@avidphone.com>

Sent: Wednesday, April 14, 2021 9:37 AM

To: Stephen Lachky <SLachky@parkvillemo.gov>; Robert Lock <RLock@parkvillemo.gov>; Doug Wylie <DWylie@parkvillemo.gov>

Subject: Deuce High Density Apartments

Hello,

I am a homeowner on South National Drive (6126). I oppose the proposed development of apartments above the eighth hole at the Deuce. We already experience street crime in the form of vandalism and car break-ins, and we already have unsafe traffic with people cutting from Crooked Road to Tom Watson Parkway by way of South National Drive. This makes me nervous for my children, who play in the neighborhood and walk to their friends' houses.

Both of these issues would be worse if the proposed development moves forward, particularly in that there is proposed access directly to South National Drive.

Thank you,

Nikki Fisher

Sr. Account Executive

NFisher@avidphone.com

Avid Communications

816-994-7050 Avid Button

816-994-7065 direct and text

816-979-3965 fax

913-999-0195 cell and text

[LinkedIn](#)

[MEET THE STAFF](#)

For all customer service related questions and requests, please be sure to use service@avidphone.com or call 816-994-7050



From: jerryonly.felker <jerryonly.felker@gmail.com>
Sent: Monday, April 19, 2021 3:58 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Platte 38

I as a long time resident of the national, do not feel that the proposed Platte 38 project is acceptable for our community. I have been told that traffic studies have been done and the current infrastructure is adequate for the project on both hy45 and south national drive. I do not see how that can be true as much of the roads here are in need of repair.

I see the plan of 200 apartment and 300 parking spaces with 4 story buildings not fitting in our town, or in my neighborhood. Several duplexes on the site (closer to crooked road) and no drive thru to South national drive is a far better plan.

Thank you for your time

Jerry Felker
6215 Brassie lane

Sent via the Samsung Galaxy A52 5G, an AT&T 5G smartphone

From: Jordan Frost (PMC) <JFrost@primehealthcare.com>
Sent: Wednesday, April 21, 2021 3:29 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Cc: Shawn Frost <shawn.frost@me.com>
Subject: Proposed Senior Complex on hole #8

Hello Mr. Lachky,

I am emailing you in regards to the new Senior Complex that is proposed to go in just south of hole #8 on the Deuce side of the National.

We believe, with the support of many others on South National Drive and the neighborhood, that the HOA should not allow access for this project to South National. This will not only damage and hurt the neighborhood, but also will create chaos for several months, if not years, for our access out of South National Drive. It will lead to more "cut throughs" and heavier traffic for those of us who access South National Drive each and every day. Lastly, this will eliminate our ability to ever privatize our neighborhood roads, which was a big priority just recently for the HOA and one I feel many of us are in favor of doing sooner rather than later. There is no reason if this project is approved by the Planning and Zoning Committee, that the access cannot be zoned and done off of Crooked Road. Of course many of us are not in favor of this project at all, but we definitely do not want an access point leaking into our neighborhood off of South National Drive.

As for the planning and zoning of this project, which is why I am emailing you, the above is just one issue we have with this proposed project and complex. The main issue that I would like shared with P&Z as part of your May 11th meeting is a 4 story construction (townhomes) in the middle of a residential neighborhood is not appropriate for the residential areas of Parkville. The south side of the National does not have the capacity for the density that this complex would bring, nor do we want a 2-4 story complex part of a home-based residential development. The proposed access road off of South National Drive would also be entirely too close to the corner home off of Persimmons and would drastically impact Persimmon's ability to exit their road with increase traffic flow. Unless the Master Plan has changed for Parkville or the National, there should not be allowed a complex like this to be built to increase high density in a multifamily area.

Thank you for your listening ear and I hope this will be shared at the May 11th P&Z Meeting and brought to the attention of those who are proposing this complex. I know I speak on behalf of the majority of the South Side residential home owners of the National. I plan on being at the meeting as well.

Jordan Frost
Regional Manager, Volunteer Services and Gift Shop Manager
8929 Parallel Parkway Kansas City, KS 66112
Phone: (913) 596-4195
jfrost@primehealthcare.com



Member of Prime Healthcare



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From: Ray Miller <1ray.miller@gmail.com>

Sent: Thursday, April 22, 2021 1:27 PM

To: Stephen Lachky <SLachky@parkvillemo.gov>

Cc: Robert Lock <RLock@parkvillemo.gov>; Doug Wylie <DWylie@parkvillemo.gov>

Subject: Platte 38 High Density Apartment Project...

Dear Mr.Lachky,

My wife and I have several issues with the proposed project being discussed along the hill on #8 fairway at the Deuce... I have copied our Aldermen so they are aware of our concerns as well.

1. Accessing the proposed project from S. National creates another cut through from Crooked Road through the neighborhood. As the connection to Crooked did several years ago, this will lead to even heavier “cut through” traffic on our neighborhood streets.
2. Density of new project inside the existing neighborhood is not consistent with the National planned community (the townhouse units aside) or the cities Master Plan.
3. 4-story construction in the middle of the residential neighborhood is not appropriate for the residential areas of Parkville much less, the National community. It along with the cut through from Crooked road and the high density units being proposed on 45 highway along the 10th Fareway will create a tremendous amount of traffic for the neighborhood at the roundabout and National Drive. Currently, at certain times of the day, this traffic feature is dangerous to those trying to enter into the neighborhood be it north or south!
4. The proposed access road on National Dr. far too close to Persimmon and far too close to the houses near that corner.

Mr. Lachky, as a long time National resident (17yrs), I believe the Planning and Zoning should not approve the proposed project and that if granted, it will damage property values and create a dangerous level of traffic when accessing either the neighborhood or the golf course!

Thank you and please contact either of us with questions...

Regards,

Ray and Kim Miller
10210 Magnolia Lane
1ray.miller@gmail.com

From: Fisher, Christopher <cjfisher@bclplaw.com>
Sent: Monday, April 26, 2021 9:40 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Cc: allysonberb@yahoo.com
Subject: Platte 38 - Neighborhood Concerns

Stephen- I am sending this to you for distribution to the members of P&Z in preparation for the May 11 meeting. Please place this communication into the P&Z meeting packets for each member. Thank you.

Ladies & Gentlemen-

My family has owned and lived in a home on the South side of the National for about 15 years. I am engaged in the Parkville community and am a former Ward 3 Alderman. I am writing in opposition to the Platte 38 apartment project proposed to be located just South of The Deuce Golf Course between S. National Drive and Crooked Road.

While we have several concerns, our most serious objection is to the connection of the project to S. National Drive. Adding another connection between Crooked Road and S. National will make even worse, the traffic problems that were created when Crooked Road was connected to Bell Road through our neighborhood (and which has resulted in the placement of two permanent radar-based speed indicators signs along the route). The proposed new access to S. National will not only result in another 450 +/- vehicles on the neighborhood streets every day just from the new residents, but will create a convenient traffic-light-free access through our neighborhood from anywhere West of Crooked Road to Parkville Commons, downtown Parkville and the 9 Hwy corridor to NKC and Downtown KC. The developer's access to S. National exists for no other reason than the financial benefits they will derive from that entry point. The project could be completed with Crooked Road access only (which access is outside of an immediate neighborhood), but that is just not as valuable the developer.

In addition, based on the proposal we have seen, the connection to S. National is unreasonably close to existing homes at and near the corner of Persimmon and S. National. In fact, it will leave the house on the SW corner of S. National and Persimmon with roads up to the property line on three sides of the house and will result in a steady stream of headlights shining into the living rooms of the two houses on the East side of S. National at Persimmon. In addition, it appears (but would need to be confirmed with actual drawings) that the centerline of the proposed new road might be less than 150 ft. from the centerline of Persimmon, thereby creating a potentially dangerous traffic situation at the two intersections. It is very close to the minimum APWA standard for separation, and that is before accounting for the fact that the roads are on a relatively steep grade off of S. National.

We understand that the developer has a traffic study which indicates a 5% increase in neighborhood traffic. I believe that is based on travel time to Parkville Commons. I don't buy the conclusions in the traffic study because I think there is a preference (having to do nothing to do with drive time) to go through the neighborhood instead of navigating a busy 45 highway (especially during Graden Elementary drop off and pick up times) to get to Parkville Commons, downtown Parkville or Riverside. I think people would gladly trade a 30 second difference (and a risk of hitting one, two or three stoplights depending on where they are headed) for the more calm and pleasant drive through the neighborhood. The traffic study just does not take the human factor into account.

Apart from the traffic issues, I am also very concerned about the appropriateness of the project in this part of Parkville at all. While there may or may not be a need for senior housing, I don't think this is the right place for a couple of high density apartment buildings. I understand the overall acreage supports the number of units, but that is a misleading calculation. Much of the 38 acres is not developable (or usable for much of anything), and those areas are still counted for the density tests. So as a practical matter (as opposed to a technical legal matter), what that really means is that the project is a high density project being put in the middle of a pretty low density residential neighborhood. I suspect the developer would not be getting as much pushback if the entirety of the project was low density multi (similar to the Limestone Neighborhood). But I don't think that would allow the developer to make enough profit for them to do the project.

The proposed development property currently lies in unincorporated Platte County. Further, it does not actually connect to S. National Drive from the West. The National Property Owner's Association (the "**HOA**") owns a 10ft strip between the development property and S. National Drive (which was presumably put in place for this exact situation – so that the HOA has some control over what gets connected to S. National Drive). As a result, the developer will need the HOA to grant an easement to it in order to bridge the gap between the development property and S. National (unless the City is considering some sort of a taking, in which case we have an entirely different issue to deal with). My sense is that approval of an easement by the HOA is not a slam dunk (and in fact, I have not spoken with a single HOA member who has suggested that the connection to S. National should be approved). As this is a gating item for the project as proposed, I don't think P&Z should be considering an approval of the project unless and until the developer has an arrangement with the HOA.

This project is not appropriate in this neighborhood and is not what any of us bargained for when we invested here. It is certainly not part of the development plan for the neighborhood and is not consistent with what the Parkville Master Plan says about this area. The 2009 Master Plan projects Residential Neighborhood future land use for the proposed development property, which is primarily intended for single-family, detached residential development, but also may include a variety of supporting residential building types such as clustered or attached single-family units, and townhomes designed to function as a neighborhood. It does not contemplate 4-story apartment building, and it didn't contemplate them when we all decided

to invest in the neighborhood. Parkville historically does not approve those kinds of apartment projects, and certainly doesn't allow them in residential neighborhoods.

I do not believe this project is in the best interest of the neighborhood or of Parkville generally (at least in its present form). I ask that P&Z either defer consideration of the project unless and until the developer has obtained approval of the HOA or, in the alternative, deny approval of this project in the form it is in, and in particular to deny access to and from S. National and deny the construction of a 4-story apartment building in the middle of a residential neighborhood. In the event P&Z elects to move forward and approve the plan for delivery to the Board of Aldermen, I request that the approval specifically be conditioned upon the developer obtaining an easement from the HOA for the connection to S. National.

Please do not hesitate to call or e-mail with any questions or comments.

Chris

-----Original Message-----

From: Sam Stewart <sbstewartjr@gmail.com>

To: dwylie@parkvillemo.gov; rlock@parkvillemo.gov; Vickie Stewart
<vickiestewart.designer@gmail.com>

Sent: Tue, Apr 27, 2021 4:10 pm

Subject: New Development West of South National

Mr. Robert Lock and Mr. Douglas Wylie,

As a residents of the 3rd Ward of Parkville, MO, we are writing to the two of you, our 3rd Ward Alderman, to bring up two issues for your review.

We have become aware that a new development is being proposed that would be located west of South National on the hill just south of the Deuce Golf Club, hole #8. Crooked Road would run to the south and west of the new development. My understanding is this development is for approximately 200 condos catering to people 55 and over.

We are not opposed to the new development per se. However, we have also been informed that it is proposed the development would cut a street through to the east opening up to Persimmon Street and then to South National. People using this could then turn east on South National and then on to Lime Stone Road in order to get over to Bell Road and points east.

Lime Stone Road already has significant traffic from both the South National and Cider Mills developments, as does Bell Road, and does not need more. Bell Road is dangerous enough already as it does not have sidewalks, and simply does not need this increased traffic load.

It would be preferable, in our opinion, for the new development traffic to be routed west to Crooked Road and then south to Hiway 45 if the residents wanted to go east. Hiway 45 is much better suited to handle the additional traffic load than is South National, Lime Stone Road and Bell Road.

Secondly, what would it take to get a flashing yellow left turn light installed at the intersection of Hiway 45 and Bell Road for those heading west on Hiway 45. The intersection allows for a view of oncoming traffic for quite a distance. It is very similar to the intersection of Hiway 45 and Riss Lake Drive where a flashing yellow left turn light is already installed. It is frustrating to sit there waiting to turn left on to Bell Road with no oncoming traffic. I know this is a state hiway, but somehow accommodations were made for Riss Lake Drive and the situation is very similar in terms of view, etc.

Your attention to and review of these matters are greatly appreciated.

Sincerely,
Sam and Vickie Stewart
6170 Lime Stone Court
Parkville, Mo. 64152

From: Frost,Shawn <Shawn.Frost@Cerner.com>
Sent: Friday, April 30, 2021 1:21 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Platte 38 - Proposed High Density Apartments project

Greetings Mr. Lachky –

My name is Shawn Frost and I am a Sr. Manager with Cerner Property Development Inc. I manage the development, construction, and corporate real estate growth for Cerner Corporation. I am writing to express our strong opposition to the proposed apartment complex project, in particular the access off S. National Drive. When my wife and I bought property and eventually built our home here in the National, not one time did we review any kind of apartments in the master plan for the overall development. My experience tells me that special zoning would be required for the addition of 4 stories of apartments in a highly dense residential area, and I cannot find one reason this would benefit the neighborhood. This proposed development is not consistent with the surrounding residential area.

Our neighborhood, and S. National Drive, is riddled with cut through traffic from NW Crooked Rd. Traffic has increased to dangerous levels enough for our HOA to install speed detectors along the cut through route. Adding another point of entry, particular to non-residents of the neighborhood, will only add to this growing issue. Safety of our children playing in the green spaces coupled with the high speeds we are currently experiencing, are major major concerns for us and our neighbors. We are finally getting to a point where construction is nearing completion and we can live in peace in our community. The project would disrupt this for years.

Just to be clear:

We are in support of proceeding with privatizing portions of S. National Dr. and adding operational gates. We are not in support if this apartment complex or proposed access points onto S. National Dr.

Please include or share this correspondence with your colleagues or to whom you deem this concerns.

My wife and I will be in attendance on May 11 to voice our opposition with this project.

Thanks

Shawn Frost, PMP™

Sr. Manager – Construction & Real Estate
Cerner Property Development
Mobile 816.590.7197 www.cerner.com



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From: Dr Brandi Whitaker <drb@drbwhitaker.com>
Sent: Monday, May 03, 2021 7:49 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Development

Dear Stephen,

We purchased a home on Brassie Lane in South National last year. We are very concerned about the apartment and townhome development proposed off Hole 8 on the Deuce.

We strongly oppose the proposal because of the additional traffic on South National that will result from 300 additional cars traveling through our neighborhood. This will drastically increase traffic on South National and decrease safety for the children in this neighborhood.

One reason we purchased a home in this neighborhood is because of the safety it offers for children to travel on foot. We are currently comfortable with our child walking home from the bus stop, to and from neighbors, and gathering at both "eggs" on South National.

We also feel the development does not fit the character of the neighborhood. It is our understanding that apartments and townhomes facing the golf course were not part of the master plan. We are concerned this could decrease the value of our home.

Please consider these points of view when considering the development.

Thank you,

Brandi Whitaker

-----Original Message-----

From: Leslie Clark <leslieclarkmail@gmail.com>

Sent: Tuesday, May 04, 2021 12:37 PM

To: Stephen Lachky <SLachky@parkvillemo.gov>

Subject: Public Hearing May 11th for Case No. PZ 2021-13 and PZ 2021-14

Dear Mr. Lachky,

I am writing this letter to you so that I may share my opinion regarding the proposal for rezoning and re-platting the property behind my home. I live on Persimmon Court in The National just south of The Duece at The National Golf Club Kansas City.

I am very much against the idea of the property behind my home being turned into a parking lot and home to hundreds of people living in an apartment complex. I believe having this kind of structure placed in the neighborhood will be disappointing and hurt the value of my home and community. Furthermore, as described in the proposal plans, I believe having another driving access to our neighborhood from Crooked Road will bring an exponential amount more traffic than our residential streets are designed to accommodate, putting our children and homes at greater risk.

When my family and I relocated to Parkville five years ago from Chicago, Illinois, we found Parkville to be very charming with its winding canopy roads and quaint downtown shops and restaurants. We still love this area. We are surrounded by nature and it is very inspiring for my family and I to live here. I know that my neighbors on Persimmon Court feel the same way that I do, when it comes to preserving the nature around our homes. I understand that Parkville is growing, but to allow a four-story high density apartment building to be placed at the front of our neighborhood, and essentially behind our homes, would be disheartening.

But just as important, it erodes the charm and distinction of Parkville. The more high density development that is allowed in residential areas, the more Parkville will lose its identity and become just another extension of Kansas City. We love this town and would hate to see it go the way of other towns being gobbled up by the intoxicating tax dollars of urban sprawl.

Please consider how close this project is to my property on Persimmon Court. It seems very inconsiderate to allow a development like this to occur, where all of our homes on Persimmon Court have ample space and privacy around us. I am extremely concerned about an increase of traffic around my house, and especially an increased amount of outside traffic cutting through the neighborhood from Crooked Road. I appreciate your time and consideration for my concerns.

Sincerely,
Leslie Clark and family
6120 Persimmon Court
Parkville, MO 64152

From: Hilary Murray <hilarytmurray@gmail.com>

Sent: Wednesday, May 05, 2021 1:17 PM

To: Stephen Lachky <SLachky@parkvillemo.gov>; Brad Stanton <BStanton@parkvillemo.gov>

Subject: Fwd: National

Hi Stephen,

Thanks again for sending the information. Below are my thoughts if you could share with members of P&Z at the upcoming meeting on May 11th?

I am a Parkville resident living at the South side of the National with my husband and children. We are active members of the Parkville community and property owners of two historic buildings in downtown Parkville. I was very involved with the first level Main Street retail initiative that was supported by the City and passed a few years ago. I am writing in opposition to the Platte 38 apartment project proposed at the entrance to the Deuce with a new road and access point off S. National Drive.

The biggest concern I have about this project is the traffic that will be added to S. National Drive and the safety issues that will be created. Adding hundreds of apartments and hundreds of parking stalls at the entrance to a single family neighborhood doesn't seem consistent with the master plan nor the vision of the National. It certainly wasn't something we considered when purchasing our home as this land doesn't even connect with S. National Drive or even shown on the master plan for the National.

There are multiple green space areas dubbed "the Eggs" that are located along S. National Drive and provide places for children to gather and play games. These were designed so that our neighborhood would have community gathering places and they are used regularly by kids of all ages who gather for a pick-up game of kick ball or families teaching their little ones how to play baseball. This apartment project would create a large increase in traffic driving past these green spaces and most certainly would create safety concerns. Speeding is already an issue and two permanent radar based speed indicators have been installed in the neighborhood. There are also multiple "Caution Children Playing" signs located along S. National Drive as well as Cart Crossing signs as The National is a golf based community.

In closing, please take into consideration that our neighborhood is pedestrian friendly where you have kids playing in the green areas, golfers walking or driving their carts and families walking their pets. With the exception of a well designed, low density Lime Stone Town Home development off Bell Road, we are a single family residential development. Attached are a few pictures for reference.

Appreciate your time.

Best,

Hilary Murray

Permanent radar based speed indicator (one on Limestone and one on S. National Dr)



Children Playing sign located on S. National Drive



Golf Cart Crossing sign on S. National Drive



Existing green spaces along S. National Drive



-----Original Message-----

From: Bob <fairwaybob1@yahoo.com>

Sent: Tuesday, May 11, 2021 9:54 AM

To: Stephen Lachky <SLachky@parkvillemo.gov>

Subject: Proposed multi family development in the National

Good morning Mr. Lachky,

My name is Robert Davis and my property is located at 6118 Persimmon Ct Parkville. My property backs up to the proposed multi family development. My wife and I would be very opposed to this development due to the size of the proposed property and the negative impact it would have on traffic and noise in our peaceful neighborhood. As you know The National is a premier residential community and part of what makes living here is certainly the high quality homes but also the quite we all enjoy while outside our homes. We feel a development of this size and scope is not a good fit for our single family neighborhood. We would hope you would not be in favor of this development.

Regards,
Robert Davis

Sent from my iPad

From: Brad Hemmer <bradhemmer1@gmail.com>
Sent: Monday, May 10, 2021 9:34 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Platte 38 Development

Hi,

My name is Brad Hemmer and my family lives on S National Dr just up the hill from where this development is scheduled. I want to start by saying that I encourage development. Parkville needs more. More restaurants, more shopping, more entertainment. In order to have those things, we need more people. I'm not opposed to development.

However, I am opposed to any new development hurting the neighbors where it goes in. The main thing I keep thinking of with this is increased traffic on S National Dr. I'm not sure of the last traffic study on that road, but there has to be much more traffic than was intended. Much of the traffic does not obey the 25 mph zone. We play in our front yard and driveway, we use the "egg" more than any other family that I know of, and we take as many bike/scooter rides as possible. The traffic is heavy, especially with the Cider Mill Ridge construction going on. If the new cutoff is allowed, it will create even more traffic for a road that is already over trafficked.

I also take issue with the street going behind the house located at 6124 Persimmon. I do not know them, nor have I ever met them. But to have a road on 3 sides of any house is unfair. They will be stripped of some of what they paid for. And when they eventually go to sell, they will be hurt by their location with 3 roads next to their property.

And, as part of the National Home Association, I don't feel this makes sense to be joined to the neighborhood. I know the negatives to creating the gated community, but I have always wanted the National to consider it. Maybe I'm wrong, but with this development, that option would go away. We bought this house in large part for the neighborhood. We always took into consideration what was in the proximity. Surely most people do. This would be looked at as part of the neighborhood. Especially, if it's tied in via a street. To develop this land, the other roads do not have the neighborhood argument to me.

My wife & I are completely opposed to the extension for this development to tie into the National and S National Dr. To develop this land, it needs to stay separate from the National.

Thank you for your time,

Brad & Jenny Hemmer
6124 S National Dr
816-876-5349



FIFTH THIRD BANK

May 25, 2021

To whom it may concern,

My name is Jerry Kelliher. I reside at 6436 North National Dr. Parkville MO 64152. I will be out of town on June 8th and not able to attend the planning and zoning committee meeting but wanted to send this note to express my sentiment on the project. My wife and I are currently examining downsizing from our home in Parkville. Frankly, there are virtually zero options. What excited me about this project was the potential for a higher end, for-sale product that would enable us to stay in Parkville. Without a project like this, myself and a lot of other Baby Boomers like me are going to be forced to move from a community we love and would like to remain. As planning and zoning for our community, I urge you to look forward at the housing demand that is coming. Baby Boomers own a lot of real estate today and are headed into years of downsizing. Parkville is a great area but if the community can't support the right type of housing, well-to-do Baby Boomers who own a lot of real estate today are going to be forced to move.

The issues that I have seen expressed seem very "not-in-my-backyard" focused. 45 highway has been greatly expanded to help access to our area. The traffic study the developer presented in the last meeting appeared to be attacked not on data but on NIMBY. If planning and zoning cannot look through opinions based on sentiment but not based on data, the community as a whole will suffer. Large buildings appear to be an issue for the community but when you examine the way to support senior living, how else is the community going to create the needed single level living? Ranch homes take a lot of land - where do we put it? The design of single level senior condominiums in a multi-level building makes a lot of sense to support the need for seniors in an area where seniors actually want to live.

For the reasons above, I strongly support this project and urge your approval. It is my hope that Planning and Zoning can look ahead at what the community needs and beyond the NIMBY-ism of a few.

Thank you,

From: Bob Wallace <bwallace2@gmail.com>

Sent: Tuesday, June 08, 2021 12:48 PM

To: Stephen Lachky <SLachky@parkvillemo.gov>; Robert Lock <RLock@parkvillemo.gov>; Doug Wylie <DWylie@parkvillemo.gov>; Paul Grigsby <paulg@fivestarlifestyles.com>

Subject: Opposition to current Platte 38 development plan

Dear Mr. Lachky,

I had the chance to attend the initial city hall meeting in May regarding the proposed Platte 38 property. I was able to take a look at the designs of the plan for apartments on the hill.

I grew in the Walnut Creek subdivision for twenty years. I moved back to Parkville 3 years ago to enjoy the beautiful views and tranquility which Parkville and The National offer. I became so pleased with my current home I purchased 3 years ago, I purchased a second home on the north side of The National at the end of last year. Both homes will be affected by this proposed development. One home is on Magnolia Lane and another home is on Claret, both homes will have a new view of the proposed Platte 38 project site apartment buildings. I have several concerns with this project listed below.

1. Kids playing on S National - I have a young daughter who walks to a bus stop on S National from Magnolia Lane. The ability for drivers to cut through The National via S. National is a huge worry for me. She and all the other kids and their friends play in the green space areas daily. There are numerous green space areas along S National. The amount of apartment units and single family homes being added to this development will greatly increase traffic through The National where these kids enjoy playing. I do not feel this is a safe option for kids of any age.

2. Encroachment of quiet homes and the golf course- The proposed road which accesses S National is not consistent with the National Neighborhoods residential plan and is too close to homes of people who have been in the National Neighborhood for years. One home will now be surrounded on three sides with roads. This home will be devalued drastically.

3. Golf Carts and Traffic - The National neighborhood is a golf community. It's filled with golf carts and people using the streets with these carts. The increased traffic will cause massive issues and be unsafe for the residents, who use the roads to access the course and neighbors homes within the golf community.

4. Road Privatization - The National neighborhood and its home owners are currently considering neighborhood road privatization due to the increase in traffic and theft. Dropping an entrance/exit or one or the other for this new proposed multi 3-4 story property will drastically increase the traffic and random passes through The National Residential neighborhood. It will offer and avoidance of 45 HWY to get to the city/town of Parkville and the Parkville Commons.

5. Views - Imagine what the new views will be for The National and other surrounding neighborhoods (Walnut Creek, River Hills) around the hill where the development plan is going to sit on top off. The Deuce course side of The National already has apartment living planned. These will be surrounding 45 HWY and The Deuce course on back nine holes. The

course which has a beautiful setting and a high ranking for its caliber will be in the middle of a city style living, instead of being a Parkville natural setting layout attracting course.

See a few attached images from the back side of Deuce course. These are just a few different views of the proposed site plan. Forget the sunsets overlooking the course if apartment/condo buildings go up. Also please think of the driving views from the streets. Driving down S National on both sides of the neighborhood, Claret and other surrounding streets along with playing the course will now be towered over by 3-4 story apartment complex style buildings. The sunsets and beautiful course design will be lost as more and more apartments are approved to line the neighborhood and courses.







6. Lighting Issues - The new project plan complex (3-4 story buildings) will require a very large parking lot to handle the vehicles for the two apartment style buildings. These lights will be on all night and create an industrial/commercial look up above The National, Walnut Creek, River Hills and their homes. These lights will disturb the residential golfing neighborhood feeling we all moved here for. Have the residents of Walnut Creek and River Hills been made aware of this new development. I believe they should also be aware.

7 . PKV Master Plan - The Master Plan which was just pushed out by Parkville doesn't seem to be consistent with this new property proposal.

I believe this project should not be approved. Its effects on the surrounding homes, neighborhoods, traffic and the exceptional golf courses will just damage future value. Parkville is known as an upscale town, which is a highly desired place to live. Parkville's neighborhoods offer a small town residential natural feeling and it should be kept that way.

Thanks
Bob Wallace
10205 Magnolia Lane
6524 Claret Court

NAME

ADDRESS

Pam Maeyer

Karen Norris

SEAN M CAFFEY

Tanyeah Yarbrough

Padmaja Gullapalli

Edgar L. Hunt Jr.
& Carla Hunt

Tricia Bozorg

6133 S. National Dr., Parkville, MO

6129 S. National Dr.
Parkville, MO 64152

6121 S. NATIONAL
PARKVILLE MO

10365 Magnolia Lane 64152
Parkville, MO. 64152

10355 Magnolia Lane
Parkville MO. 64152

10345 Magnolia Ln
Parkville MO 64152

10225 Magnolia LN Parkville, MO
64152

Daniel S. Forbes 5780 NW Barn Hill Rd Dan S. Forbes

Justin Rares St. Andrews Ct.

Marcus Willmore 13559 Terrace Park Dr.

N. Lueckenhoff 7180 N. National Dr.

Duke Daughtery 6446 N. National Dr.

Jenny Musgrave 10920 Allen Way Parkville, MO

Patricia Brincich 5890 S. National Dr. Parkville, MO

Tami Arnett 6603 N. National

William GAMBEL 6128 S. NATIONAL

JASON LEWIS 6022 JARVIS DRIVE

Carole Ficken 5908 NW 78th Ter

Carol Wallace 6524 Claret Ct

Mark D Grein 9891 Promenade Dr

Jeff Faurer 5866 S. NAT. DR. SEFF JANSSEN

Wesley Fehr

6124 Persimmon Ct Parkville MO

6120 PERSIMMON CT PARKVILLE, MO

6118 Persimmon Ct Parkville, MO

6114 Persimmon Ct Parkville, MO

6112 PERSIMMON CT PARKVILLE, MO

6123 S. NATIONAL DR PARKVILLE, MO

6117 Persimmon Ct. Parkville, MO

William W. Bjorn
61. MILLICENT W. BJORN ADDRESS

6052 VARDON DR.

Kevin Kelly 5870 S. National D.

Kelly

Tanya Ruse 6009 N. Cash CT

6214 Brassie Ln

Tom Youngdahl 6544 Colonial

John Hoffman 9340 Lime Stone Rd

Jim Ector 6122 S National

CHRISTOPHER SMITH LOT 1 NATIONAL

LEE MENDENHALL 6204 S National Lee a Mendenhall

CHARLES ROCK 6603 ROYAL CT. Charles Rock

Jeff Williams 10413 NW R. Vire Hill Dr

Marc Brookings 6111 S National Dr

Thad Lincoln 5890 S. National Pr

TOM RANDALL 9840 PROMENADE

Harold Cobb 6113 Persimmon

GRANT WHITE 6506 TURNBERRY CT

Larry Duncan ~~6210 Brassie Ln~~ 6210 Brassie Ln

Petition Signatures Continued

32. Julie Brookings, Address: 6111 S. National
33. Melissa Schmitt, Address: 10350 Magnolia
34. Olga Esco-, Address: 10245 Magnolia
35. Di Sal, Address: 10330 Magnolia Ln
36. Angie Bonknight, Address: 10220 Magnolia Ln
37. Alice Rys, Address: 10200 Magnolia Ln
38. Monkmont, Address: 6114 S. National Dr
39. Thyler, Address: 6200 S. NATIONAL DR
40. Kim Miller, Address: 10210 Magnolia Lane
41. Michelle Clements, Address: 9386 Lime Stone Rd.
42. Sam Corney, Address: 6112 Double Eagle Ct
43. Michelle Dero, Address: 5849 S. National Dr.
44. Justin, Address: 6503 Ridge Rd
45. CKK, Address: 10940 Allen Way
46. Shelly Lueck, Address: 7180 N National Drive
47. Nikki L. Fisher, Address: 61265 National Drive
48. Linda Frost, Address: 6202 S. NATIONAL DR.
49. Debra, Address: 5832 Timber View Ct.
50. Joe Furman, Address: 10980 N. Allen Way
51. Faye S. Hone, 6208 Brassie Ln.
52. Diana Sears, 6209 Brassie Ln.
53. Dwain Stinson, 6211 BRASSIE LN
54. Erica Scott, 6213 Brassie LN
55. Gayle Felker, 6215 Brassie Lane
56. Anthony Manger, 6110 Double Eagle Ct.
57. Melzi Hurler, 6105 Mashie Ct
58. Alvin Stinson, 6110 Vardon Dr.
59. Robert Stinson, 10205 Magnolia Dr.
60. Charles L. Gurn, 6072 Vardon Drive

Petition Signatures Continued

7. [Signature], Address: 6107 Mashie Ct.
8. Dulora Rye, Address: 6100 Mashie Ct
9. [Signature], Address: 6104 MASHIE CT
10. [Signature], Address: 6106 Mashie Ct
11. Keb Schiller, Address: 6206 Brassie Ln.
12. Ken Lisa Bremer, Address: 6116 DOUBLE Eagle Ct
13. [Signature], Address: 6118 DOUBLE Eagle Ct
14. Doug H. Hiltz, Address: 6114 Double Eagle Ct.
15. [Signature], Address: 6112 Double Eagle Ct.
16. Mike M. [Signature], Address: 6106 Double Eagle Ct.
17. Suzanne Layman, Address: 6104 Double Eagle Ct
18. [Signature], Address: 9648 Apple Blossom Lane
19. Kugel Masters, Address: 9701 Apple Blossom Lane
20. [Signature], Address: 9726 Apple Blossom Lane
21. [Signature], Address: 9778 Apple Blossom Lane
22. [Signature], Address: 9805 Apple Blossom Lane
23. Max Van, Address: 9753 Apple Blossom Lane
24. [Signature], Address: 6070 Vardon Dr
25. [Signature], Address: 6025 Vardon Dr.
26. Tina Walz, Address: 6204 Brassie Lane
27. Tim Allen, Address: 6202 Brassie Lane
28. [Signature], Address: 6203 National Dr
29. [Signature], Address: 6201 S. National Dr
30. [Signature], Address: 6205 S. National Dr.
31. [Signature], Address: 6113 S. National Dr

PETITION AGAINST PLATTE 38 PROJECT

I, the undersigned resident of The National in Parkville, Missouri do hereby join this Petition Against Platte 38 Project. I have attended the developer's May 26 meeting and heard its revised proposal for the project. I object to the project on several bases, including:

- A. The failure of the project to comply with the newly passed City of Parkville 2040 Master Plan (without becoming a special district) and its failure to comply with the National Neighborhood Development Plan.
- B. The failure of the developer to have obtained an easement agreement across land owned by the HOA in order to access S. National.
- C. The inclusion of two high density 4-story buildings in the middle of our (substantially) single family residential neighborhood.
- D. The neighborhood is overwhelmingly, if not entirely against the project.
- E. The traffic study commissioned by and created for the developer is not reflective of what will actually happen based on my own experiences in and around the neighborhood.
- F. The developer's less than transparent presentation of the project at the May 11 Planning Commission meeting leaves me wondering what is true and what is not true about the project.
- G. The project will both (i) interfere with my use and enjoyment of my property and neighborhood, and (ii) result in a lower property value for my7 property.
- H. The project will result in the taking of certain real estate rights that I contemplated when I purchased my real estate at The National (e.g., the opportunity to privatize roads)

We, the signers of this petition request that (a) the HOA Board deny any request for the granting of an easement or sale of property which would result in providing the developer access to S. National Drive, and (b) the Parkville Planning Commission deny or table the developer's request until it can propose a plan that does not access to or from S. National and that does not require an exception to the Parkville 2040 Master Plan as approved by Planning & Zoning on May 11.

1. Michelle Fisher, Address: 6212 Brassie Lane
2. Hilary Murray, Address: 6207 Brassie Lane
3. Judith Jule, Address: 6205 Brassie Lane
4. Jamie Duncan, Address: 6203 Brassie Ln
5. Rick Messer, Address: 6201 Brassie Ln
6. Linda Waldschmidt, Address: 6109 Mashie Court

August 3, 2021

To Whom It May Concern:

My name is David Dockhorn. I reside at 6773 N National Drive, Parkville, MO 64152. I will be out of town on August 10th and not able to attend the planning and zoning committee meeting but wanted to send this note to express my sentiment on the project. I am actively looking at downsizing from our home in The National. There are very few options. This project has a product for higher end senior product that is just what Parkville needs. Someone like me is going to be forced to move from a community we love and would like to remain. It would seem to me that it is one of planning and zoning's main jobs for our community to look carefully and plan for the housing needs of Parkville. I have a number of late 60's and 70's age friends who own a lot of real estate today are facing or will soon face a similar decision.

The issues that I have seen & heard expressed seem to be limited to people on a few streets in the South Side of the National neighborhood. Based on the high level of design and the multitude of changes the developer group has made to address issues like traffic seem to leave the rational with only a "not-in-my-backyard" sentiment. There are many more people in Parkville that need this product and what I can see, there are only a couple houses that would even be impacted.

I urge planning and zoning to look through NIMBY opinions and consider the needs of the community as a whole. The design of single level senior condominiums in a multi-level building makes a lot of sense to support the need for seniors in an area where seniors actually want to live.

For the reasons above, I strongly support this project and urge your approval. It is my hope that Planning and Zoning can look ahead at what the community needs and beyond the NIMBY-ism of a few.

Best Regards,



David Dockhorn, M.S., Ph.D.
CEO
Veranex
(816) 820-5871

(816) 741-4611
PHONE



(816) 741-5016
FAX

4 August 2021

To the Members of the Planning and Zoning Commission –

In the absence of being able to attend the upcoming Planning and Zoning Commission Meeting, I want to submit this letter to express my support for the proposed single-level senior condominium/multi-level building project in Parkville a/k/a – Platte 38.

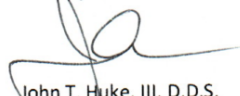
As a small business owner in the area and a member of the community I see this as a needed development to allow seniors who wish to remain in Parkville and continue to enjoy all the city has offer.

Currently, there are very few options available for this group, which, unfortunately means individuals must look for other options outside of the area.

I understand there are some objections from the surrounding National neighborhood; however, it is my hope that you consider this project as a positive and recognize the additional measures taken by the developers to address any concerns.

Again, I support this project and hope that the Planning and Zoning Commission will look ahead at what the community needs are and will give approval for this project.

Thank you –


John T. Huke, III. D.D.S.
Parkville Dental Center

6320 LAKECREST LANE, PARKVILLE, MISSOURI 64152 • E-MAIL: PDC@KC.RR.COM

-----Original Message-----

From: Mike DiBernardo <mjdibernardo@yahoo.com>

Sent: Friday, August 06, 2021 8:50 AM

To: Stephen Lachky <SLachky@parkvillemo.gov>

Subject: Parkville senior project

My name is Michael DiBernardo. I live in Parkville at 10240 Magnolia Ln. I have reviewed the Parkville senior project and believe Parkville needs more senior living, thus I support the project.

Thanks,

Michael DiBernardo

Sent from my iPhone

Caleb Buland, AIA
6757 N National Drive
Parkville, MO 64152

August 6, 2021

City of Parkville, Missouri
8880 Clark Avenue
Parkville, MO 64152

Dear Commission Members:

As a longtime resident along National Drive, I wanted to write in support of the proposed senior living project at National Drive and 45 Highway that you are considering for approval.

I complement the City process and the improvements and dialogue of the Developer. The process has resulted in a good project that adds a reasonable number of long-term property owners to the area where there is currently a gap in options for active seniors and individuals that want to stay in our community, but have limited options currently.

I will not be available at the hearing, but I certainly encourage you to add this type of project to our growing Parkville, it will be a compatible addition to the community and a low impact to the existing infrastructure and services.

Regards,

Caleb Buland, AIA

From: felkerkc <felkerkc@sbcglobal.net>
Sent: Friday, August 06, 2021 12:24 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Platte 38 proposal

I am not against the building of more senior citizens housing, and from the plans I have seen the buildings on the south side of the national golf course look fine. I do not want to see an increase in traffic on south national drive.

We have been residents of the national for over 21 years.

Jerry Felker
6215 Brassie Lane
Parkville, MO.
(816) 805-5629

Sent via the Samsung Galaxy A52 5G, an AT&T 5G smartphone

August 5, 2021

To: Parkville Planning & Zoning Commission
From: Kevin Heaton
RE: Senior Housing Project

Dear Planning & Zoning Chairman and Members:

My name is Kevin Heaton. I am a longtime Parkville resident and business owner. I will not be able to attend the Planning & Zoning Commission meeting but wanted to voice my opinion on the proposed senior housing project.

I strongly support the project and urge you to approve it. I'll explain why. I love this community. I want to stay here. However, when I get up in age and retire, I don't need or want a 4,000-square-foot home to take care of. I would like the option to live in a 55-plus senior living community. At present, there is no senior housing option in Parkville – but there should be.

This project features a high-end senior living housing development. It's just what Parkville needs. I have many friends in their 60s to 70s who are very interested in this project. They also own a lot of real estate and/or a big home and will be facing a decision to sell and move in the coming years. They would all like to stay in Parkville, but they see very few options to do so right now.

This project would help meet Parkville seniors' housing needs in the near future. There are many older people in Parkville who want and need this project. Please consider what's best for them and the overall community when you decide this issue. In my view, this project – featuring single-level senior condominiums in a multi-level building – makes a lot of sense to support the needs of seniors in an area where seniors actually want to live but don't currently have any options. Again, I vigorously encourage you to support this project.

Respectfully,



Kevin Heaton
10503 River Hills
Parkville, MO 64152

From: James Shevling <jhshevling@yahoo.com>
Sent: Friday, August 06, 2021 3:26 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: NIMBY

Hello,

My name is James Shevling and I live at 7068 Glenn Lane, Parkville, in the National. I work in the multi family industry and I see the need for senior living in Parkville. I went through looking for a senior community for my mom several years ago and good ones are hard to find. I went to a dozen of them and found two I liked. I would support the consideration of a senior project in our community as there will be a day in the future that I will be looking for one.

Thank you.

James Shevling

August 2, 2021

To Whom It May Concern:

My name is Katie DiBernardo. I am a real estate agent here in Kansas City and my husband and I live in the National at 6203 Heatherly Way Parkville, MO 64152. I plan to attend the planning and zoning meeting but wanted to have a letter on file as well.

Both professionally and personally, I feel that a higher end option for residents wanting to downsize and have a maintenance free home is just what our area needs. I have clients, as well as family members who have homes in the National, Riss Lake, Thousand Oaks and Monticello. They are starting to plan their next move as they age and want an easier life style. They do not want to move from Parkville, but because of limited options, they may have to. The homes in The Legends at the National are a maintenance free option but they rarely become available, are bigger and require building maintenance by the homeowner. The white homes in the National(Limestone Road) are a great option but are limited and sell quickly. Chapel Ridge has villa homes but are limited, require building maintenance and are not the area most want to be in.

We moved here from Sandestin, Florida about four years ago. They successfully have multi-million dollar homes on golf courses mixed with single family homes, maintenance provided homes, villas and condos. They maintain the integrity of the neighborhood while offering options for all ages.

We do understand the concerns of residents of the south side of the National, but we believe that the developer has made the needed changes to alleviate these concerns.

We urge zoning and planning to consider the needs of the Parkville community as a whole. This project offers options for the large population of baby boomers who need and want to stay in Parkville but need a smaller, more manageable home.

We strongly support this project and hope you will consider the larger needs of our community.

Thank you,
David & Katie DiBernardo
816-338-9134
321-917-1188

To Whom It May Concern:

My name is David DiBernardo and I am a resident of the National (6203 Heathery Way Parkville, MO 64152). I am writing because I have multiple family members who live in The National. We, as a family have often discussed the options we have as we age, especially my parents who are starting to think about downsizing. We always say that it would be nice to have a place to move that is in the National where we can still drive a golf cart and continue to be members of the golf club and clubhousebut we wouldn't have to worry about maintaining a larger home and yard.

From what the developers have proposed, I think this proposed project would fit the aesthetics of the neighborhood as well as fill a growing need in our community.

I hope you will consider the greater need of our community as a whole.

Thank you,
David DiBernardo
321-917-1188

From: Michael Royle <mjroyle1@gmail.com>
Sent: Friday, August 06, 2021 11:11 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Parkville Planning and Zoning

My name is Mike Royle, I live at 6945 N. National Drive in Parkville. I have reviewed the plans for the senior development on the 38 acres in Parkville and support the project. Parkville has a need for senior living and I would like to see the project move forward.



Staff Analysis

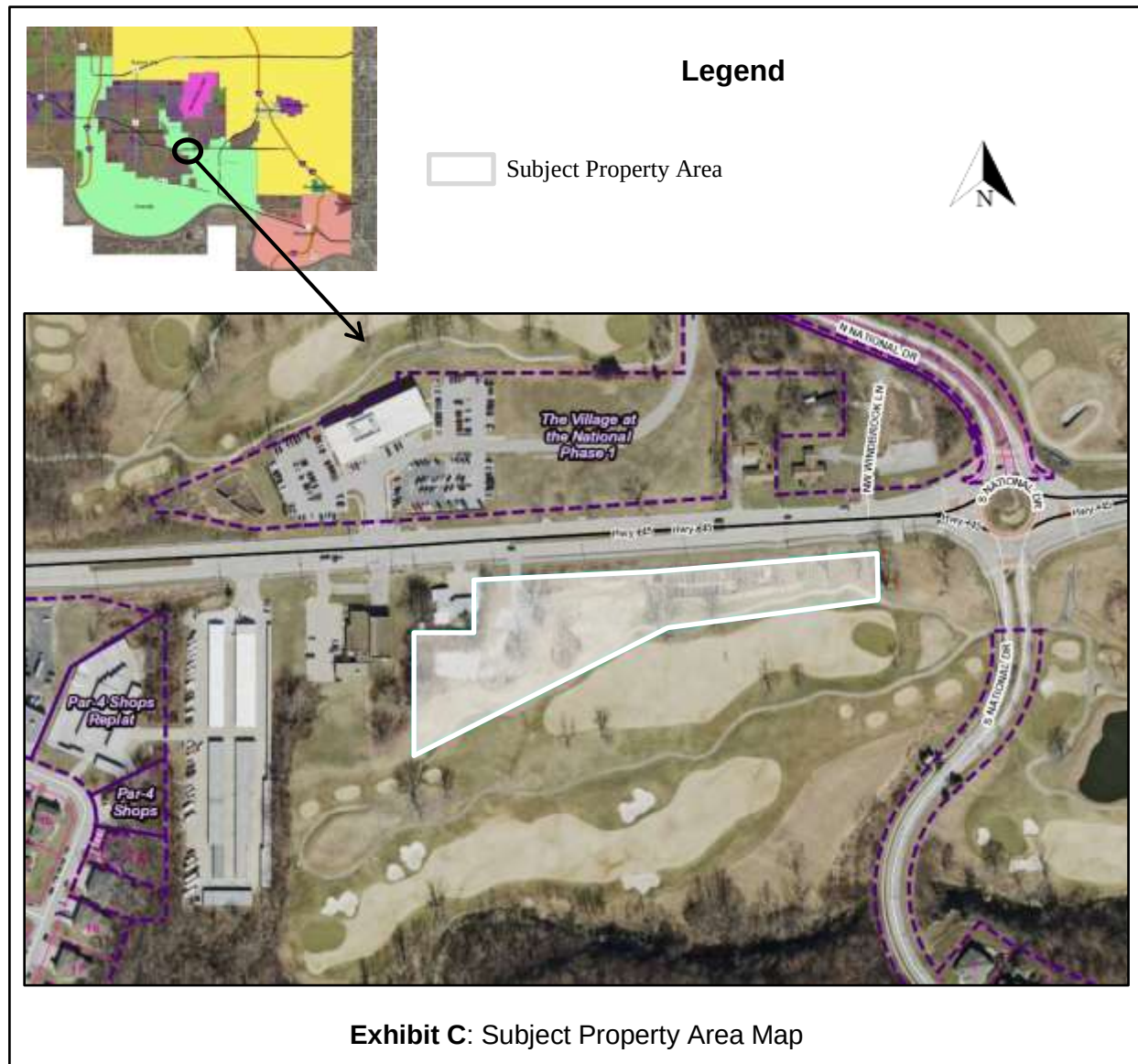
<u>Agenda Item:</u>	6.A
<u>Proposal:</u>	Application for Major Site Plan for VFW At The National, a community center along the southwest quadrant of the intersection of Missouri Hwy 45 and S National Dr. in Parkville, MO 64152.
<u>Staff Recommendation:</u>	Approval (with conditions)
<u>Case No:</u>	PZ 2021-23
<u>Applicant:</u>	Dale W. Brouk
<u>Owners:</u>	J3-Pandi LLC
<u>Location:</u>	Southwest quadrant of the intersection of Missouri Hwy 45 and S National Dr.
<u>Zoning:</u>	"B-4-P" General Business District
<u>Parcel #s:</u>	Platte County parcel no. 20-8.0-27-100-002-044.000
<u>Exhibits:</u>	A. This Staff Analysis B. Application for Major Site Plan C. Subject Property Area Map D. VFW At The National Development Plan (prepared by Atlas Land Consulting, LLC; dated July 9, 2021) 1. Sheet C-001 (Cover Sheet) 2. Sheet C-100 (Overall Dimension Plan) 3. Sheet C-101 (Firetruck Turn Exhibit) 4. Sheet C-200 (Overall Utility Plan) 5. Sheet C-201 (Storm Plan & Profile) 6. Sheet C-300 (Grading Plan) 7. Sheet A1 (Floor Plans) 8. Sheet A2 (Section and Elevation Plans) 9. Sheet A3 (Elevations) 10. Page 1 of 2 (Site Lighting) 11. Page 2 of 2 (Site Lighting) E. Storm Report for VFW at the National (prepared by Atlas Land Consulting, LLC; dated July 9, 2021) F. City of Parkville staff review comments (dated July 21, 2021) G. Comment Response Letter (dated July 30, 2021) H. Additional exhibits as may be presented during the meeting

By Reference:

- A. Parkville Municipal Code, Title IV – Development Code in its entirety (<https://www.ecode360.com/PA3395-DIV-05>)
 - 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/government/city-plans-studies/master-plan/>)
- C. Highway 45 Corridor Plan (<http://parkvillemo.gov/download/Highway45CorridorPlan.pdf>)
- D. Ordinance No. 2058 (approved February 18, 2003) – An ordinance rezoning property at 10611 Tom Watson Parkway (Missouri Highway 45) from County Zoning to B-4, Planned Business.

Overview

The application proposes a major site plan for VFW At The National, a community center along the southwest quadrant of the intersection of Missouri Hwy 45 and S National Dr. in Parkville, MO 64152. The project area is approximately 3.57 acres (more or less) and resides within Platte County parcel no. 20-8.0-27-100-002-044.000.



Background

On February 18, 2003 the Board of Aldermen approved Ordinance No. 2058 which rezoned the subject property, 10611 Tom Watson Parkway (i.e., Missouri Highway 45) from Unincorporated Platte County zoning to City of Parkville "B-4-P" Planned Business District (see Exhibit D by Reference). To-date this property remains vacant and undeveloped, with the exception of an existing access drive and parking area off of Missouri Hwy 45, and home of the Platte County Community Gardens' "Demonstration Garden" on the east side of the property. A collaboration of the Master Gardeners of Greater Kansas City (MGGKC), the National Golf Course and the YMCA of Greater Kansas City, the garden has 30 plots open to the public, a large stone plaza

area with seating, a multi-stage composting system, and open areas for future development. The YMCA administers the program and Extension Master Gardeners provide the educational component through planting classes, and all produce grown is donated to the Saint Therese Community Pantry.

Review and Analysis

The major site plan process coordinates development projects with the public realm and with adjacent sites, and specifically demonstrates how new projects meet development and design standards of this code regarding compatible arrangement of buildings, pedestrian and vehicle access, site design, lighting and landscaping. Parkville Municipal Code, Section 403.060, Subsection B. provides criteria for how the Planning and Zoning Commission shall determine if a major site plan is appropriate. The following are staff's findings and conclusions for the major site plan (Case No. PZ 2021-23).

1. In general, any site plan in compliance with all requirements of this code shall be approved.

Staff concludes the site plan conforms to use allowances permitted in a "B-4-P" Planned Business District. In addition, the site plan is in compliance with the City's subdivision regulations (i.e., block and lot arrangement), site and landscape design standards (i.e., planting requirements, buffer/screening requirements, outdoor lighting, and stormwater management), and access and parking regulations (i.e., access and circulation standards, required parking counts, and parking specifications); with the exceptions noted in the review criteria below.

2. In making a determination of compliance, or for site plans accompanying any discretionary review or administrative relief, the review body shall consider whether:

- a. The site is capable of accommodating the buildings, proposed use, access and other site design elements required by this code and will not negatively impact the function and design of rights-of-way or adjacent property.**

"B-4-P" Height, Area and Bulk Standards

The subject property is currently zoned "B-4-P" Planned Business District. While all development standards for the "B-4-P" Planned Business District are established throughout the Master Planned Development Process outlined in Section 403.040, the subject property area (3.57 acres, more or less) is large enough and capable of accommodating the proposed two-story, 4,950 sq. ft. building. Nevertheless, staff compared the proposed height, area and bulk standards to those in the base "B-2" General Business District, which is the most similar commercial district to compare to. The proposed height of 28 ft. and two stories are below the base "B-2" district standards for maximum building height are 45 ft. and 3 stories.

"B-4-P" Use Standards

The subject property is currently utilized as the home of the Platte County Community Gardens' "Demonstration Garden". However, aside from this use the subject property remains vacant and undeveloped with the exception of an existing access drive and parking area off of Missouri Hwy 45. The proposed *Assembly – Large* use is currently permitted in the "B-4-P" Planned Business District. *Assembly – Large* uses are places of public assembly designed and located to serve community or civic needs of a broad vicinity with regular or periodic organized services or

events; and examples include a community center, event hall or large religious facility.

Access

There is currently one point of existing access off of Missouri Hwy 45, a right-in, right-out access drive approximately 250 ft. to the east of the signalized intersection at the entrance to Southern Platte Fire Protection District (SPFPD) Station #3. The major site plan proposes utilizing this existing access drive to serve the development. Exhibit D.3 contains AutoTURN movements for a Pierce Velocity fire truck (110 ft. ladder), showing the proposed layout can service fire emergency access.

Parking Requirements

Section 408.030 requires 1 parking space per every 4 seats in the assembly use building, plus 1 parking space per 100 sq. ft. of the largest meeting room. While there are no seats proposed in the building, the developer estimates a maximum occupancy between 150-175 people; on the high-end, this requires at least 44 parking spaces. The largest meeting room is the Grand Hall on the first floor of the building, which is approximately 2,400 sq. ft. This meeting room requires 1 parking space per 100 sq. ft., which equals 24 parking spaces. Combined, the total parking required by the assembly use building is 68 parking spaces, and the major site plan provides 75 parking spaces.

Parking Layout Design

The parking stall dimensions detailed on the major site plan (see Exhibit D.2) are 18 ft. length by 9 ft. width, with an aisle width of 25 ft. While the parking stall length and aisle width are 0.5 ft. and 1 ft. respectively shorter than listed in the specifications on Table 408-10: Parking Dimensions, staff is comfortable with the dimensions provided as they are the same, if not greater, than parking layout specifications in other commercially-zoned developments throughout Parkville with assembly components in their buildings including the Parkville Commons retail shopping center (e.g., Parkville City Hall), YMCA, Parkville Athletic Complex, English Landing Center, Park University campus, Village At The National commercial office building (10812 NW Highway 45), and Graden Elementary School (8804 MO-45 Highway).

Signage

The applicant has indicated the location of a future monument sign along the south side of the Southern Platte Pass trail running along Missouri Hwy 45 (see Exhibit D.2). Staff will require submission of an Application for Sign Permit in accordance with the City's "B-4-P" Planned Business District signage standards for size, height and area allowance as listed on Table 409-2: Sign Allowances.

Outdoor Lighting

The applicant has included photometric site lighting plan (see Exhibit XX). The parking lot fixtures meet the mounting, height, shielding, and design and performance criteria per Section 407.040 Outdoor Lighting of the City's Title IV – Development Code.

- b. The design and arrangement of buildings and open spaces is consistent with good planning, landscape design and site engineering principles and practices.**

Building Location

The proposed building located to the east of the existing access drive and positioned parallel to Missouri Hwy 45. The layout preserves existing retaining walls of 10809 Tom Watson Pkwy and allows for a future pavilion area, emergency fire truck access to both sides of the building, and preserves pedestrian access to the Platte County Community Gardens' "Demonstration Garden" on the east side of the property.

Landscape Design

Staff is awaiting landscaping plans for the subject property to meet the City's landscape design requirements per Section 407.020, including street tree, foundation planting, parking lot planting, buffer and open space requirements. Fulfillment of these requirements will be a condition of approval.

Stormwater Management

Per our Development Code requirements, the Public Works Department can require a Stormwater Management Analysis study be submitted for review and approval. As requested by Alysen Abel, the City's Public Works Director, the applicant has completed and submitted a stormwater management analysis/study (see Exhibit E). This study contains an assessment outlining the stormwater management needs for the site, detailing the proposed stormwater management infrastructure and rationale for why it's being used. Because the Public Works Department has not had adequate time to review the study in full detail, a condition of approval will be the City's review and approval of the study's methodology and stormwater best management practices (BMP).

- c. The architecture and building design uses quality materials and the style is appropriate for the context considering the proportion, massing, and scale of different elements of the building.**

Architectural Design, Materials and Style

The architectural design of the proposed community center utilizes earth tones, which is consistent with the look & character of the adjacent buildings along the south side of Missouri Hwy 45 — Parkville Self Storage (10875 NW Highway 45) and Southern Platte Fire Protection District (SPFPD) Station #3 (10811 NW Highway 45). The façade of the building will be brick and stucco (Arkansas Brown Hackett Stone Veneer) accented by a light gray roof (see Exhibit XX).

Proportion, Massing and Scale

In terms of proportion, massing and scale, the proposed 4,950 sq. ft. (more or less) assembly building is appropriate considering the context of the subject property and allowances per the "B-4-P" Planned Business District.

- d. The overall design is compatible to the context considering the location and relationships of other buildings, open spaces, natural features or site design elements.**

Location Compatibility

The former VFW Post 7356 building is located at 10125 MO-Hwy 45, just on the other side of the Missouri Hwy 45 and S National Dr. roundabout approximately 0.11 miles (570 ft.) to the east of the subject property. The VFW desires a newer and

larger building to convene, and the location of the property on the south side of Missouri Hwy 45 is compatible with the former location.

Open Spaces and Natural Features

The proposed major site plan shouldn't have a significant impact on open spaces and natural features on the subject property. Per aerial imagery, there are approximately seven (7) major trees on the subject property, and Exhibit D.2 shows that two (2) cottonwoods and two (2) minor plum trees will need to be removed.

e. Whether any additional site-specific conditions are necessary to meet the intent of the zoning district or the intent and design objectives of any of the applicable development standards.

As detailed in the review criteria above, the final development plan will meet all of the applicable "B-4-P" requirements of the Development Code, with the exception of flexibility needed for the parking layout design dimensions.

3. The application meets the criteria for all other reviews needed to build the project as proposed.

As noted in review criteria 2.B above, a condition of approval will compliance with the City's landscape design requirements per Section 407.020; as well as the Public Works Department's review and approval of the Final Stormwater Management Study's methodology and stormwater BMPs. Additionally, it should be noted that pedestrian access is provided around the building; however, there is no pedestrian access planned via a connection off of the Southern Platte Pass 10-ft. multi-use trail which runs along the south side of Missouri Hwy 45. While this is allowed via the "-P" planned district development approach, the Planning and Zoning Commission has discretion to inquiry the reasoning why, as well as request any necessary conditions of approval to the major site plan.

4. The recommendations of professional staff

As detailed in the review criteria above, staff finds that the site plan conforms to the "B-4-P" Planned Business District and that the site is in compliance with the "B-4-P" Planned Business District's height, area and bulk standards, outdoor lighting standards, and access and parking regulations (i.e., access and circulation standards, required parking counts, and parking specifications) with the exception for the Title IV – Development Code's parking requirements as noted in review criteria 2.A above. However, at this time staff will need further review to determine whether or not the site is in compliance with the City's site and landscape design standards (i.e., planting requirements, buffer/screening requirements, and stormwater management). As a result, these have been added as conditions required for staff's approval of the application.

Staff Conclusion and Recommendation

Staff concludes that with the exceptions noted above, the proposed final development plan: Conforms to the applicable requirements of the Development Code, including those of the "B-4-P" Planned Business District; the site is capable of accommodating the buildings, proposed use, access and other site elements required by the Development Code and will not negatively impact the function and design of rights-of-way or adjacent property; the design and arrangement of buildings and open spaces is consistent with good planning and site engineering principles and practices; the architecture and building uses quality materials and the style is appropriate for the context considering the proportion, massing, and scale of different elements of the building; the overall design is compatible to the context considering the

location and relationships of other buildings, open spaces, natural features or site design elements; the application meets the criteria for all other reviews needed to build the project as proposed, with the exception of those listed in review criteria 3 and 4 above; and can meet the recommendations of professional staff. Staff recommends approval of the major site plan for VFW At The National, subject to the following conditions:

- Compliance with the City's landscape design requirements per Section 407.020.
- Public Works Department review and approval of the Final Stormwater Management Study's methodology and stormwater best management practices (BMP).
- 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, comments or any additional information which may be presented during the meeting. 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 Major Site Plan, supporting information, associated exhibits, factors discussed above and any testimony presented during the meeting, 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 serve as the final action.

Note: Approval of a major site plan and fulfillment of staff conditions shall authorize the applicant to apply for a building permit and other applicable permits. The Community Development Director may approve minor amendments to approved major site plan without the refiling of a new application, but in no event shall the Director approve any change that does not qualify for an administrative adjustment, or any change that is different from any condition of approval of the major site plan. An approved major site plan shall expire and be of no further effect if an application for building permit for one or more buildings shown on the site plan is not filed within two years of approval. The Planning and Zoning Commission may grant an extension for up to one additional year.

Note: The Board of Aldermen has the ability to consider the application if an "Appeal of Decision" is filed with the Community Development Director within 15 days of the decision by the appellate body designated in Table 403-1. For applications for major site plan, the Board of Aldermen is designated as the appellate body.

End of Memorandum



08-04-2021

Stephen Lachky, AICP, CPM, CFM
Community Development Director

Date



Application #: PZ 2021-23
Date Submitted: 7/9/2021
Public Hearing: 8/16/2021
Date Approved: _____

CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

Mayor

Application for Minor Site Plan

Pre-application meeting required per Parkville Municipal Code, Title IV, Section 403.010, Subsection C.

1. Applicant/Contact Information

Applicant(s)

Name: DALE W. BROOK
Company: J3-PANORAMA, LLC
Address: 6325 LEWIS ST, SUITE 116
City, State: PARKVILLE, MO 64152
Phone: _____ Fax: _____
E-mail: DALE@J3PANORAMA.COM

Engineer/Surveyor(s) preparing plans & legal desc.

Name: Ryan Bugdzic
Company: SUBLINE ENGINEERING
Address: 6127 NW Pine Ridge Circle
City, State: PARKVILLE MO 64152
Phone: 816-769-4632 Fax: _____
E-mail: _____

Owner(s), if different from applicant

Name: DALE W. BROOK
Company: J3-PANORAMA, LLC
Address: 6325 LEWIS ST, SUITE 116
City, State: PARKVILLE, MO 64152
Phone: _____ Fax: _____
E-mail: DALE@J3PANORAMA.COM

Contact Person, if different from applicant

Name: _____
Company: _____
Address: _____
City, State: _____
Phone: _____ Fax: _____
E-mail: _____

We, the undersigned, do hereby authorize the submittal of this application and associated documents and certify that all information contained therein is true and correct. We acknowledge that development in the City of Parkville is subject to the Municipal Code of the City of Parkville. We do hereby agree to abide by and comply with the above-mentioned codes, and further understand that any violations from the provisions of such or from the conditions as stated herein shall constitute cause for fines, punishments and revocation of approvals as applicable.

Applicant's Signature (Required) Dale W. Brook Date: 7-8-21

Property Owner's Signature (Required) Dale W. Brook Date: 7-8-21

2. Property Information

Zoning district: COMMERCIAL

Property address and general location: _____

Legal description (may be attached): _____

Description of proposed use(s):

NEW VFW HALL

Gross acreage of lot: 3.96

Net acreage of lot: 3570 S

Open space acreage: 2.10

Lot coverage: 1.86 ACRES

Is proposal an alteration to an existing building or new construction? ☐ alteration ☒ new construction

3. Factors affecting the project

Are any public improvements required for this project? _____

Explain (may be attached): _____

Attach a narrative addressing:

1. *How the site is capable of accommodating the buildings, proposed use, access and other site design elements required by this code and will not negatively impact the function and design of rights-of-way or adjacent property.*
2. *How the design and arrangement of buildings and open spaces is consistent with good planning, landscape design and site engineering principles and practices.*
3. *How the architecture and building design uses quality materials and the style is appropriate for the context considering the proportion, massing, and scale of different elements of the building.*
4. *How the overall design is compatible to the context considering the location and relationships of other buildings, open spaces, natural features or site design elements.*
5. *Whether any additional site-specific conditions are necessary to meet the intent of the zoning district or the intent and design objectives of any of the applicable development standards.*
6. *Any other information relevant to the application.*

4. Checklist of required submittals

- ☒ Completed application, including site plan with all required details and supporting data.
- ☒ Nonrefundable application fee of \$300.00.
- ☒ Five (5) copies 24" x 36" size, or larger sets, and one (1) electronic set (PDF format) of the site plan and elevations for staff and service providers to review.
- ☒ Authorization signature of the applicant and owner of record of the property.
- ☒ If subject to covenants and/or deed restrictions, signed approval of the association/entity enforcing such.

For Office Use OnlyApplication accepted as complete by: Stephen Lachky, Community Development Director July 14, 2021
Name/Title DateApplication fee payment: Check # 1105 Amount \$ 300.00

Final reimbursable costs paid (if applicable). Date of Action: _____

Planning Commission Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____

Conditions if any: _____

Board of Aldermen Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____

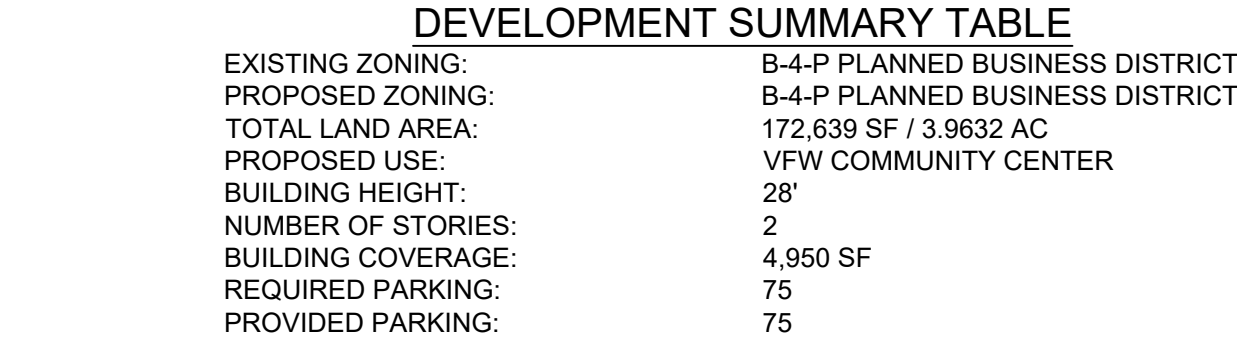
Conditions if any: _____

MAJOR SITE PLAN
PARKVILLE, PLATTE COUNTY, MISSOURI
TOTAL SITE AREA: 3.96 AC/172,639 SF



C-001	COVER SHEET
C-100	DIMENSION PLAN
C-101	TRUCK TURNING EXHIBIT
C-200	UTILITY PLAN
C-201	STORM PLAN & PROFILE
C-300	GRADING PLAN
A1	ARCHITECTURAL FLOOR PLANS
A2	ARCHITECTURAL ELEVATIONS
A3	COLORED ARCHITECTURAL ELEVATIONS
1 OF 2	SITE LIGHTING
2 OF 2	SITE LIGHTING

MISSOURI ONE CALL
1.800.344.7483



LEGAL DESCRIPTION
AREA FF
CONTAINING 172,639 SQ.FT. OR 3.9632 ACRES

ALL THAT PART OF THE NE 1/4 OF SECTION 27-T51-R34, PARKVILLE, PLATTE COUNTY, MISSOURI, BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NW CORNER OF SAID NE 1/4, THENCE S 00°13'-34" W, ALONG THE WEST LINE OF SAID NE 1/4, 530.03 FEET, THENCE S 89°-48'-28" E, 304.28 FEET TO THE POINT OF BEGINNING, 00°-12'-52" W, 119.99 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF TOM WATSON PARKWAY (MISSOURI HIGHWAY NO. 445), THENCE N 86°-21'-56" E, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 60.00 FEET SOUTH OF AND PARALLEL WITH THE CENTERLINE THEREOF, 174.91 FEET TO A POINT 60.00 FEET SOUTH OF AND OPPOSITE THE POINT OF BEGINNING, 00°-12'-52" W, 119.99 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF TOM WATSON PARKWAY (MISSOURI HIGHWAY NO. 445), THENCE N 86°-21'-56" E, ALONG SAID SOUTH RIGHT-OF-WAY LINE, 60.00 FEET SOUTH OF AND PARALLEL WITH THE CENTERLINE THEREOF, 638.64 FEET, THENCE S 03°-08'-04" E, 112.00 FEET, THENCE S 00°-18'-06" W, 249.68 FEET TO THE POINT OF BEGINNING.



STEVE WARGER, PE

VIEW AT THE NATIONAL

HIGHWAY 45 (TOM WATSON PKWY)
PARKVILLE, MO 64152

[illegible]

PREPARED FOR:
VFW POST 7356
10125 MO-45, PARKVILLE, MO

PROJECT #: 21-0002
ISSUE DATE: 07/09/2021

COVER SHEET

C-001

SITE DATA
TOTAL SITE AREA: 3.96 AC/172,639 SF
BUILDING AREA: 4,950 SF
EXISTING ZONING: B-4-P PLANNED BUSINESS DISTRICT

REQUEST FOR VARIANCE:
THE CITY HAS REQUESTED THAT THE PROPOSED DEVELOPMENT PROVIDE ACCESS FROM THE BUILDING TO THE EXISTING SOUTHERN PLATTE PASS TRAIL RUNNING ALONG THE SOUTH OF MO HIGHWAY 45. IT IS INFEASIBLE TO CONSTRUCT A PEDESTRIAN ACCESS PATHWAY FROM THE TRAIL TO THE BUILDING DUE TO THE STEEP GRADES ALONG THE NORTH SIDE OF THE PROPERTY. THUS, A REQUEST IS BEING MADE FOR A VARIANCE FROM THIS REQUIREMENT.

ADJACENT PROPERTY
OWNER: DENOFF LLC
ADDRESS: 10809 TOM WATSON PKWY
PARCEL ID: 20-8.0-27-100-002-005.00
LOT AREA: 0.3281 AC

ADJACENT PROPERTY
OWNER: RIVER PARK GOLF LLC
ADDRESS: P.O. BOX 14146 KCMO 64152
PARCEL ID: 20-8.0-27-100-002-002.003
LOT AREA: 21.7405 AC

ADJACENT PROPERTY TO THE EAST
OWNER: CITY OF PARKVILLE
ADDRESS: 10303 NW MO-45 HWY
PARCEL ID: 20-8.0-27-100-002-004.000
LOT AREA: 0.2704 AC



STEVE WARGER, PE

VFW AT THE NATIONAL

HIGHWAY 45 (TOM WATSON PKWY)
PARKVILLE, MO 64152

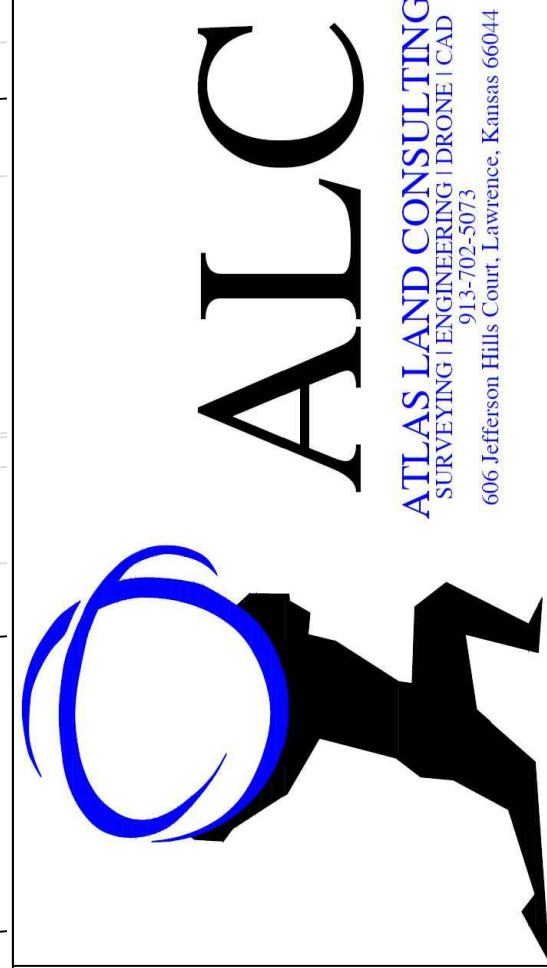
FOR PERMIT

PREPARED FOR:
VFW POST 7356
10125 MO-45, PARKVILLE, MO

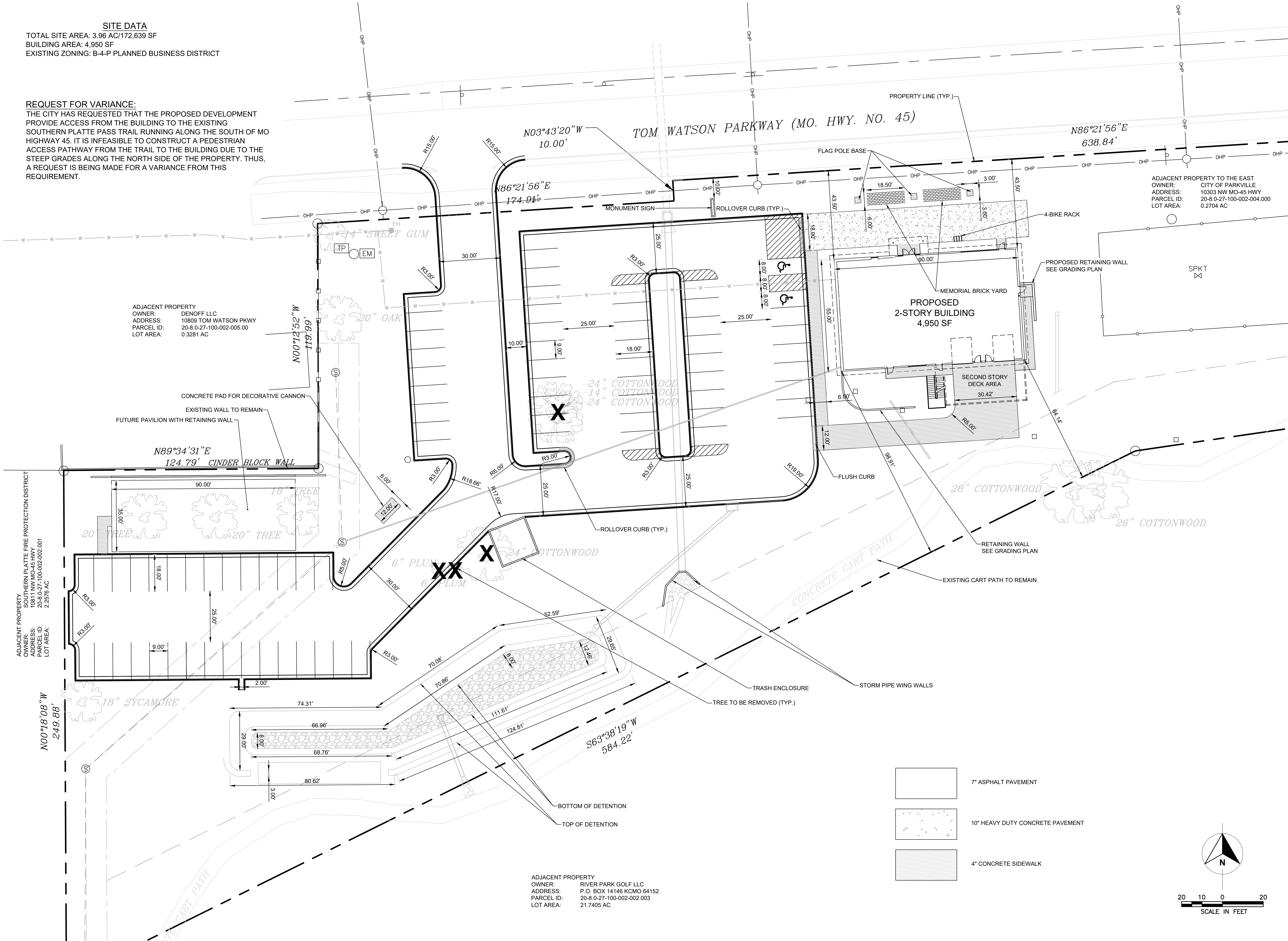
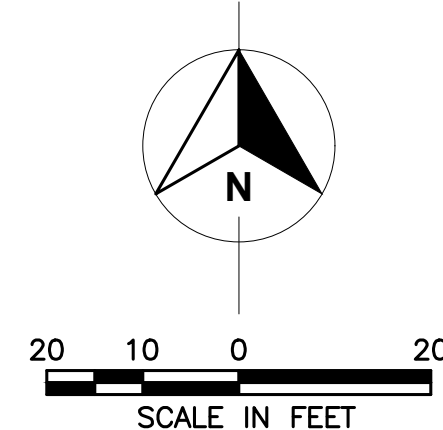
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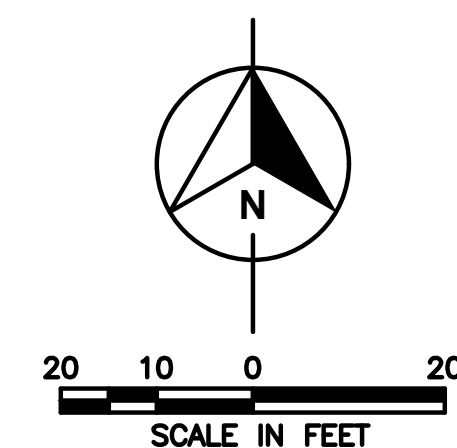
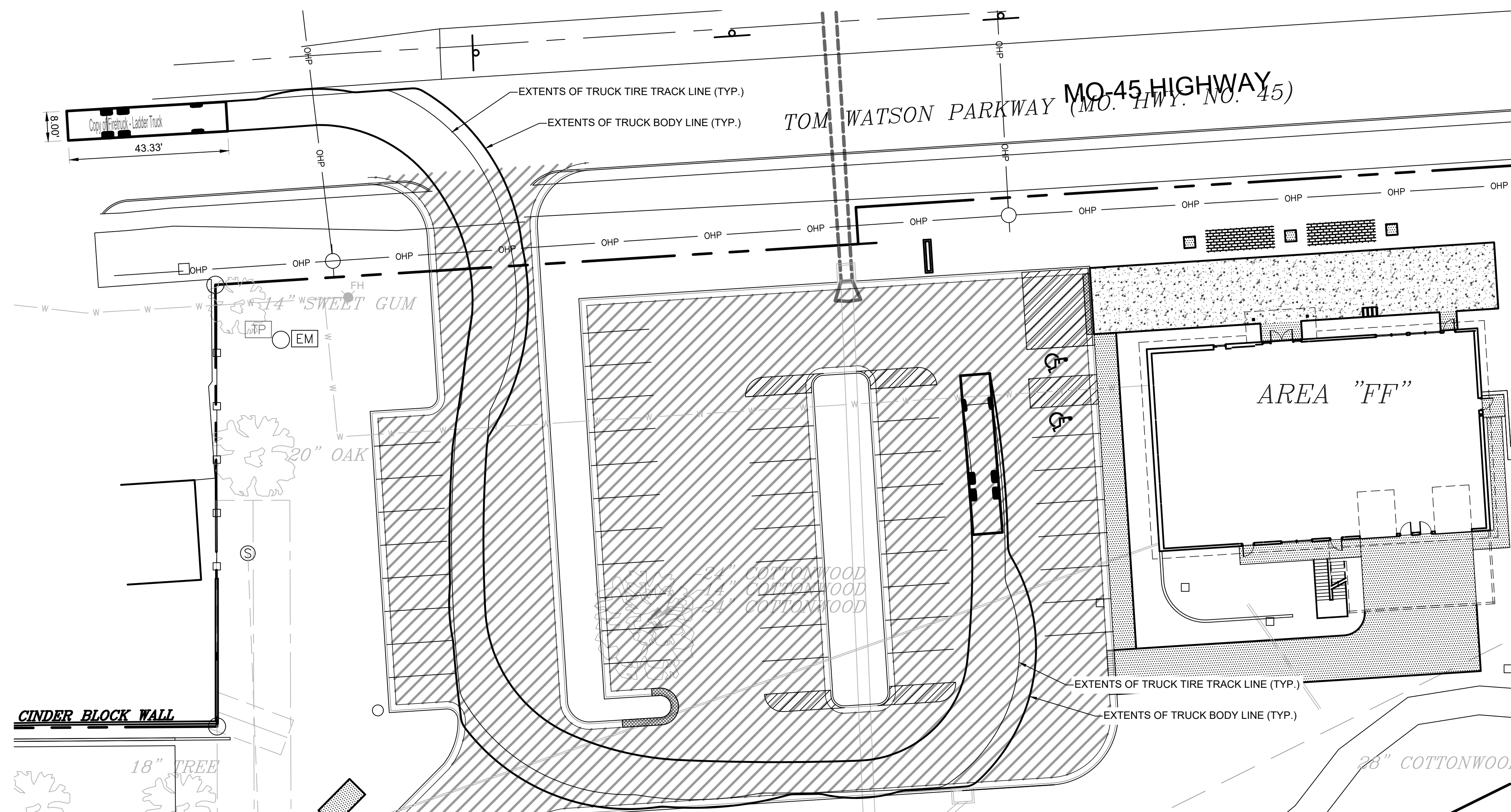
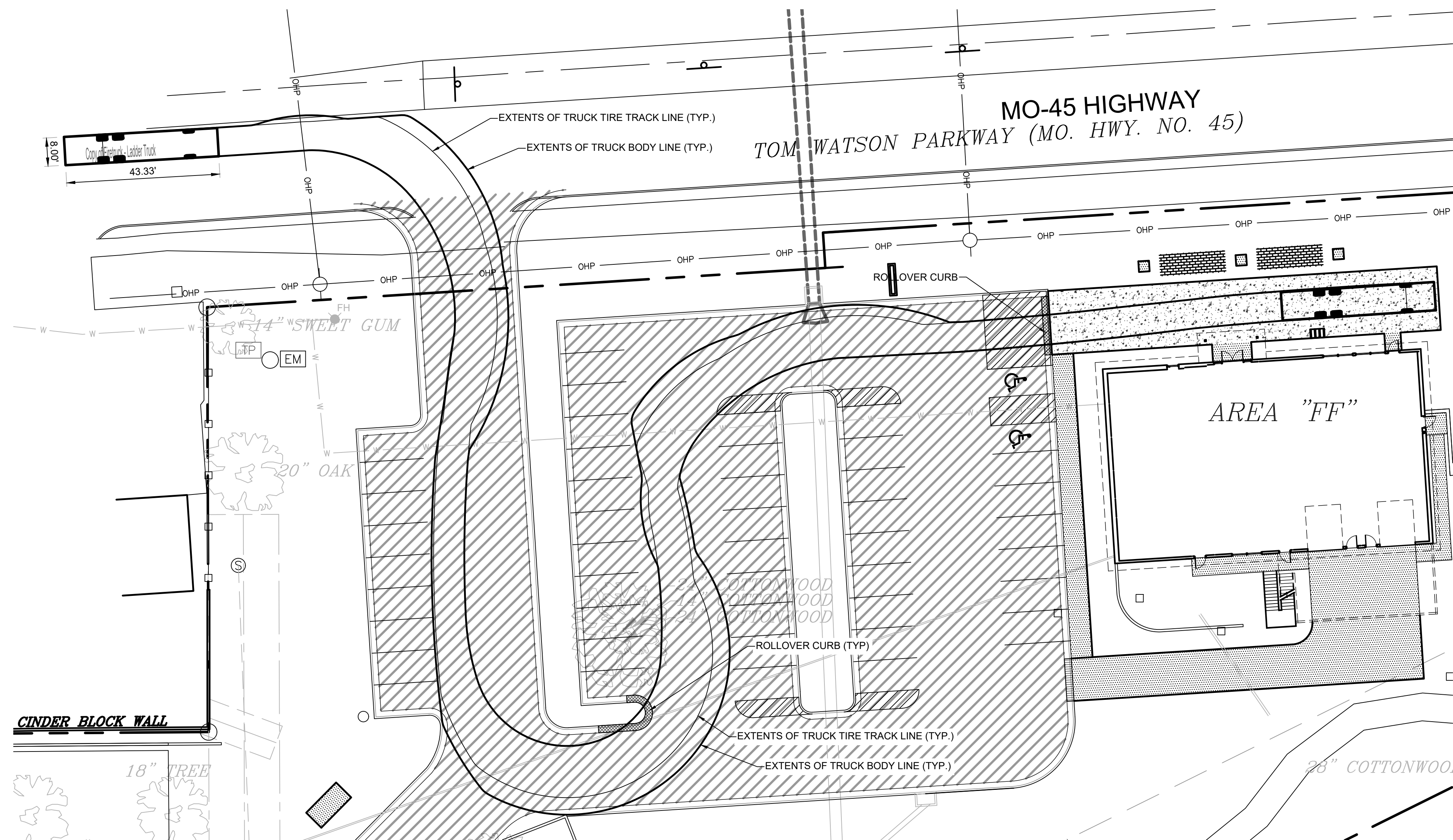
OVERALL
DIMENSION PLAN

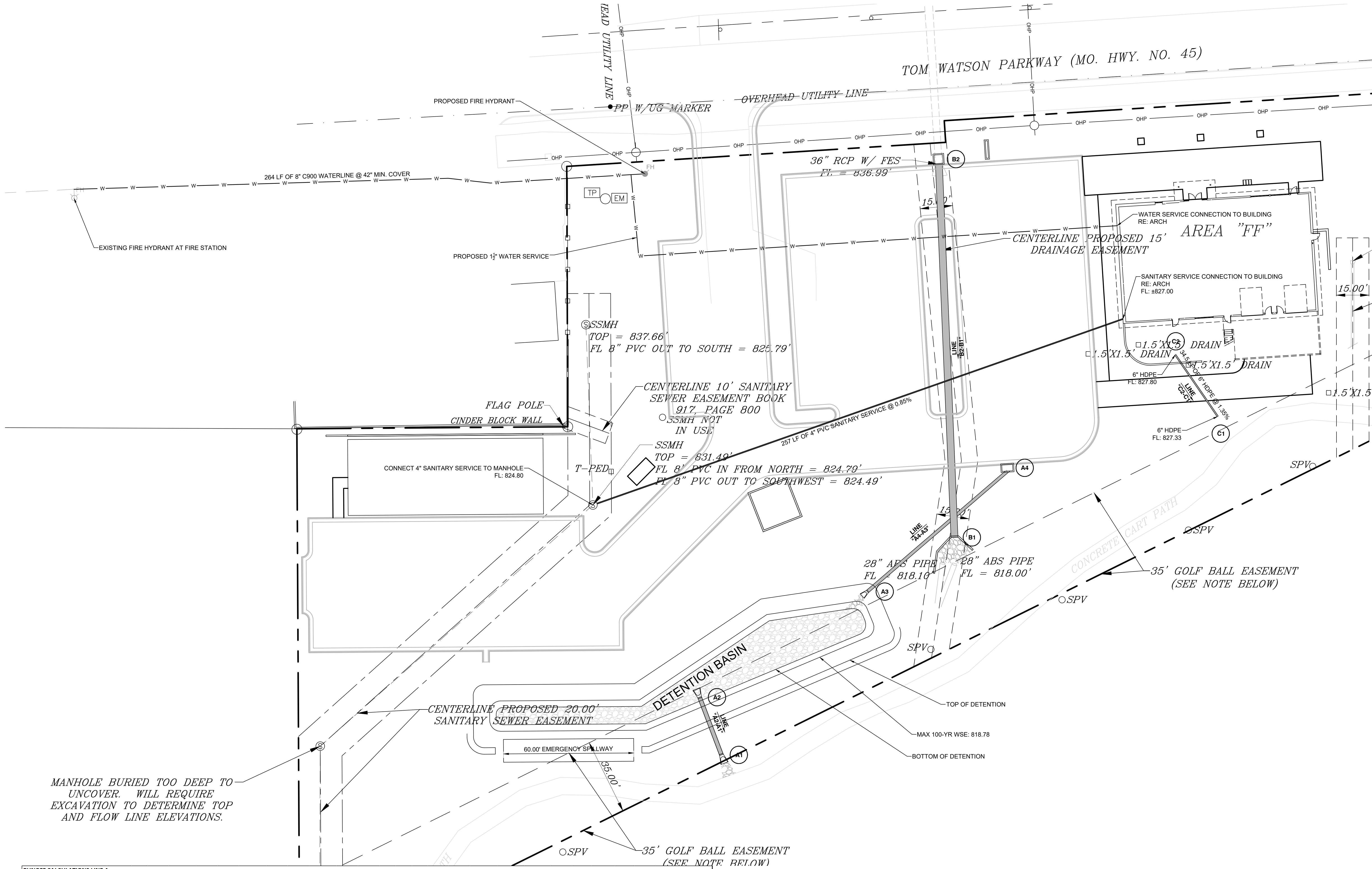
C-100



- 7" ASPHALT PAVEMENT
- 10" HEAVY DUTY CONCRETE PAVEMENT
- 4" CONCRETE SIDEWALK

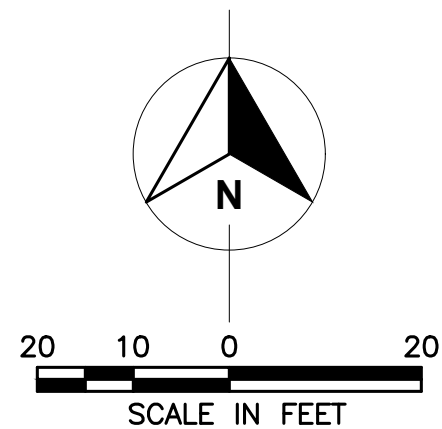


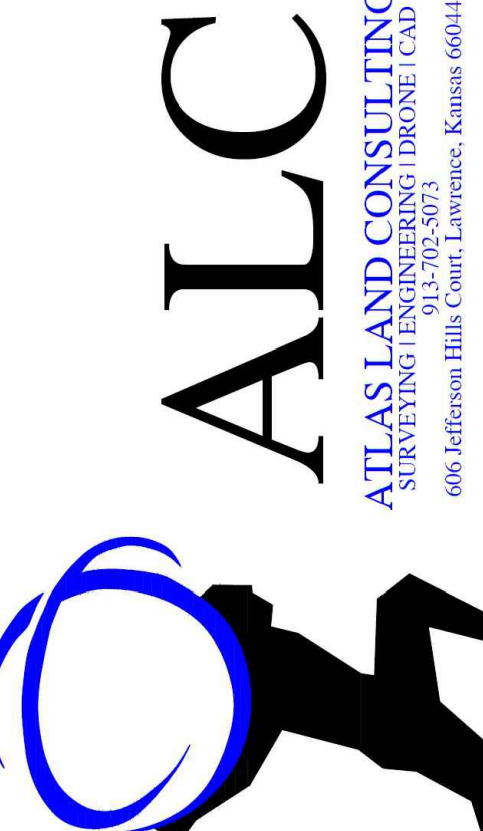




RUNOFF CALCULATIONS LINE A																												
STRUCTURE		DRAINAGE AREA				HYDROLOGY										PIPE DATA										% CONVEYANCE		
STR	TYPE	AREA (SF)	PERV (AC)	PERV (SF)	C	C x A INLET	C x A TOTAL	Ti (MIN)	Tc (MIN)	I 10 (IN/HR)	Q 10 (CFS) STR	Q 100 (CFS) PIPE	PIPE (STR-STR)	DIA (IN)	TYPE	N	LENGTH (FT)	PIPE INVERT UPPER	PIPE INVERT LOWER	SLOPE (%)	AREA (SF)	Qf (CFS)	Vf (FPS)	Tt (MIN)	Q 10 (%)	Q 100 (%)		
A4	CI	25,305	0.58	5,746	0.76	0.44	0.44	5.00	5.00	7.35	3.26	10.32	5.72	A4	A3	15	HDPE	0.012	86.3	825.98	820.13	6.78	1.23	18.22	14.85	0.10	100.0%	100.0%
A3	FES		0.00			0.00		5.00		7.35	0.00	10.32	0.00															

RUNOFF CALCULATIONS LINE C																												
STRUCTURE		DRAINAGE AREA				HYDROLOGY										PIPE DATA										% CONVEYANCE		
STR	TYPE	AREA (SF)	PERV (AC)	PERV (SF)	C	C x A INLET	C x A TOTAL	Ti (MIN)	Tc (MIN)	I 10 (IN/HR)	Q 10 (CFS) STR	Q 100 (CFS) PIPE	PIPE (STR-STR)	DIA (IN)	TYPE	N	LENGTH (FT)	PIPE INVERT UPPER	PIPE INVERT LOWER	SLOPE (%)	AREA (SF)	Qf (CFS)	Vf (FPS)	Tt (MIN)	Q 10 (%)	Q 100 (%)		
C2	FES	4,548	0.10	1,861	0.65	0.07	0.07	5.00	5.00	7.35	0.50	10.32	0.88	C2	C1	6	HDPE	0.012	34.5	827.85	827.33	1.51	0.20	0.75	3.80	0.15	100.0%	84.6%
C1	FES		0.00			0.00		5.00		7.35	0.00	10.32	0.00															





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912-782-5071
606 Jefferson Hills Court, Lawrence, Kansas 66044



STEVE WARGER, PE

VFW AT THE NATIONAL

HIGHWAY 45 (TOM WATSON PKWY)
PARKVILLE, MO 64152

NO.	BY	QD	DATE	REVISION

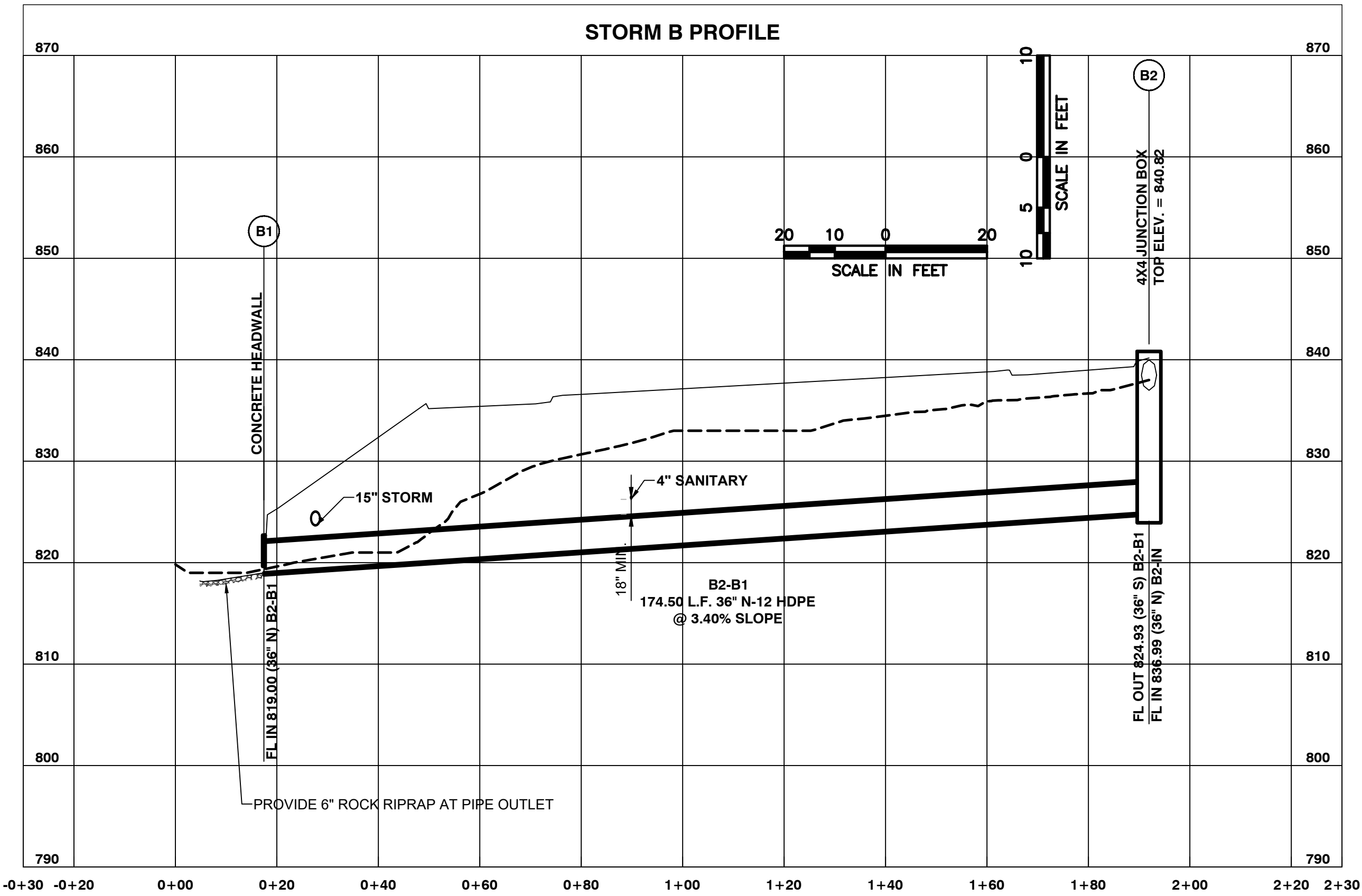
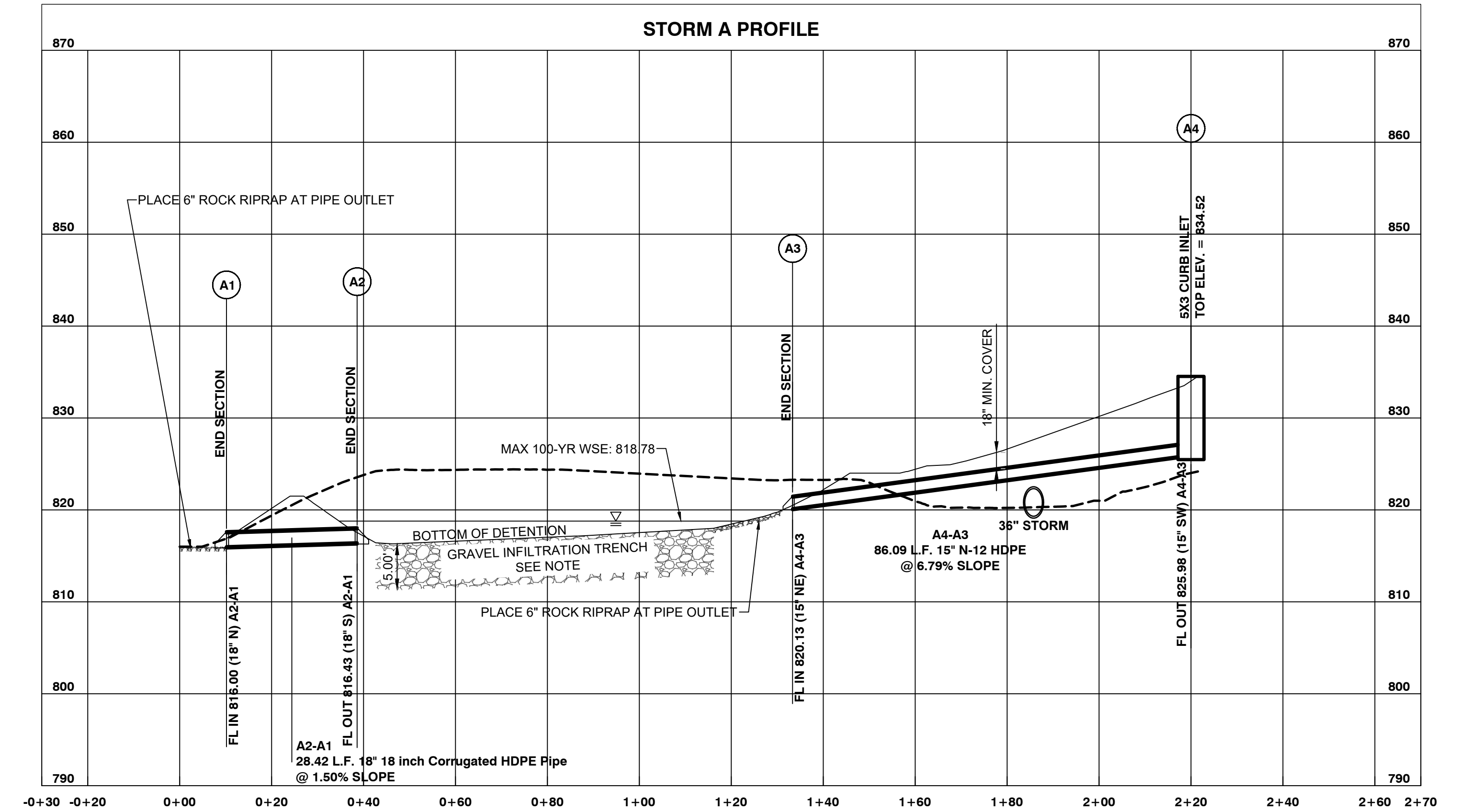
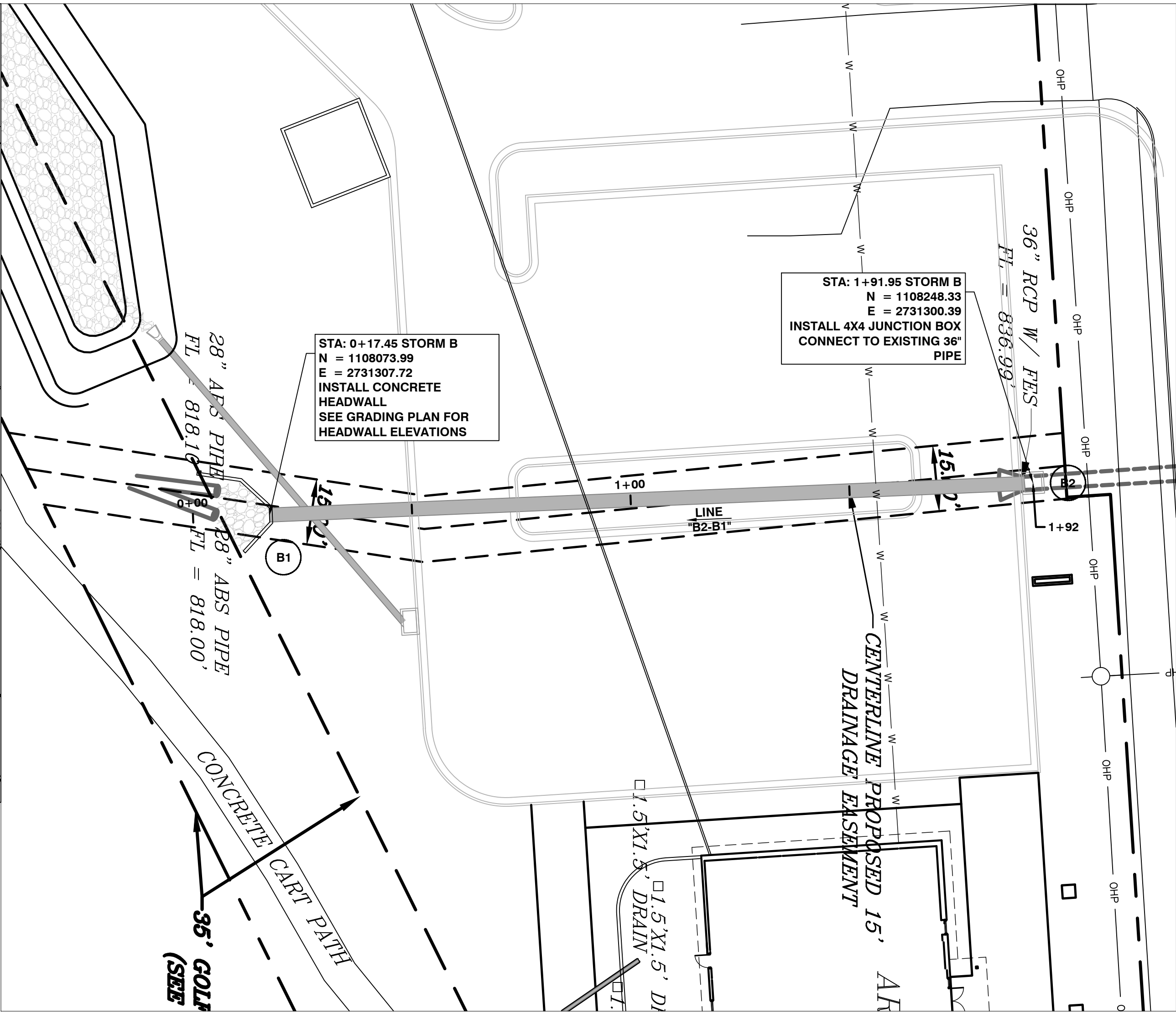
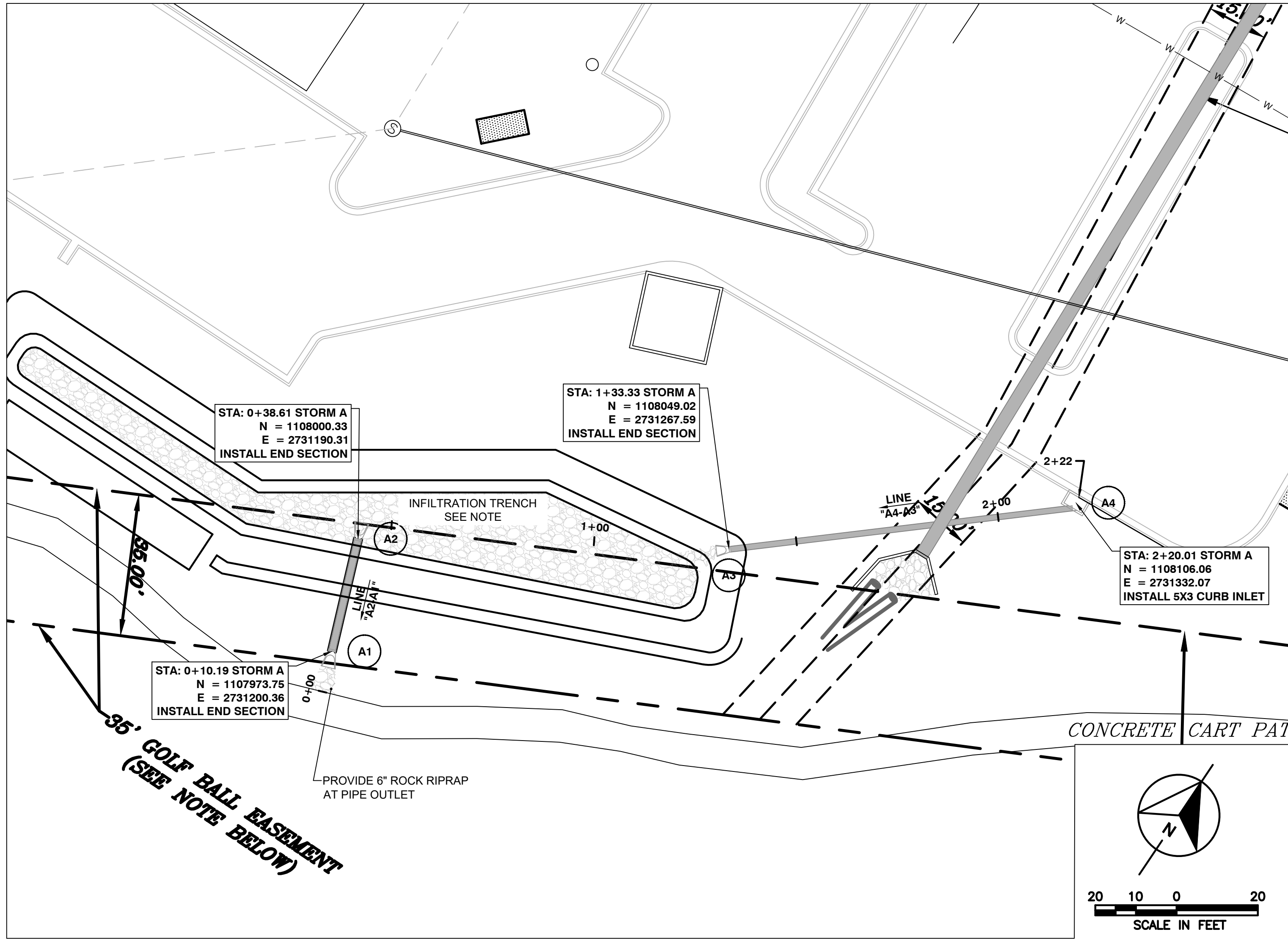
FOR PERMIT

PREPARED FOR:
VFW POST 7356
10125 MO-45, PARKVILLE, MO

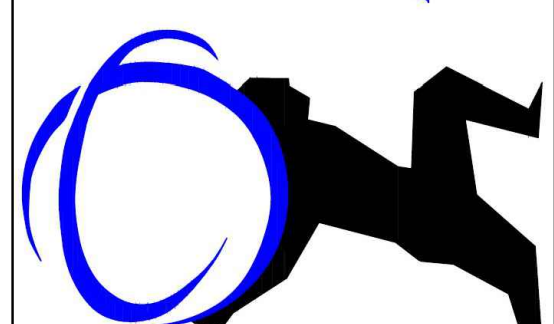
PROJECT #: 21-0002
ISSUE DATE: 07/09/2021

OVERALL UTILITY PLAN

C-200



INFILTRATION TRENCH NOTES:
INFILTRATION TRENCH TO BE FILLED USING CLEAN WASHED STONE AGGREGATE (DIAMETER OF 1.5 TO 2.5 INCHES). PEA GRAVEL OR SOIL MAY BE SUBSTITUTED FOR STONE AGGREGATE IN THE TOP 1 FOOT OF THE TRENCH. INFILTRATION TRENCH IS TO BE PLANTED WITH VEGETATION THAT CAN WITHSTAND PERIODS OF SATURATION AN DROUGHT. THE SIDES AND BOTTOM OF THE INFILTRATION TRENCH ARE TO BE LINED WITH GEOTEXTILE FABRIC. A LAYER OF NONWOVEN FILTER FABRIC IS TO BE PLACED 6-12 INCHES BELOW THE GROUND SURFACE. WITH A 12-INCH OVERLAP (A 6-12 INCH LAYER OF CLEAN SAND MAY BE USED IN PLACE OF FILTER FABRIC OVER THE BOTTOM OF THE TRENCH).



ALC
ATLAS LAND CONSULTING
SURVEYING / ENGINEERING / CAD
912-702-5071
606 Jefferson Hills Court, Lawrence, Kansas 66044



STEVE WARGER, PE

VFW AT THE NATIONAL

HIGHWAY 45 (TOM WATSON PKWY)
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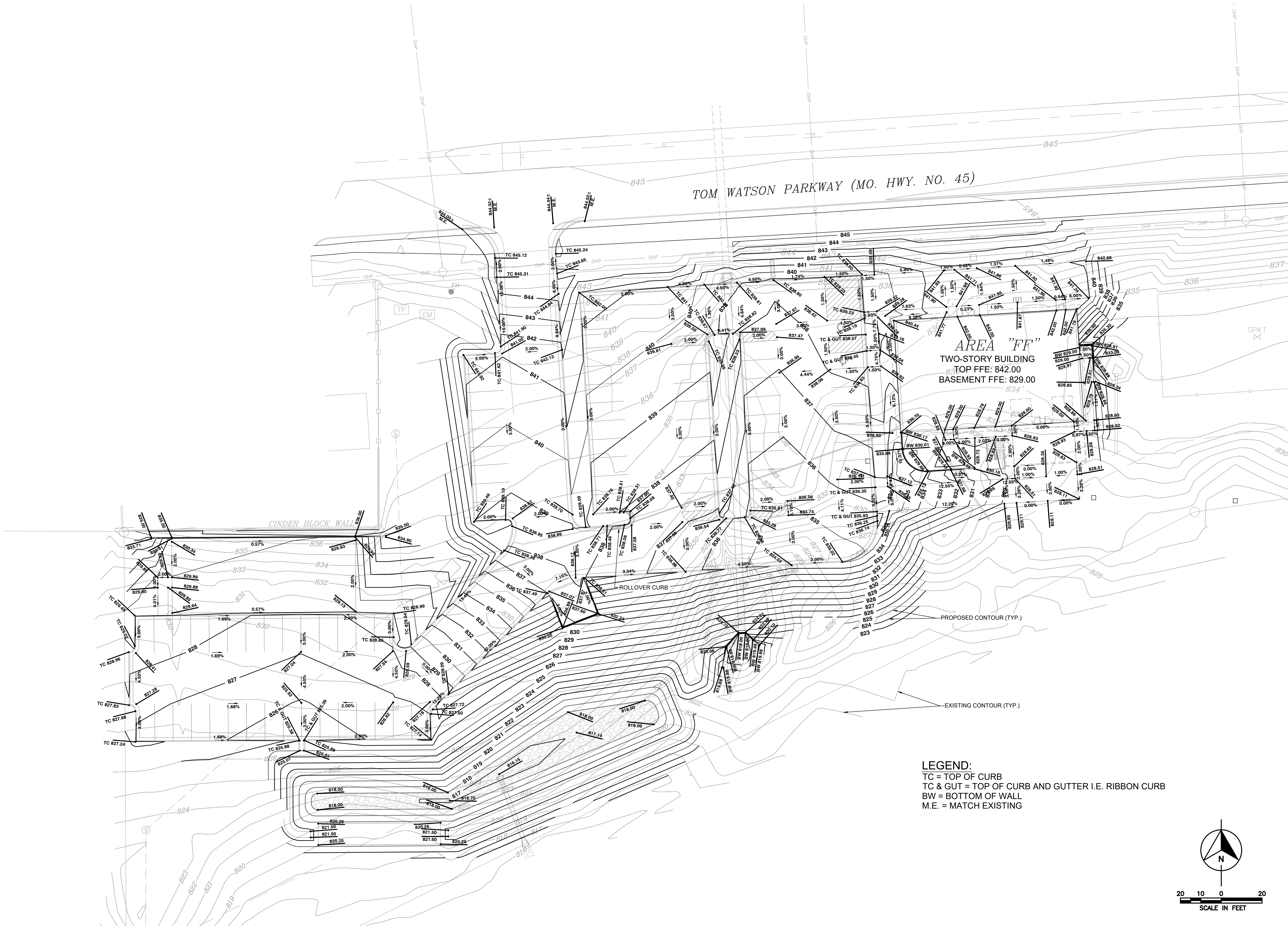
FOR PERMIT

PREPARED FOR:
VFW POST 7356
10125 MO-45, PARKVILLE, MO

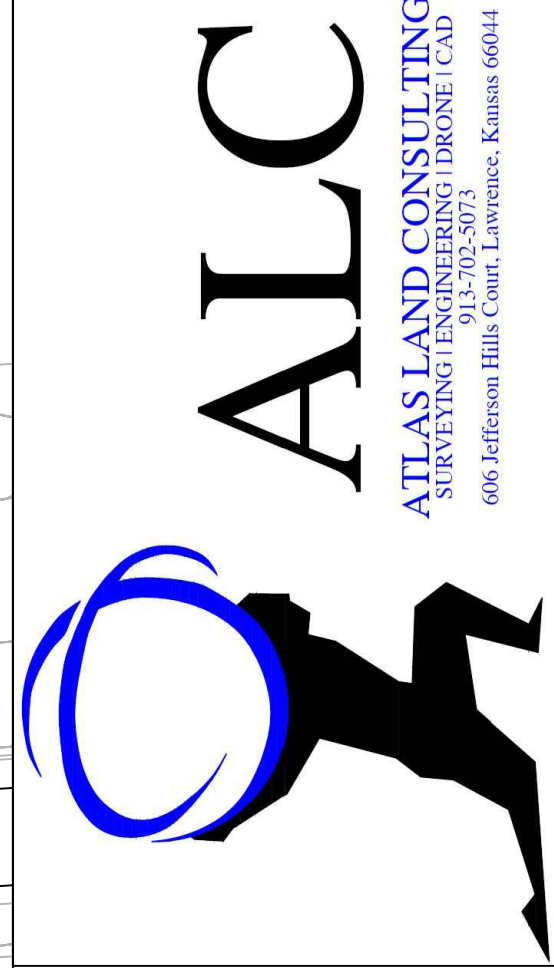
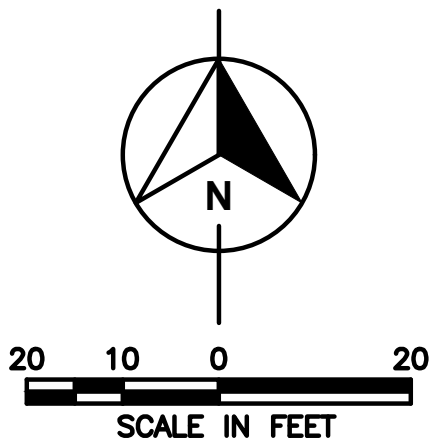
PROJECT #: 21-0002
ISSUE DATE: 07/09/2021

STORM PLAN & PROFILE

C-201



LEGEND:
TC = TOP OF CURB
TC & GUT = TOP OF CURB AND GUTTER I.E. RIBBON CURB
BW = BOTTOM OF WALL
M.E. = MATCH EXISTING



STEVE WARGER, PE

VFW AT THE NATIONAL

HIGHWAY 45 (TOM WATSON PKWY)
PARKVILLE, MO 64152

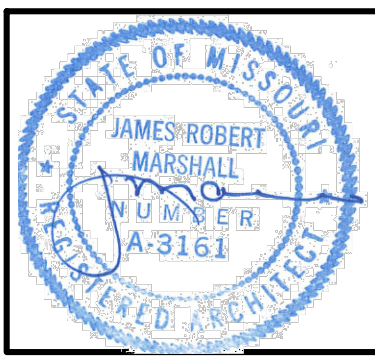
FOR PERMIT			
NO.	BY	DATE	REVISION

PREPARED FOR:
VFW POST 7356
10125 MO-45, PARKVILLE, MO

PROJECT #: 21-0002
ISSUE DATE: 07/09/2021

GRADING PLAN

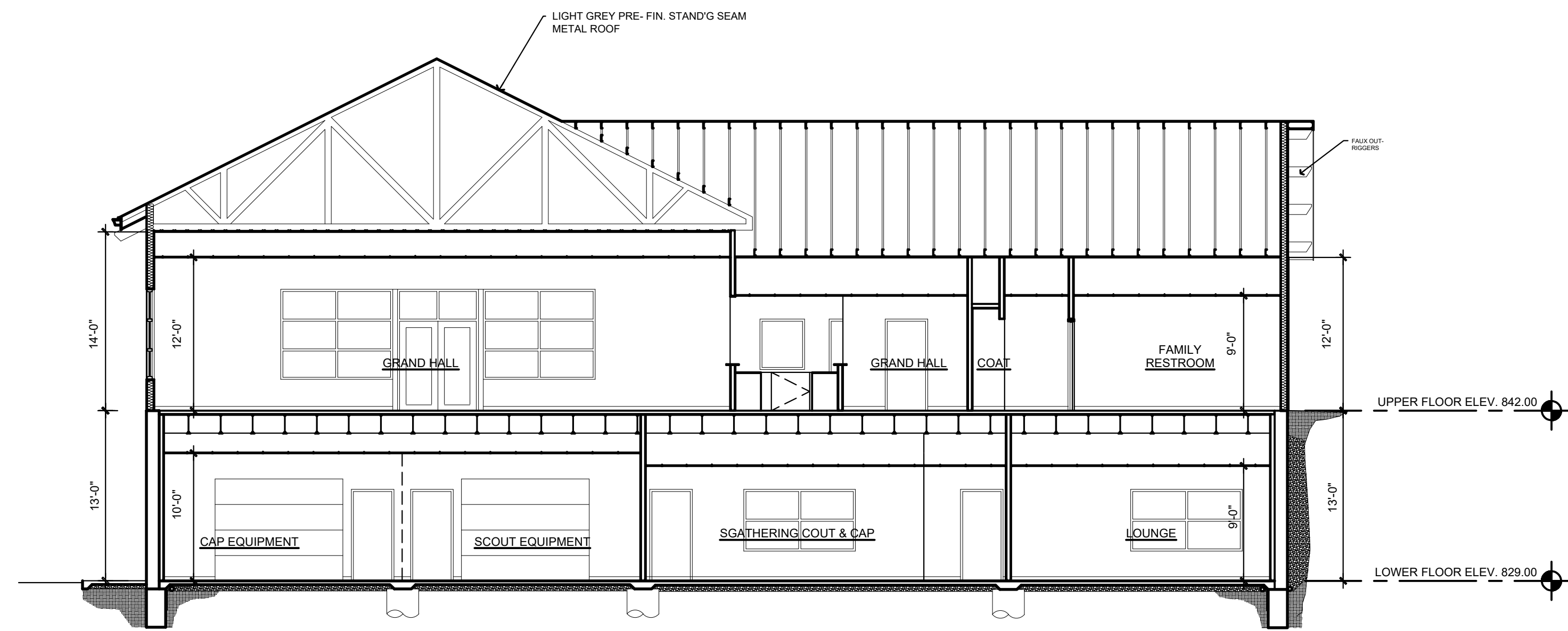
C-300



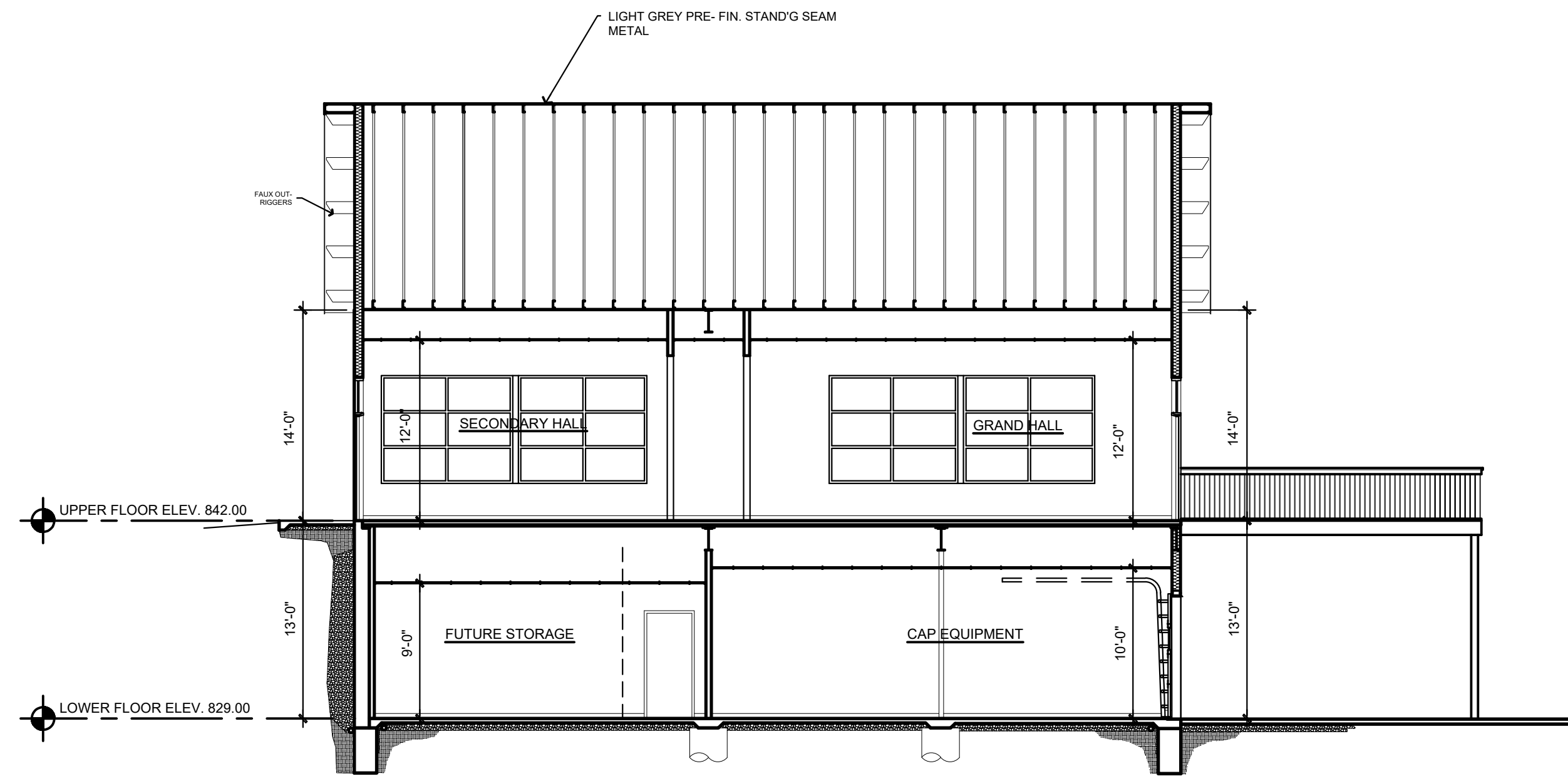
07-09-2021
James Robert Marshall, Architect
Missouri Lic. #: A-003161

CONSULTANT:
Structural Engineering
Norton & Schmidt Consulting Engineers
Andrew Ralkewicz, Partner
311 East 11th Avenue
North Kansas City, Mo. 64116
816-421-4232

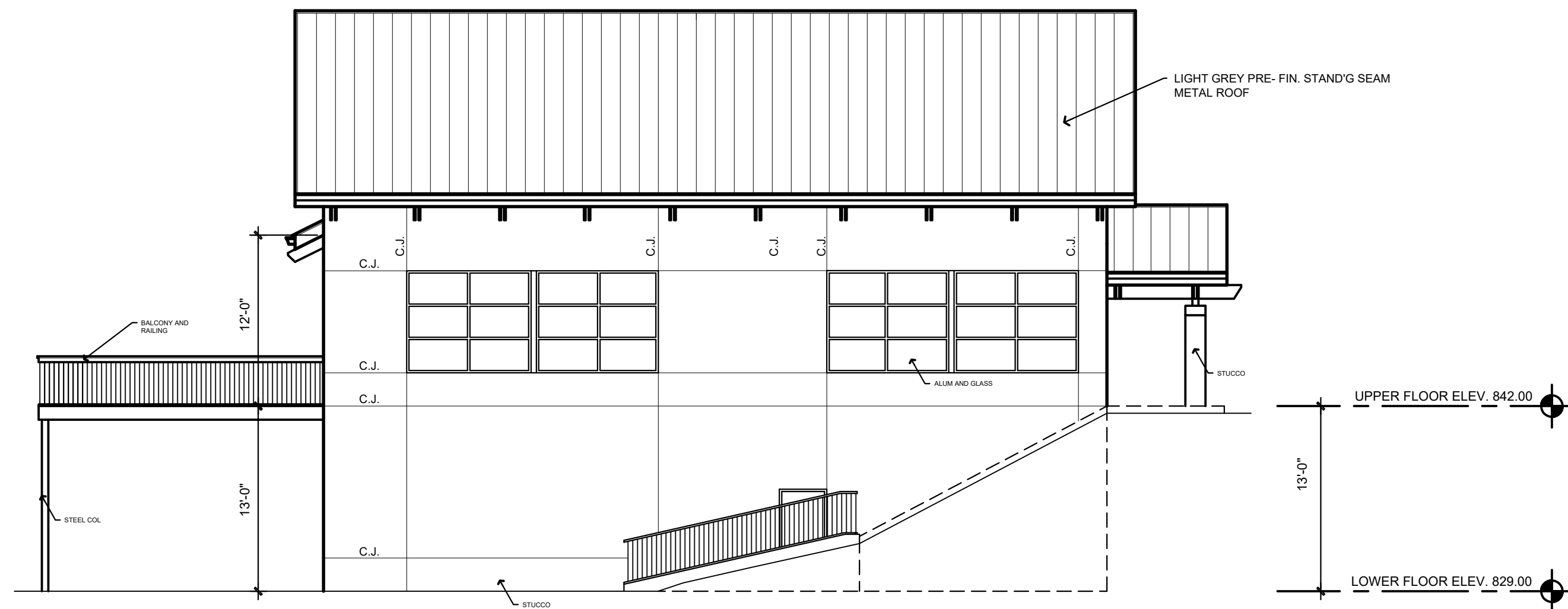
CONSULTANT:
Mechanical - Electrical Engineering
IMEG, Inc.
David Dawson, PE - Mechanical
Lindsay Robertson, PE - Electrical
1800 Baltimore, Suite 300
Kansas City, Mo. 64108
816-842-8437



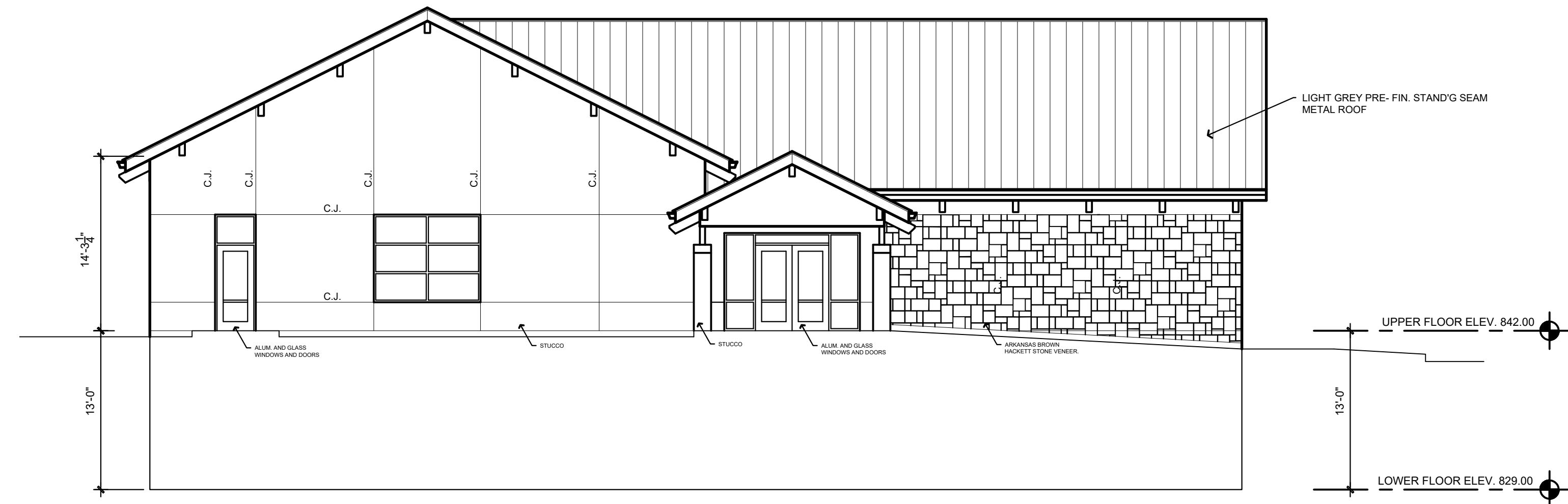
6. BUILDING SECTION B - B
SCALE: 1/8"=1'-0"



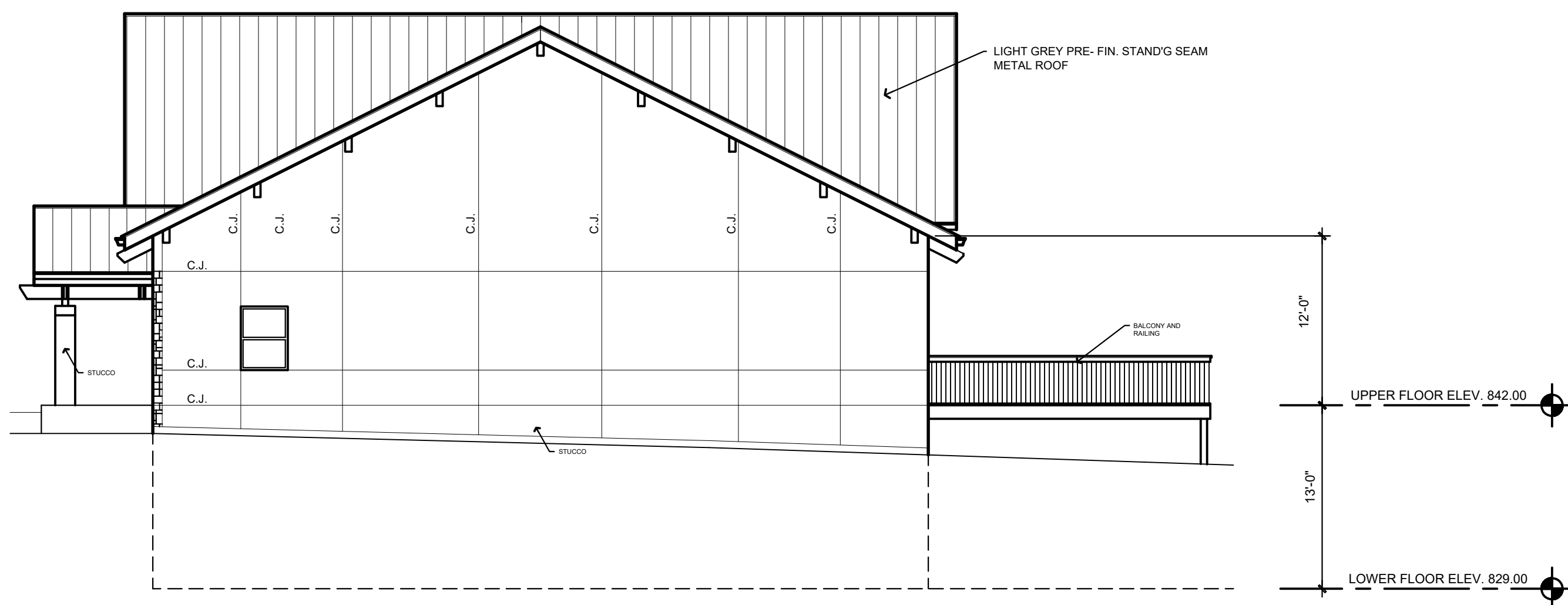
5. BUILDING SECTION A - A
SCALE: 1/8"=1'-0"



4. EAST ELEVATION
SCALE: 1/8"=1'-0"



2. NORTH ELEVATION
SCALE: 1/8"=1'-0"



3. WEST ELEVATION
SCALE: 1/8"=1'-0"



1. SOUTH ELEVATION
SCALE: 1/8"=1'-0"

NEW BUILDING - DESIGN DEVELOPMENT PHASE
VFW POST 7356
10125 MO. HWY 45 WEST
PARKVILLE, MISSOURI 64152

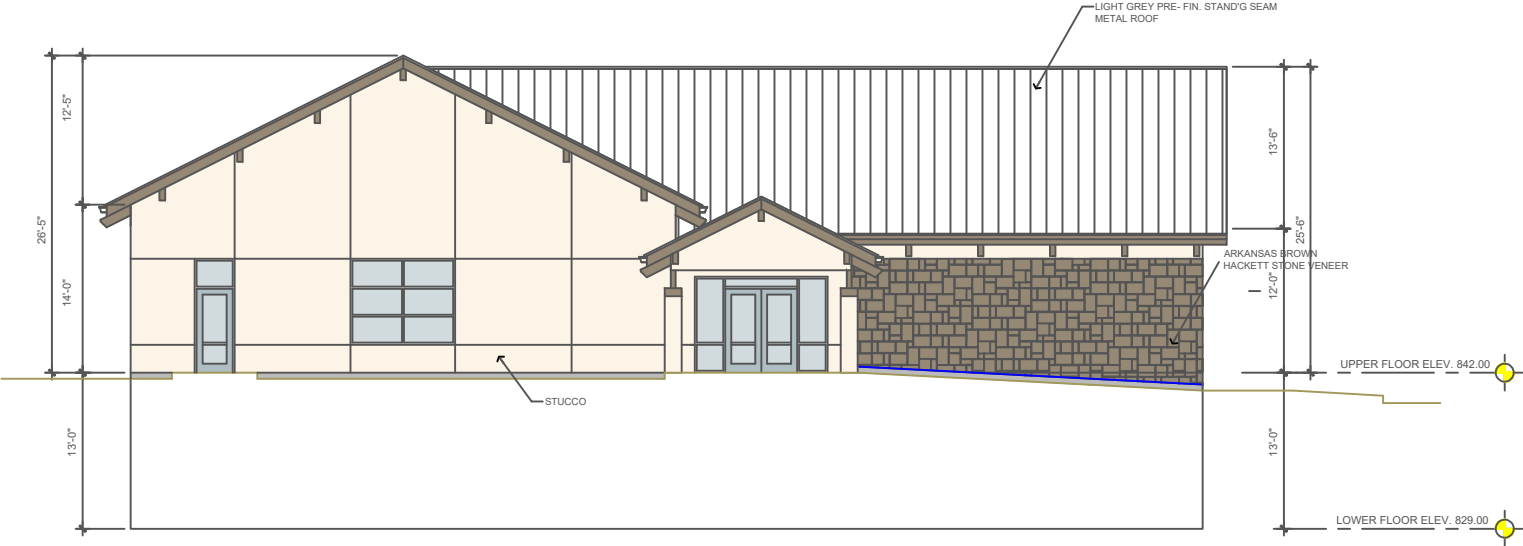
Jrma
ARCHITECTS, INC.
12200 N AMBASSADOR DR SUITE 301C
KANSAS CITY, MISSOURI 64119
PHONE: (816) 505-3700

Missouri State Certificate of
Authority #: 000596

PROJ. #:	
DATE:	07/29/2021
REVISIONS	

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A2
Page 105 of 227



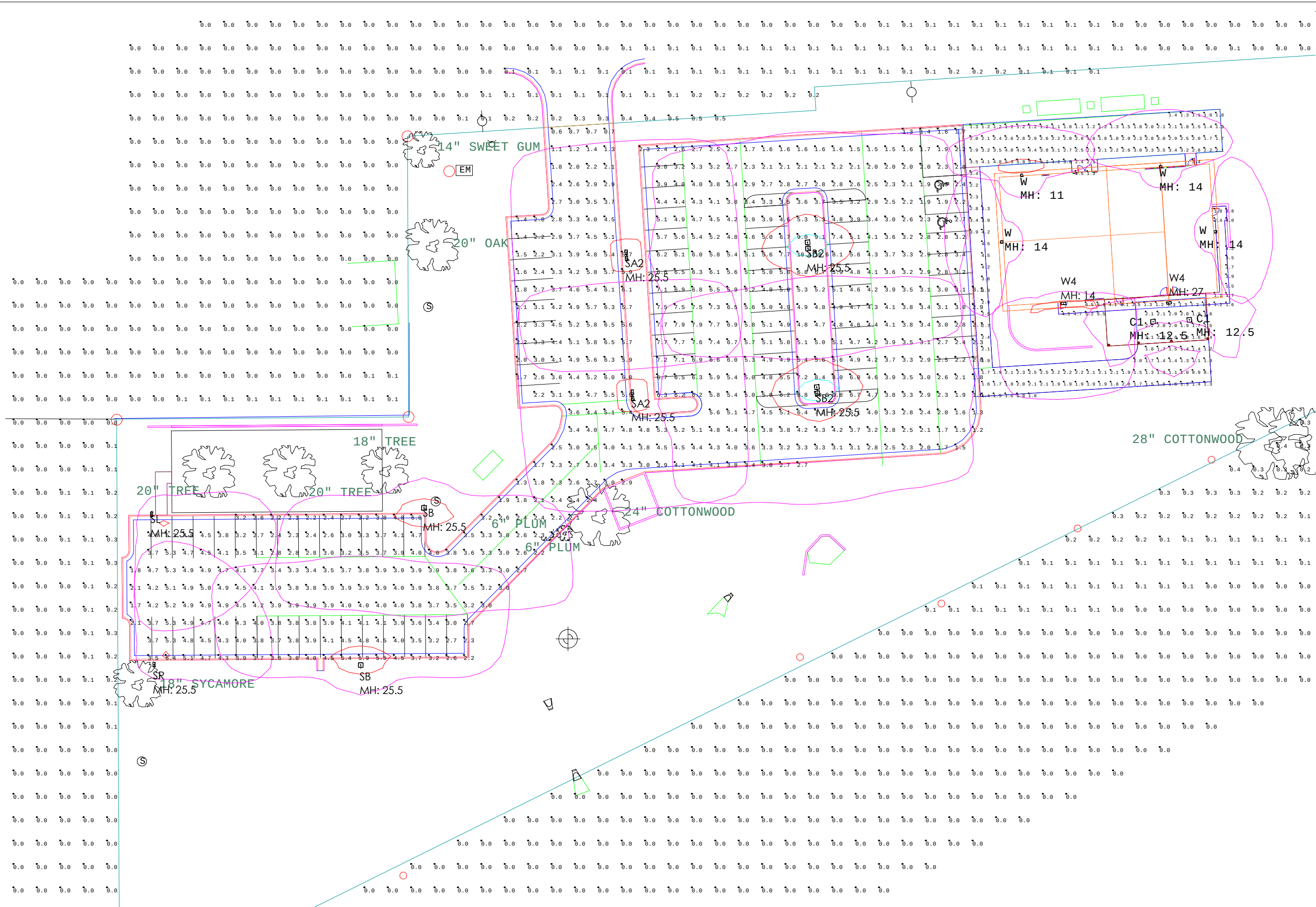
2. NORTH ELEVATION
SCALE: 1/16"=1'-0"



1. SOUTH ELEVATION
SCALE: 1/16"=1'-0"

NEW BUILDING - DESIGN DEVELOPMENT PHASE

VFW POST 7356
10125 MO. HWY 45 WEST
PARKVILLE, MISSOURI 64152



AREA LIGHTING PARKING LOT



VFW POST 7356 - PARKVILLE, MO	SITING LIGHTING	
	Light Loss Factor	0.91
	Calculation plane	0'-00"
	Reflectances	50/50/20
Calculated By: S. McMurray		
Requested By:		
Date: 7/27/2021		
Scale: N/A		

Page 1 of 2

These calculations have been performed according to IES standards and good practice. There may be differences between measured values and the results presented herein, based on the extent in which field conditions deviate from the input data. These conditions include room dimensions, luminaire position, surface reflectances, architectural elements and furniture, temperature, voltage, measurement techniques and equipment tolerances. All attached drawings and images are for photometric reference only they are not made for construction.

Area label : PARKING AND DRIVE
Mounting height: Shown on plan
Reflectences : Ground 20%



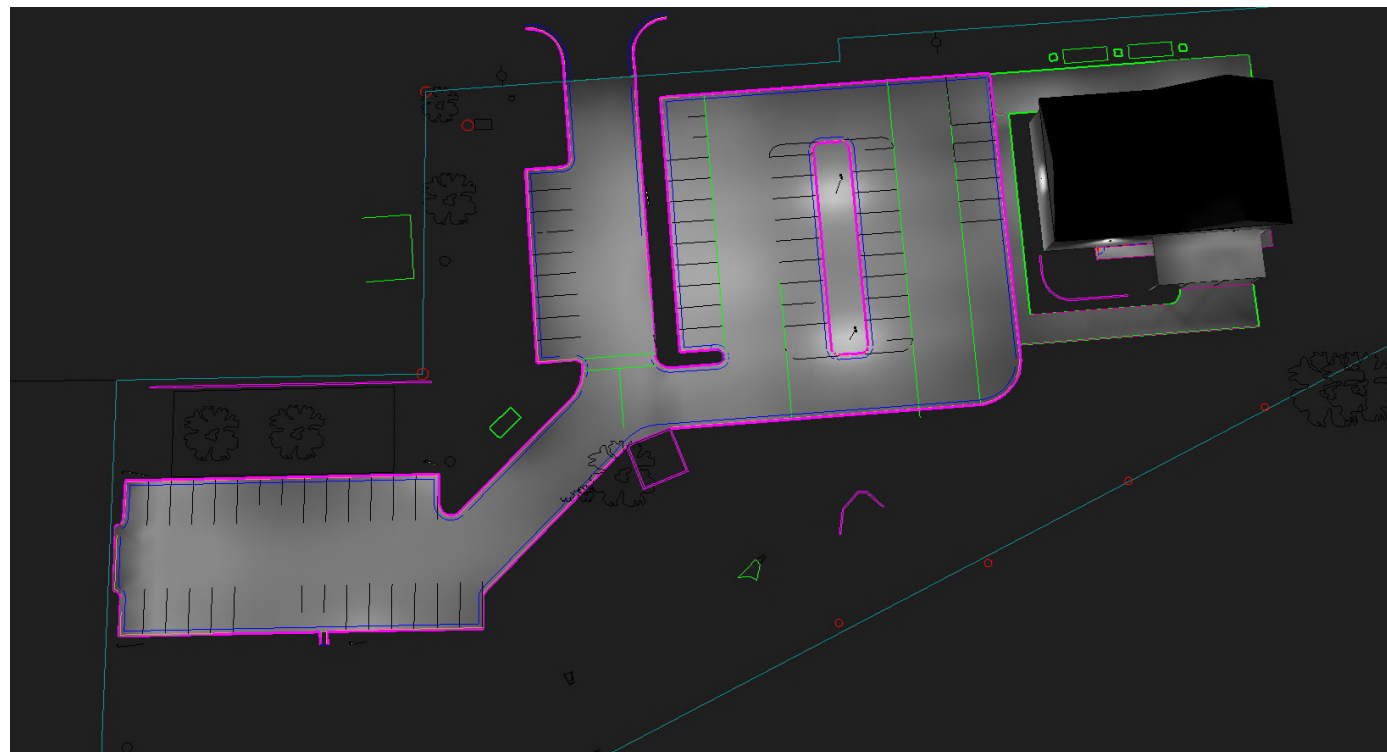
VALET LED - CANOPY MOUNT

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_10ft Outside Prop line	Fc	0.01	0.5	0.0	N.A.	N.A.
PARKING LOT_Planar	Fc	3.95	10.8	0.6	6.58	18.00
SIDEWALKS_EAST-SOUTH_Planar	Fc	2.88	6.5	1.1	2.62	5.91
SIDEWALKS_Planar	Fc	2.22	5.9	0.7	3.17	8.43

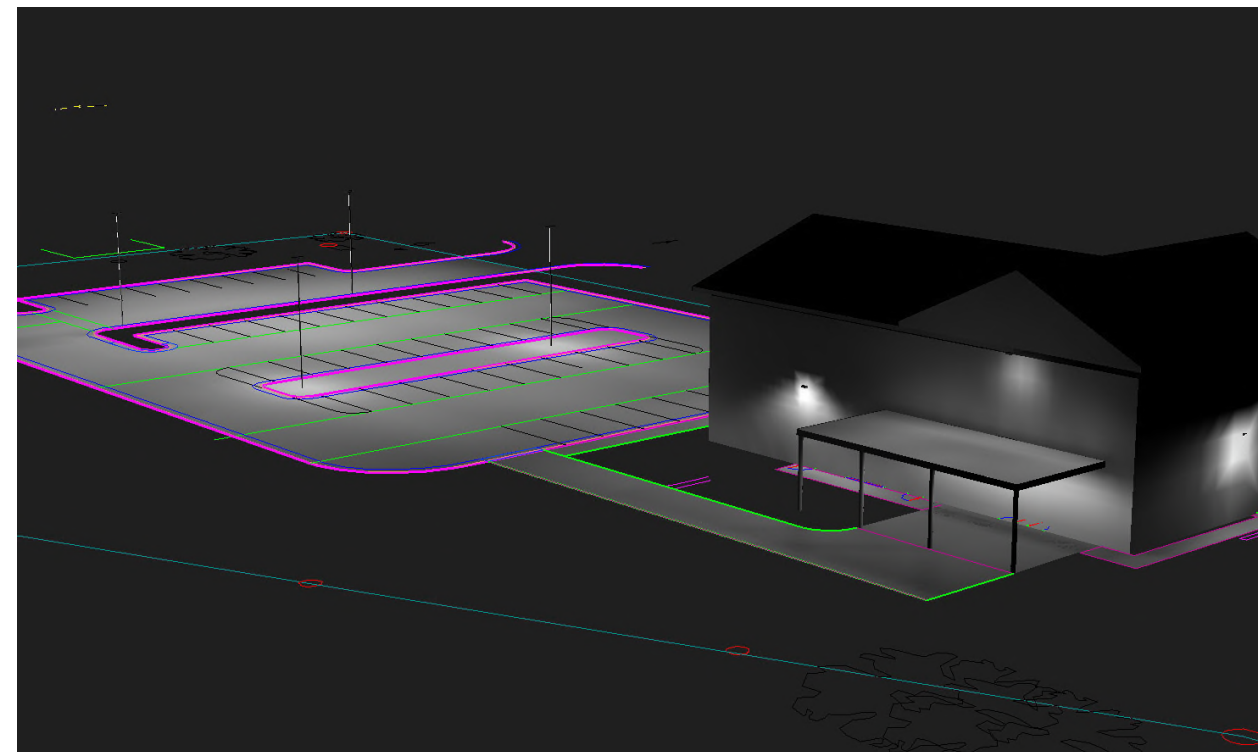
Symbol	Qty	Label	Description	Tag	Lum. Watts	Lum. Lumens	LLD
	2	C1	VPL-F01-LED-E1-SQ	CANOPY MOUNT - TYPE V	25.9	2531	0.920
	2	SA2	GALN-SA2C-740-U-5NQ	5N-2-DOUBLE	108	14755	0.920
	2	SB	GALN-SA3C-740-U-SL3	SL3-3	160	20802	0.920
	2	SB2	GALN-SA3C-740-U-SL3	SL3-3-DOUBLE	160	20802	0.920
	1	SL	GALN-SA2C-740-U-SLL-HSS	SLL-HSS-2	108	10153	0.920
	1	SR	GALN-SA2C-740-U-SLR-HSS	SLR-HSS-2	108	10153	0.920
	4	W	GWC-SA1A-740-U-T2	TYPE II - WALL MOUNT	34	4883	0.920
	2	W4	GWC-SA2B-740-U-T4FT-HSS	TYPE IV-HSS WALL MOUNT	86	8470	0.920



GALLEON II FIXTURE



Render PLAN VIEW



Render - Building and Deck



#	Date	Comments

Revisions

Calculated By: S. McMurray
Requested By:
Date: 7/27/2021
Scale: N/A

VFW POST 7356 - PARKVILLE, MO

SITE LIGHTING



ALC
ATLAS LAND CONSULTING
SURVEYING | ENGINEERING | DRONE | CAD
913-702-5073
606 Jefferson Hills Court, Lawrence, Kansas 66044

606 Jefferson Hills Court
Lawrence, KS 66044

STORM REPORT

For:

VFW at the National

10303 MO-45
Parkville, MO 64152

Prepared for:

VFW Post #7356
10125 MO-45
Parkville, MO 64152
816-746-8010

Prepared by:

ATLAS LAND CONSULTING, LLC

606 Jefferson Hills Court
Lawrence, Kansas 66044
913-702-5073

July 9, 2021



Revision	Date	By	Description
1			
2			
3			

TABLE OF CONTENTS

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PROPOSED CONDITION ANALYSIS	7
WATER QUALITY ANALYSIS	9
SUMMARY	10

FIGURES

Figure 1. Existing Drainage Area Map
 Figure 2. Proposed Drainage Area Map

ATTACHMENTS

BMP Worksheets
 HydroCAD Report (General)
 HydroCAD Report (Pond Hydrograph Table)
 HydroCAD Report (Emergency Event)
 Soil Report

GENERAL INFORMATION

Description

The 45 Highway VFW project is a 2-story community center to be constructed on a partially developed 3.96-acre lot.

See the attached Site Plan.

Project Location

The project is located in Parkville, Platte County, Missouri. The site is located within FEMA FIRM Panel 29165C0379D (Effective date: 4/1/2015) Flood Zone X (Area of minimal flood hazard).

Watershed

This site is located within the Rush Creek (Hydrologic Unit Code 102400110605) [per EPA WATERS GeoViewer – <https://www.epa.gov/waterdata/waters-geoviewer>]. Runoff from the site discharges to the property (golf course) to the south, and a small portion of the site goes to storm sewer end sections onsite that discharge directly to the creek to the south.

Site Acreage

The development includes 3.96 acres.

Location Map



LOCATION MAP

Soils

Soil on this site is made up of a combination of soils summarized in Table A.

Table A. Soil Data				
Soil Name	Acres on Lot	Percent of Lot	HSG Rating	Ksat Rating (micrometers/second)
Knox-Urban land complex, 9-14% slopes	3.0	53.9	C	5.8345
Kennebec silt loam, 1-4% slopes, frequently flooded	2.6	46.1	B	9.0000

See the attached Soil Report.

METHODOLOGY

Hydrologic Calculations

Calculations were performed utilizing HydroCAD 10.10 (<http://www.hydrocad.net>).

Runoff

HydroCAD was configured to utilize the SCS TR-20 runoff method (SCS Unit Hydrograph Method).

Time of Concentration

The Time of Concentration methods outlined in APWA 5602.7 were used to calculate the Time of Concentration. When flow lengths were very short, the APWA 5600 minimum Time of Concentration of 5 minutes was utilized.

Rainfall Data

24 hour rainfall amounts for the following events were utilized (Platte County, MO):

Table B. Rainfall Data

Event	Depth (in.)
2-Year (50% annual chance)	3.50
10-Year (10% annual chance)	5.20
100-Year (1% annual chance)	7.60

BMP Analysis

Calculations were performed per the Mid-America Regional Council, Manual of Best Management Practices for Stormwater Quality, October 2012.

EXISTING CONDITION ANALYSIS

On-site Drainage Area

The majority of the existing partially developed 3.96-acre site currently drains overland to the property (golf course) to the south. Two small portions flow to existing storm sewer end sections onsite. All drainage areas drain to an unnamed creek to the south and eventually goes to Rush Creek. There are no existing detention or water treatment facilities onsite.

Off-Site Drainage Area

There is a small area to the northwest that drains through the site.

See the attached Figure1, Existing Drainage Area Map for the on-site and off-site existing conditions.

Land Use and Curve Number

The current property exists as a partially developed area primarily with a Hydrologic Soil Group (HSG) classification of C and a composite "CN" value of 79.

See Figure 1.

Time of Concentration

The APWA minimum time of concentration of 5 minutes was used for the existing Northern onsite drainage area.

Runoff

The following is a summary of the existing Drainage Area's runoff:

Table C. Existing Drainage Area Runoff (cfs)

	Storm Event		
	2-yr	10-yr	100-yr
Existing Drainage Area	8.34	15.19	25.12

See the attached HydroCAD report (general).

PROPOSED CONDITION ANALYSIS

On-site Drainage Area

The proposed development area will primarily drain to an on-site dry detention basin. With a gravel infiltration trench in the bottom that will discharge to the property to the south (A1). Some fringe parts of the proposed development lot are unable to be collected and thus will discharge directly offsite (B1).

Drainage Area

The on-site drainage area includes 3.96 acres. Storm water detention will be provided for the onsite and offsite flows coming to the basin. 1.60 acres of the site are conveyed to storm water detention and the remaining 1.11 acres bypasses the detention.

See Figure 2 - Proposed Drainage Area Map.

Time of Concentration

The minimum Time of Concentration of 5.0 min was used for all areas because of the short flow distances.

Storm Water Detention

Table D. Inflow/Outflow/Reduction (cfs), Water Elevation (ft), and Storage (cf) Summary

Event	Inflow*	Outflow	Reduction	Elevation	Storage
2-Year	6.35	4.48	1.87	817.47	4,415
10-Year	10.49	7.62	2.87	817.98	5,755
100-Year	16.29	10.76	5.53	818.78	7,910

Note: *From A1(2S)

See attached HydroCAD pond hydrograph tables

Runoff

The proposed site's outflow is required to be less than its existing runoff rate. Table E shows the comparison of the proposed site's runoff and the site's existing runoff rate.

Table E. Runoff Flow Summary (cfs)

Event	Existing Peak Discharge	Proposed Peak Discharge	<i>Reduction</i>
2-Year	8.34	7.05	1.29
10-Year	15.19	12.96	2.23
100-Year	25.12	19.75	5.37

See attached HyrdoCAD report

Emergency Spillway

A 60' emergency spillway is provided at elevation 820.25 which is 1.47' above the 100-year storm water surface elevation of 818.78. An emergency event was modeled where the basin's primary culvert has zero flow and two back-to-back 100-year storms occur. During this emergency event, the peak water elevation reached 820.48, which is 1.02' below the top of berm at 821.50.

WATER QUALITY ANALYSIS

Level of Service/Value Rating

Because the site was previously developed, the level of service required will be calculated using worksheet 1A.

Table F. Value Rating Summary

Existing Impervious Area	0.79 ac
Postdevelopment Impervious Area	1.13 ac
Net Increase	0.34 ac
VR Required	8.46

Proposed BMP Package

The proposed dry detention basin will have a gravel infiltration trench along the bottom of the basin. This basin is designed to adequately treat the Water Quality Volume and reduce the runoff volume and peak flow, thus meeting the BMP requirements.

Table G. Total Value Rating

Cover/BMP Description	Area	VR	VR x Area
Infiltration Trench	0.94	9	8.46
Untreated Area	1.77	0	0.00
Totals	2.71		8.46

Total Value Rating: 8.46 ≥ 8.46

See the attached BMP Worksheets.

SUMMARY

The proposed development for the VFW at the National is a 2-story Community Center with accompanying utilities, streets, parking, and sidewalks. The development has an on-site dry detention basin containing a gravel infiltration trench that is designed to meet the requirements of the proposed development. These stormwater treatment facilities will help to improve water runoff quality and reduce the peak flow (peak discharge runoff velocity and quantity, Table E) so that downstream storm water systems are not negatively affected by the development. Because the project will not negatively affect the downstream system and adequately treats the onsite stormwater, we recommend that the project be developed as designed.

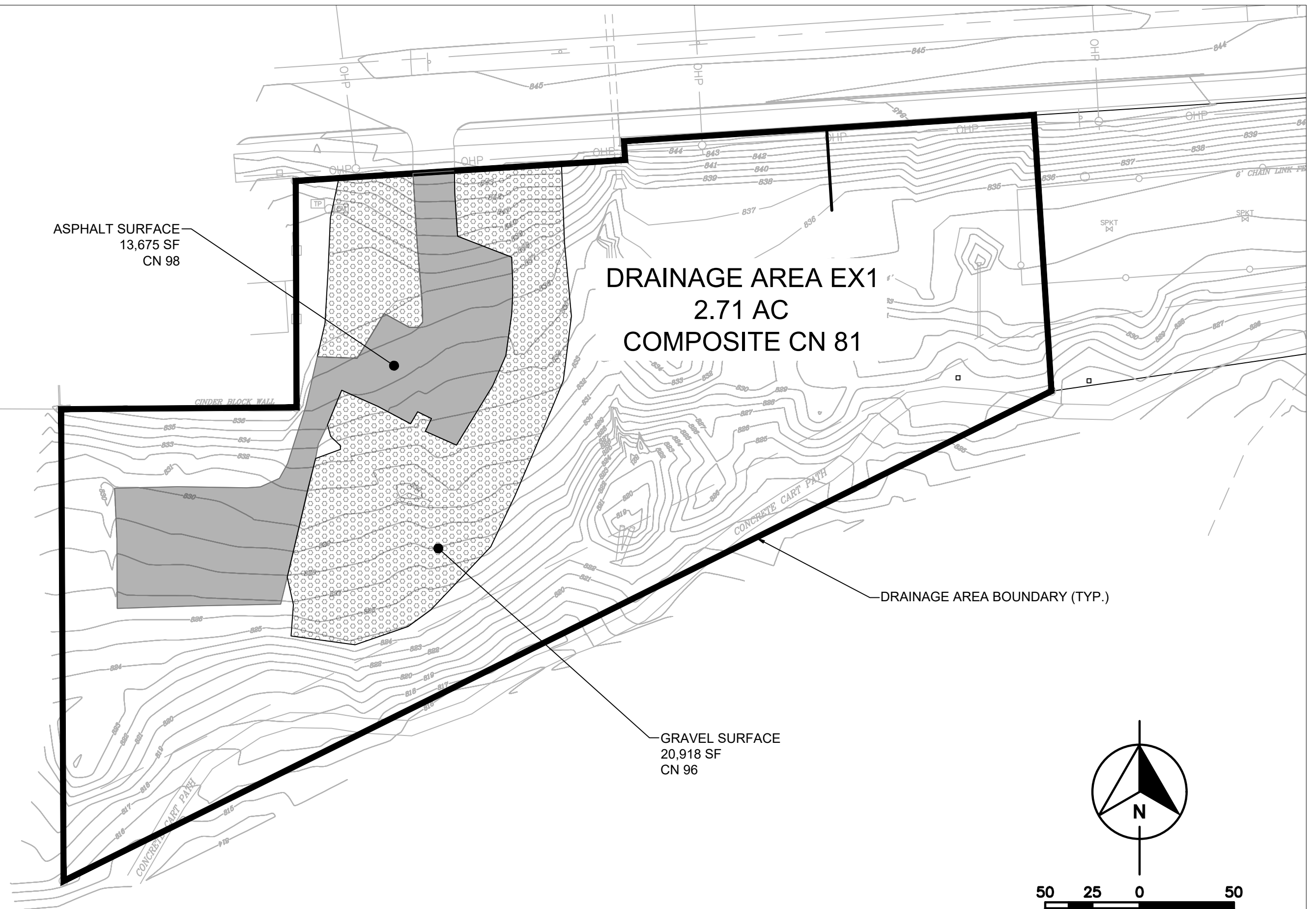


FIGURE 1: EXISTING DRAINAGE AREA MAP

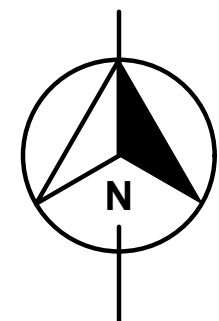
IMPERVIOUS AREA TO DETENTION
40,200 SF
CN 98

DRAINAGE AREA A1
1.60 AC
COMPOSITE CN 88

DRAINAGE AREA B1
1.11 AC
COMPOSITE CN 78

IMPERVIOUS AREA BYPASSING DETENTION
8,948 SF
CN 98

DRAINAGE AREA BOUNDARY (TYP.)



50 25 0 50
SCALE IN FEET

FIGURE 2: PROPOSED DRAINAGE AREA MAP

WORKSHEET 1A: REQUIRED LEVEL OF SERVICE - DEVELOPED SITE**1. Required Treatment Area****A. Total Area Disturbed by Redevelopment Activity**

Disturbed Area Description	Acres
Building, parking, and sidewalk	2.71

"1A" Total: 2.71

B. Existing Impervious Area Inside Disturbed Area

Existing Impervious Area Description	Acres
asphalt and gravel parking areas	0.79

"1B" Total: 0.79

C. Required Treatment Area

"1A" Total Less "1B" Total "1C" 1.92

2. Percent Impervious in Postdevelopment Condition and Level of Service (LS)**A. Total Postdevelopment Impervious Area Inside Disturbed Area**

Postdevelopment Impervious Area Description	Acres
Building, parking, and Sidewalk addition	1.13

"2A" Total: 1.13

B. Existing Impervious Area Inside Disturbed Area

"1B" Total: 0.79

C. Net Increase in Impervious Area

"2A" Total Less "1B" Total "2C" 0.34

D. Percent Impervious

Net Increase in Impervious Area / Required Treatment Area
"2C"/"1C" x 100 18

E. Level of Service

LS = 4.4

3. Minimum Required Total Value Rating of BMP Package

Total Value Rating = LS x Required Treatment Area VR = 8.46

WORKSHEET 2: DEVELOP MITIGATION PACKAGE(S) THAT MEET THE REQUIRED LS**1. Required LS (New Development, Wksht 1) or Total VR (Redevelopment, Wksht 1A):**

1A
VR = 8.46

2. Proposed BMP Option Package

Cover/BMP Description	Area	VR	VR x Area
Infiltration Trench	0.94	9	8.46
Untreated Area	1.77	0	0.00
			0.00
Total:	2.71	Total:	8.46

***Weighted VR:**

*Blank in Redevelopment

Meets required LS (Yes/No)?

Yes

BMP SIZING

GRAVEL INFILTRATION TRENCH

REQUIRED VOLUME

TREATMENT AREA =	0.94 AC
% IMPERVIOUS =	63.4 %
VOLUMETRIC RUNOFF COEFF. $R_v = 0.05 + 0.009 \times \%IMP =$	0.62
WATER QUALITY RAINFALL, $P =$	1.37 IN
WATER QUALITY VOLUME, $WQ_v = P \times R_v =$	0.85 IN
WATER QUALITY VOLUME, $WQ_v(cf) =$	2,901 CF
$WQ_v \times 1.2 =$	3,481 CF

INFILTRATION TIME

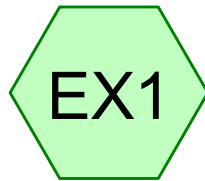
A = (12 x V) / (p x n x T)			
BOTTOM AREA =	2,253	SF	
VOLUME, V =	2,901	CF	
PER SOIL REPORT, p =	0.8269	IN/HR	
VOID SPACE = 40%, VOID FRACTION, n = 0.40 =	0.4		
TIME, T = (12 x V) / (p x n x A) =	46.72	HRS	APWA LIMITS 6 - 72 HRS: OK

STORAGE DEPTH (MINIMUM)

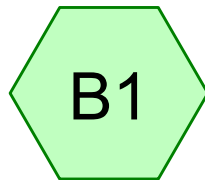
$D = (p \times T) / (n \times 12) =$	5.09 FT
--------------------------------------	---------

PROPOSED INFILTRATION TRENCH DIMENSIONS

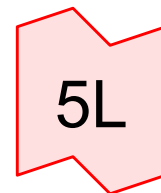
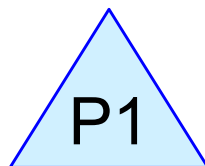
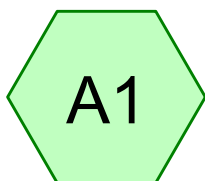
BOTTOM AREA, $A =$	2,253 SF	
DEPTH, $D =$	5.00 FT	
PROVIDED VOLUME = $A \times D \times 40\% =$	4,506 CF	GREATER THAN REQUIRED?: OK



Existing

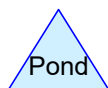
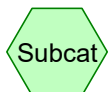


Proposed Bypass



PR1

Proposed to Detention Detention



Routing Diagram for 45 Highway Detention
Prepared by {enter your company name here}, Printed 7/9/2021
HydroCAD® 10.10-5a s/n 11890 © 2020 HydroCAD Software Solutions LLC

45 Highway Detention

Prepared by {enter your company name here}

HydroCAD® 10.10-5a s/n 11890 © 2020 HydroCAD Software Solutions LLC

General
Type II 24-hr 2-Year Rainfall=3.50"

Printed 7/9/2021

Page 2

Summary for Subcatchment A1: Proposed to Detention

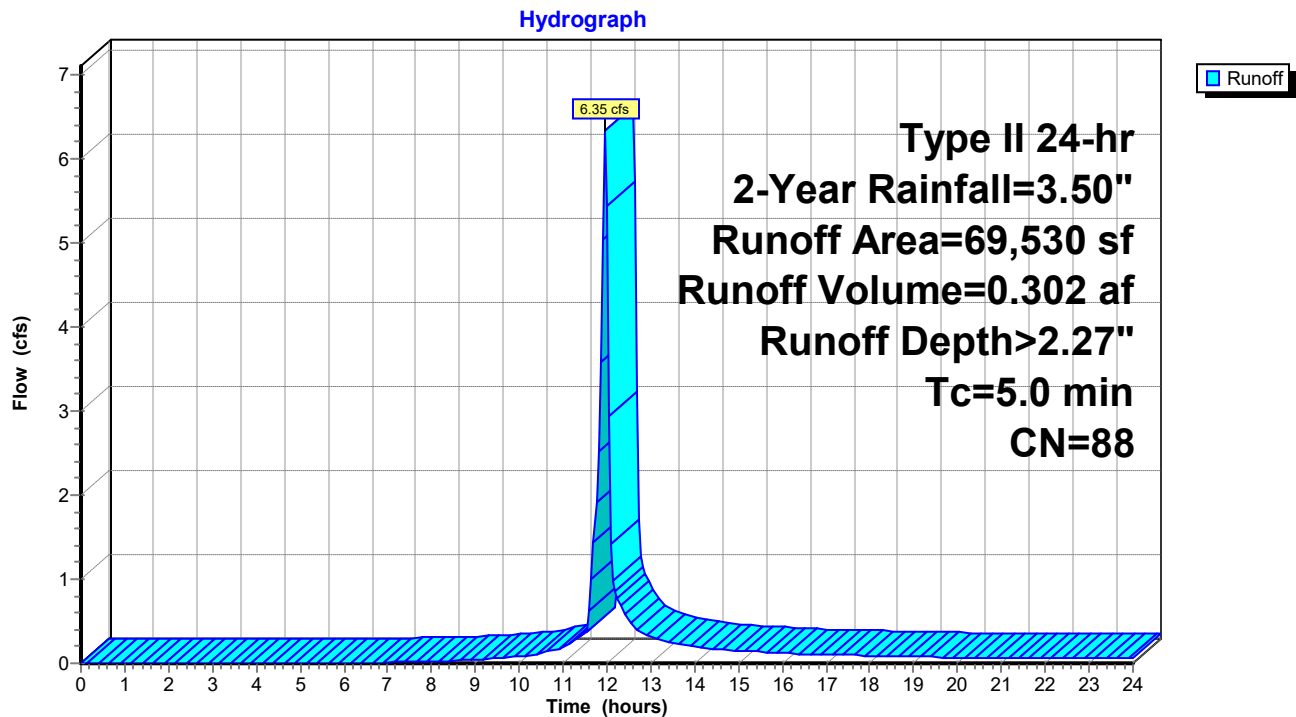
Runoff = 6.35 cfs @ 11.95 hrs, Volume= 0.302 af, Depth> 2.27"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 2-Year Rainfall=3.50"

Area (sf)	CN	Description
29,330	74	>75% Grass cover, Good, HSG C
40,200	98	Paved parking, HSG C
69,530	88	Weighted Average
29,330		42.18% Pervious Area
40,200		57.82% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment A1: Proposed to Detention



45 Highway Detention

Prepared by {enter your company name here}

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General
Type II 24-hr 2-Year Rainfall=3.50"

Printed 7/9/2021

Page 3

Summary for Subcatchment B1: Proposed Bypass

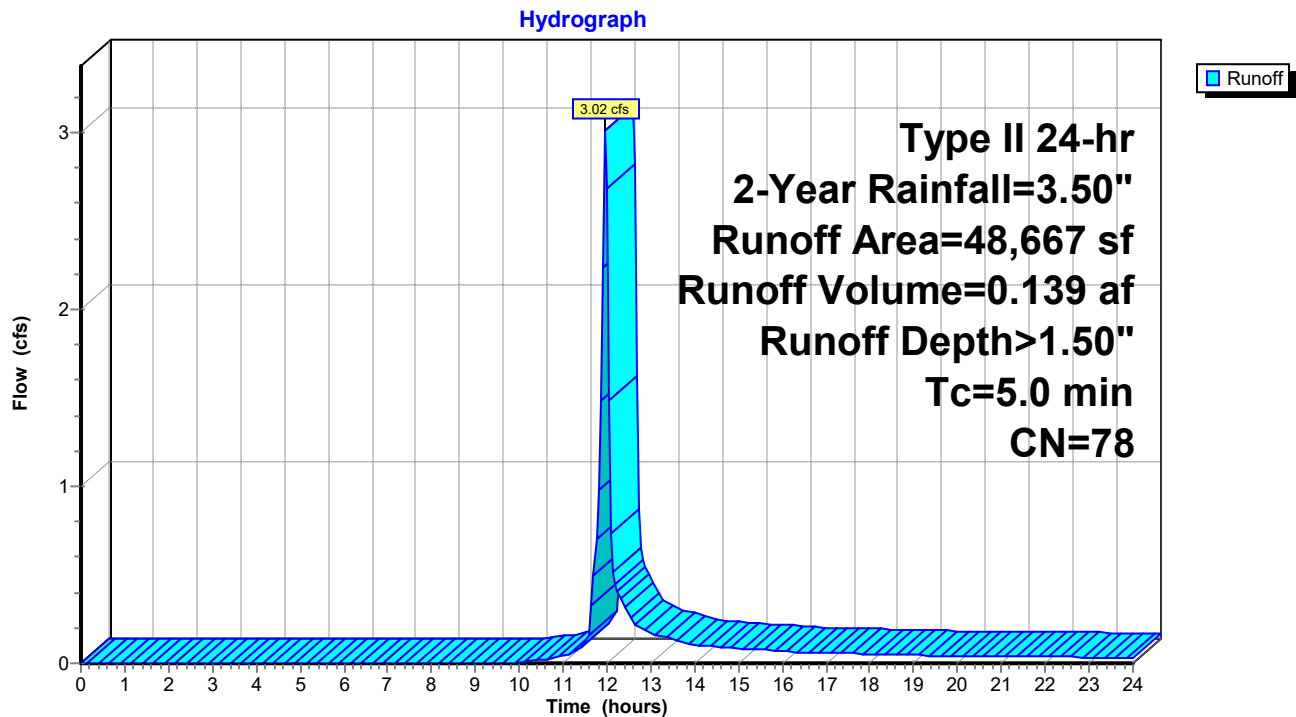
Runoff = 3.02 cfs @ 11.96 hrs, Volume= 0.139 af, Depth> 1.50"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 2-Year Rainfall=3.50"

Area (sf)	CN	Description
39,719	74	>75% Grass cover, Good, HSG C
8,948	98	Paved parking, HSG C
48,667	78	Weighted Average
39,719		81.61% Pervious Area
8,948		18.39% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment B1: Proposed Bypass



45 Highway Detention

Prepared by {enter your company name here}

HydroCAD® 10.10-5a s/n 11890 © 2020 HydroCAD Software Solutions LLC

General
Type II 24-hr 2-Year Rainfall=3.50"

Printed 7/9/2021

Page 4

Summary for Subcatchment EX1: Existing

Runoff = 8.34 cfs @ 11.96 hrs, Volume= 0.386 af, Depth> 1.71"

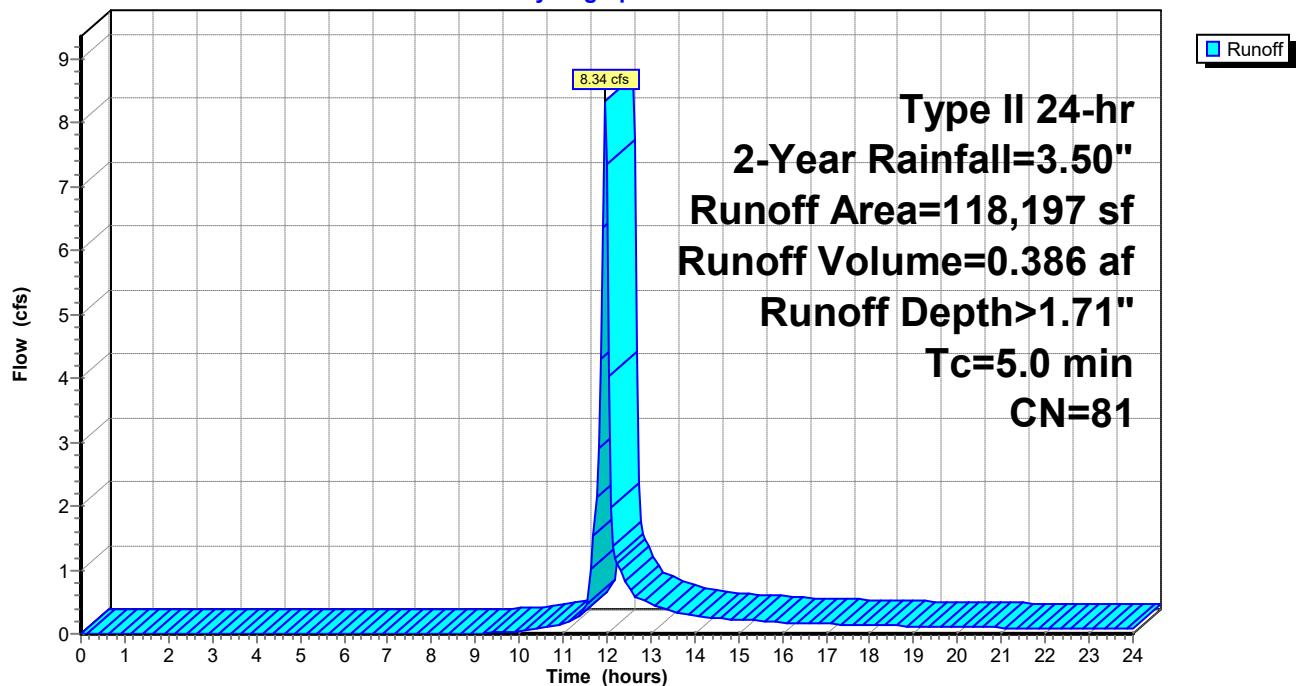
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 2-Year Rainfall=3.50"

Area (sf)	CN	Description
83,604	74	>75% Grass cover, Good, HSG C
20,918	96	Gravel surface, HSG C
13,675	98	Paved parking, HSG C
118,197	81	Weighted Average
104,522		88.43% Pervious Area
13,675		11.57% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment EX1: Existing

Hydrograph



45 Highway Detention

Type II 24-hr 2-Year Rainfall=3.50"

Prepared by {enter your company name here}

Printed 7/9/2021

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Page 5

Summary for Pond P1: Detention

Inflow Area = 1.596 ac, 57.82% Impervious, Inflow Depth > 2.27" for 2-Year event
 Inflow = 6.35 cfs @ 11.95 hrs, Volume= 0.302 af
 Outflow = 4.55 cfs @ 12.02 hrs, Volume= 0.230 af, Atten= 28%, Lag= 4.0 min
 Discarded = 0.07 cfs @ 12.02 hrs, Volume= 0.057 af
 Primary = 4.48 cfs @ 12.02 hrs, Volume= 0.173 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
 Peak Elev= 817.47' @ 12.02 hrs Surf.Area= 3,510 sf Storage= 4,415 cf

Plug-Flow detention time= 131.0 min calculated for 0.229 af (76% of inflow)
 Center-of-Mass det. time= 42.6 min (849.5 - 806.9)

Volume	Invert	Avail.Storage	Storage Description
#1	817.00'	16,484 cf	Detention Basin (Prismatic) Listed below (Recalc)
#2	813.00'	4,506 cf	Infiltration Trench (Prismatic) Listed below (Recalc)
			11,265 cf Overall x 40.0% Voids
			20,990 cf Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
817.00	358	0	0
818.00	2,254	1,306	1,306
819.00	3,392	2,823	4,129
820.00	4,605	3,999	8,128
821.00	5,887	5,246	13,374
821.50	6,553	3,110	16,484

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
813.00	2,253	0	0
814.00	2,253	2,253	2,253
815.00	2,253	2,253	4,506
816.00	2,253	2,253	6,759
817.00	2,253	2,253	9,012
818.00	2,253	2,253	11,265

Device	Routing	Invert	Outlet Devices
#1	Primary	816.43'	18.0" Round Culvert L= 28.4' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 816.43' / 816.00' S= 0.0151 ' / Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#2	Primary	820.25'	60.0' long x 12.0' breadth Emergency Spillway Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.57 2.62 2.70 2.67 2.66 2.67 2.66 2.64
#3	Discarded	813.00'	0.827 in/hr Exfiltration over Surface area

45 Highway Detention

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General
Type II 24-hr 2-Year Rainfall=3.50"

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Discarded OutFlow Max=0.07 cfs @ 12.02 hrs HW=817.45' (Free Discharge)

↑ **3=Exfiltration** (Exfiltration Controls 0.07 cfs)

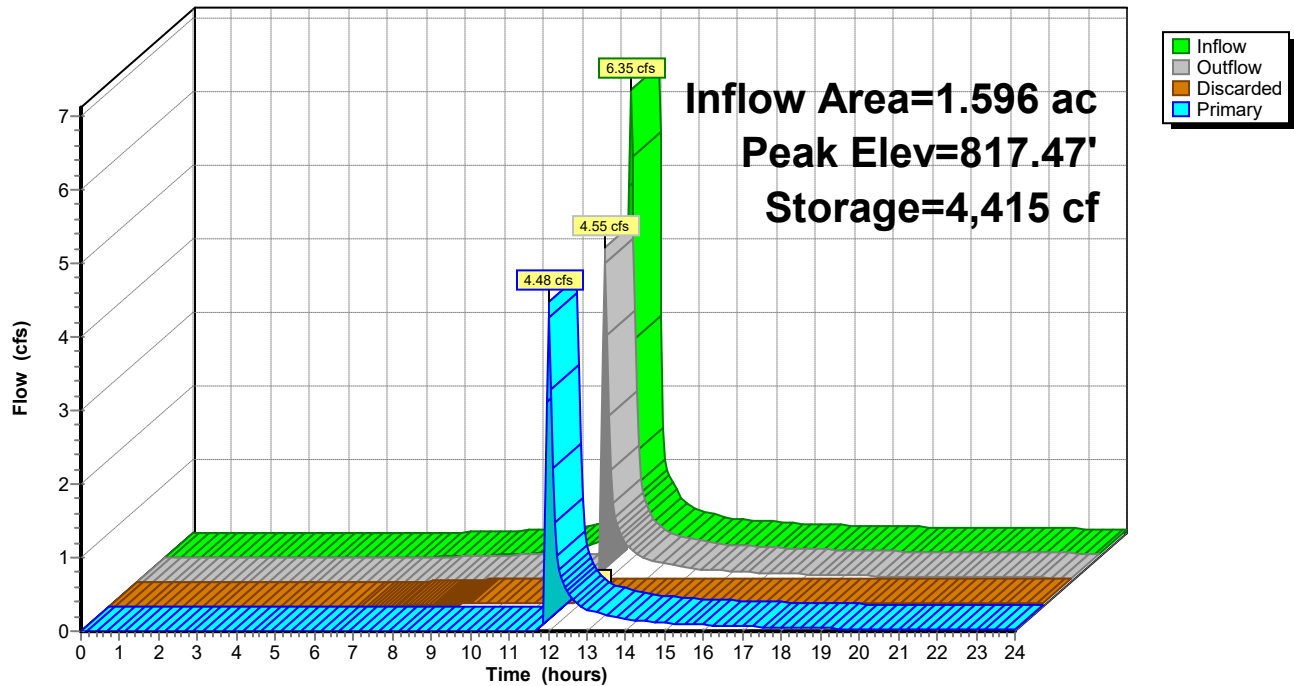
Primary OutFlow Max=4.32 cfs @ 12.02 hrs HW=817.45' (Free Discharge)

↑ **1=Culvert** (Barrel Controls 4.32 cfs @ 4.77 fps)

↑ **2=Emergency Spillway** (Controls 0.00 cfs)

Pond P1: Detention

Hydrograph



45 Highway Detention

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General
Type II 24-hr 2-Year Rainfall=3.50"

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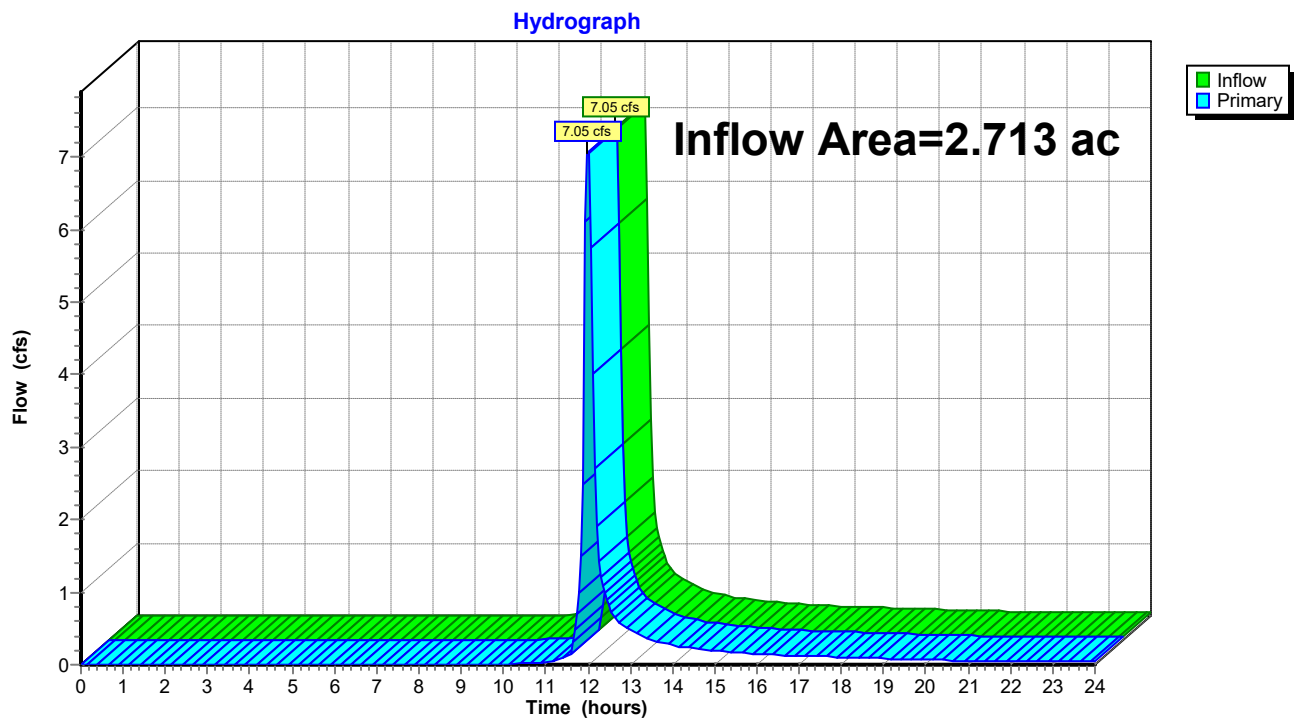
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Summary for Link 5L: PR1

Inflow Area = 2.713 ac, 41.58% Impervious, Inflow Depth > 1.38" for 2-Year event
Inflow = 7.05 cfs @ 12.00 hrs, Volume= 0.312 af
Primary = 7.05 cfs @ 12.00 hrs, Volume= 0.312 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs

Link 5L: PR1



45 Highway Detention

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General
Type II 24-hr 10-Year Rainfall=5.20"

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Summary for Subcatchment A1: Proposed to Detention

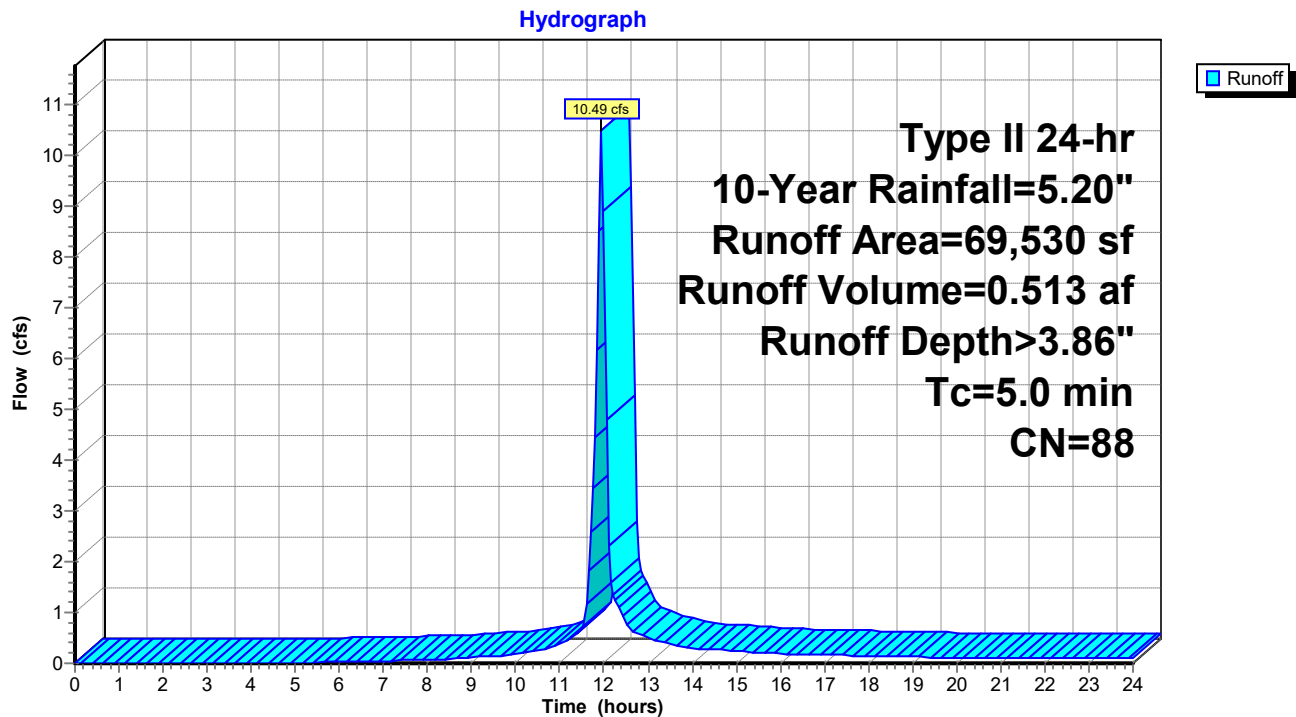
Runoff = 10.49 cfs @ 11.95 hrs, Volume= 0.513 af, Depth> 3.86"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=5.20"

Area (sf)	CN	Description
29,330	74	>75% Grass cover, Good, HSG C
40,200	98	Paved parking, HSG C
69,530	88	Weighted Average
29,330		42.18% Pervious Area
40,200		57.82% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment A1: Proposed to Detention



45 Highway Detention

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General
Type II 24-hr 10-Year Rainfall=5.20"

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Summary for Subcatchment B1: Proposed Bypass

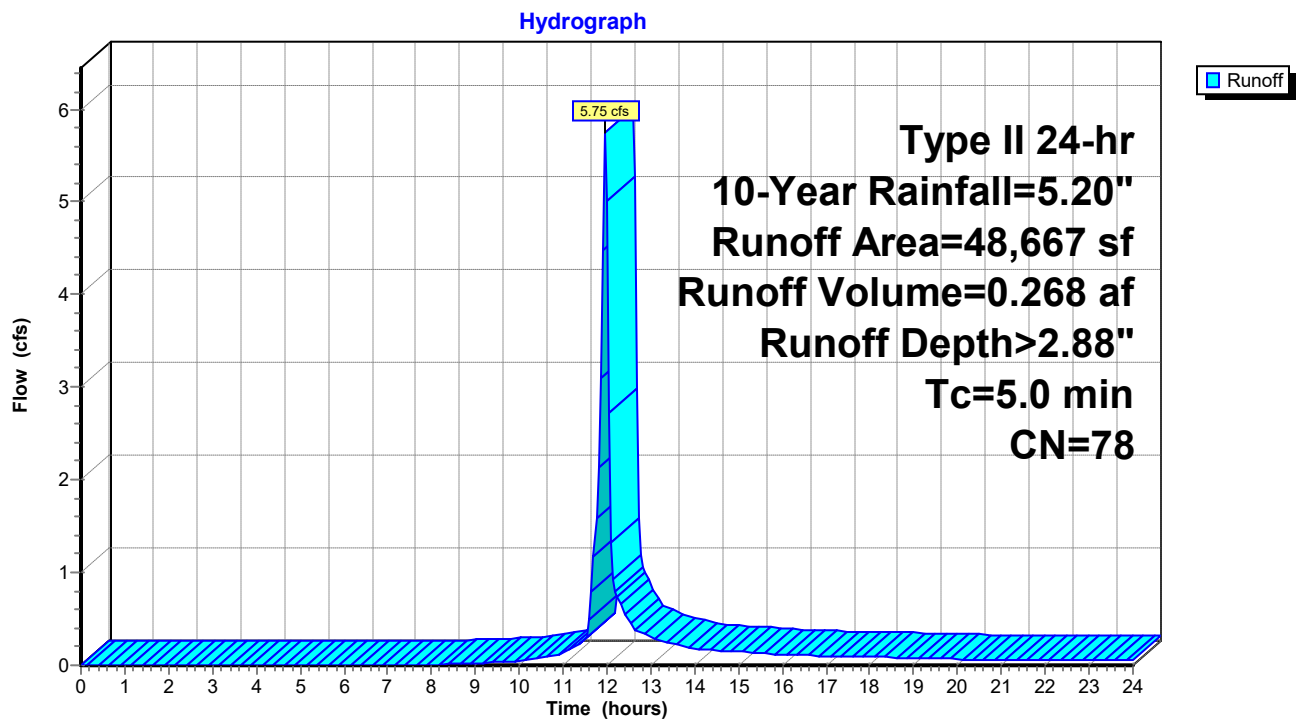
Runoff = 5.75 cfs @ 11.96 hrs, Volume= 0.268 af, Depth> 2.88"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=5.20"

Area (sf)	CN	Description
39,719	74	>75% Grass cover, Good, HSG C
8,948	98	Paved parking, HSG C
48,667	78	Weighted Average
39,719		81.61% Pervious Area
8,948		18.39% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment B1: Proposed Bypass



45 Highway Detention

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General
Type II 24-hr 10-Year Rainfall=5.20"

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Summary for Subcatchment EX1: Existing

Runoff = 15.19 cfs @ 11.96 hrs, Volume= 0.715 af, Depth> 3.16"

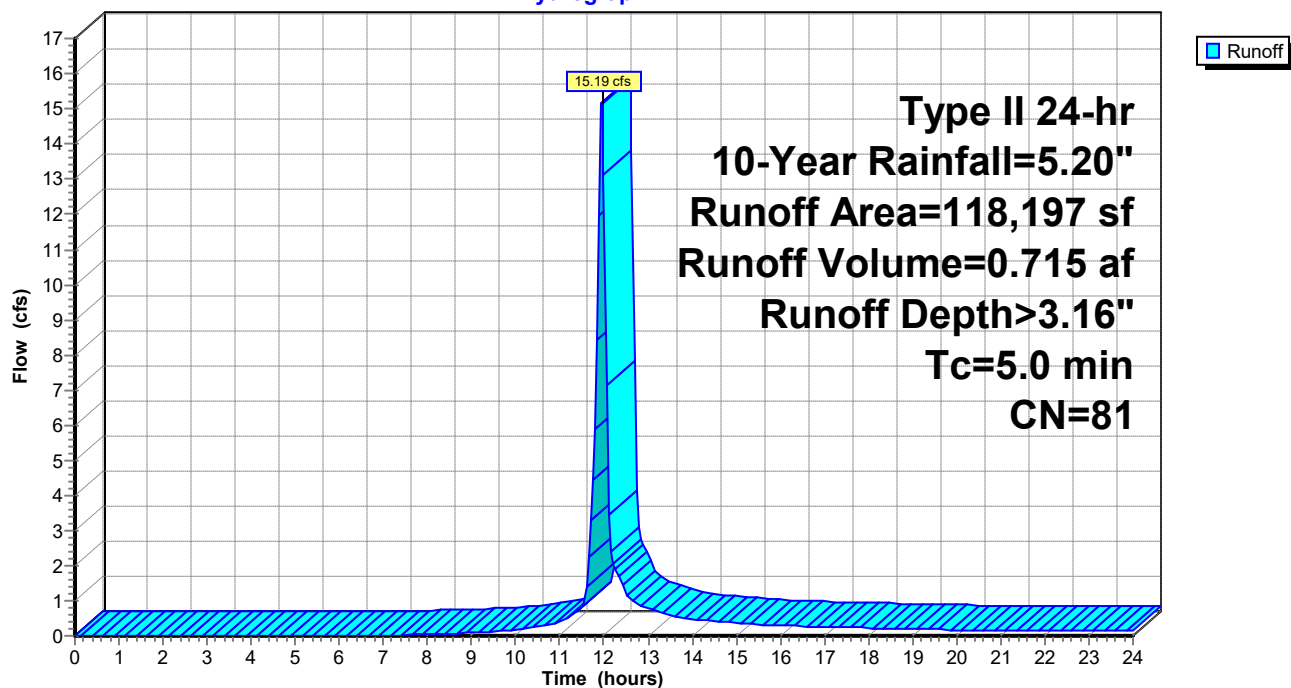
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 10-Year Rainfall=5.20"

Area (sf)	CN	Description
83,604	74	>75% Grass cover, Good, HSG C
20,918	96	Gravel surface, HSG C
13,675	98	Paved parking, HSG C
118,197	81	Weighted Average
104,522		88.43% Pervious Area
13,675		11.57% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment EX1: Existing

Hydrograph



45 Highway Detention

Type II 24-hr 10-Year Rainfall=5.20"

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Summary for Pond P1: Detention

Inflow Area = 1.596 ac, 57.82% Impervious, Inflow Depth > 3.86" for 10-Year event
 Inflow = 10.49 cfs @ 11.95 hrs, Volume= 0.513 af
 Outflow = 7.70 cfs @ 12.01 hrs, Volume= 0.440 af, Atten= 27%, Lag= 3.7 min
 Discarded = 0.09 cfs @ 12.01 hrs, Volume= 0.065 af
 Primary = 7.62 cfs @ 12.01 hrs, Volume= 0.375 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
 Peak Elev= 817.98' @ 12.01 hrs Surf.Area= 4,472 sf Storage= 5,755 cf

Plug-Flow detention time= 94.6 min calculated for 0.440 af (86% of inflow)
 Center-of-Mass det. time= 29.5 min (821.4 - 791.9)

Volume	Invert	Avail.Storage	Storage Description
#1	817.00'	16,484 cf	Detention Basin (Prismatic) Listed below (Recalc)
#2	813.00'	4,506 cf	Infiltration Trench (Prismatic) Listed below (Recalc)
			11,265 cf Overall x 40.0% Voids
			20,990 cf Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
817.00	358	0	0
818.00	2,254	1,306	1,306
819.00	3,392	2,823	4,129
820.00	4,605	3,999	8,128
821.00	5,887	5,246	13,374
821.50	6,553	3,110	16,484

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
813.00	2,253	0	0
814.00	2,253	2,253	2,253
815.00	2,253	2,253	4,506
816.00	2,253	2,253	6,759
817.00	2,253	2,253	9,012
818.00	2,253	2,253	11,265

Device	Routing	Invert	Outlet Devices
#1	Primary	816.43'	18.0" Round Culvert L= 28.4' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 816.43' / 816.00' S= 0.0151 ' / Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#2	Primary	820.25'	60.0' long x 12.0' breadth Emergency Spillway Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.57 2.62 2.70 2.67 2.66 2.67 2.66 2.64
#3	Discarded	813.00'	0.827 in/hr Exfiltration over Surface area

45 Highway Detention

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General
Type II 24-hr 10-Year Rainfall=5.20"

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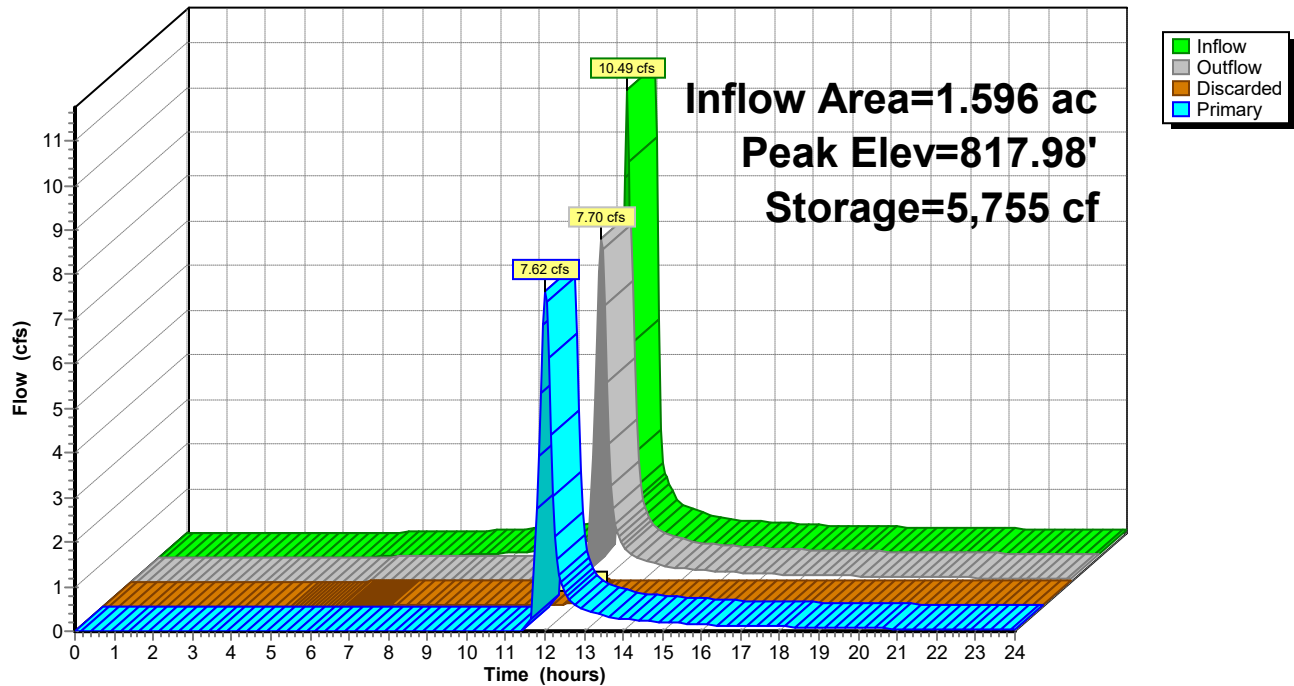
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Discarded OutFlow Max=0.08 cfs @ 12.01 hrs HW=817.96' (Free Discharge)
↑ **3=Exfiltration** (Exfiltration Controls 0.08 cfs)

Primary OutFlow Max=7.53 cfs @ 12.01 hrs HW=817.96' (Free Discharge)
↑ **1=Culvert** (Inlet Controls 7.53 cfs @ 4.26 fps)
↑ **2=Emergency Spillway** (Controls 0.00 cfs)

Pond P1: Detention

Hydrograph



45 Highway Detention

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General
Type II 24-hr 10-Year Rainfall=5.20"

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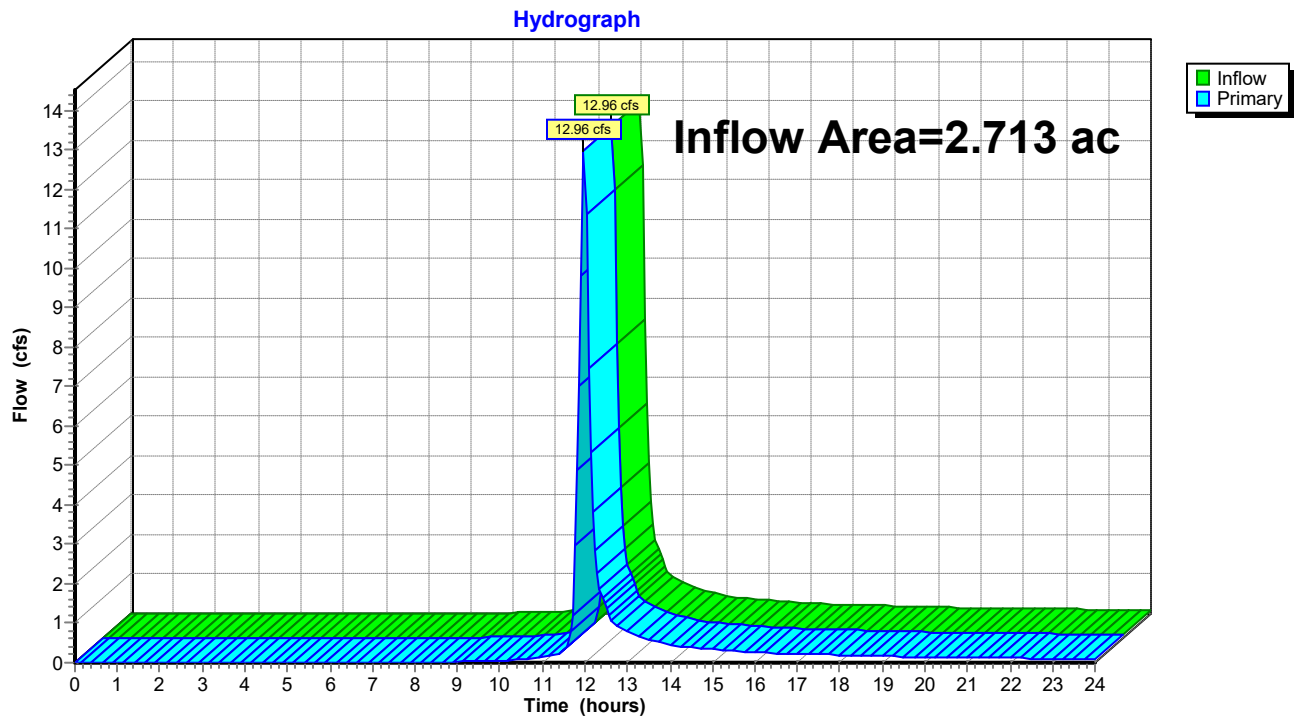
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Summary for Link 5L: PR1

Inflow Area = 2.713 ac, 41.58% Impervious, Inflow Depth > 2.85" for 10-Year event
Inflow = 12.96 cfs @ 11.97 hrs, Volume= 0.644 af
Primary = 12.96 cfs @ 11.97 hrs, Volume= 0.644 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs

Link 5L: PR1



45 Highway Detention

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General
Type II 24-hr 100-Year Rainfall=7.60"

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Summary for Subcatchment A1: Proposed to Detention

Runoff = 16.29 cfs @ 11.95 hrs, Volume= 0.821 af, Depth> 6.17"

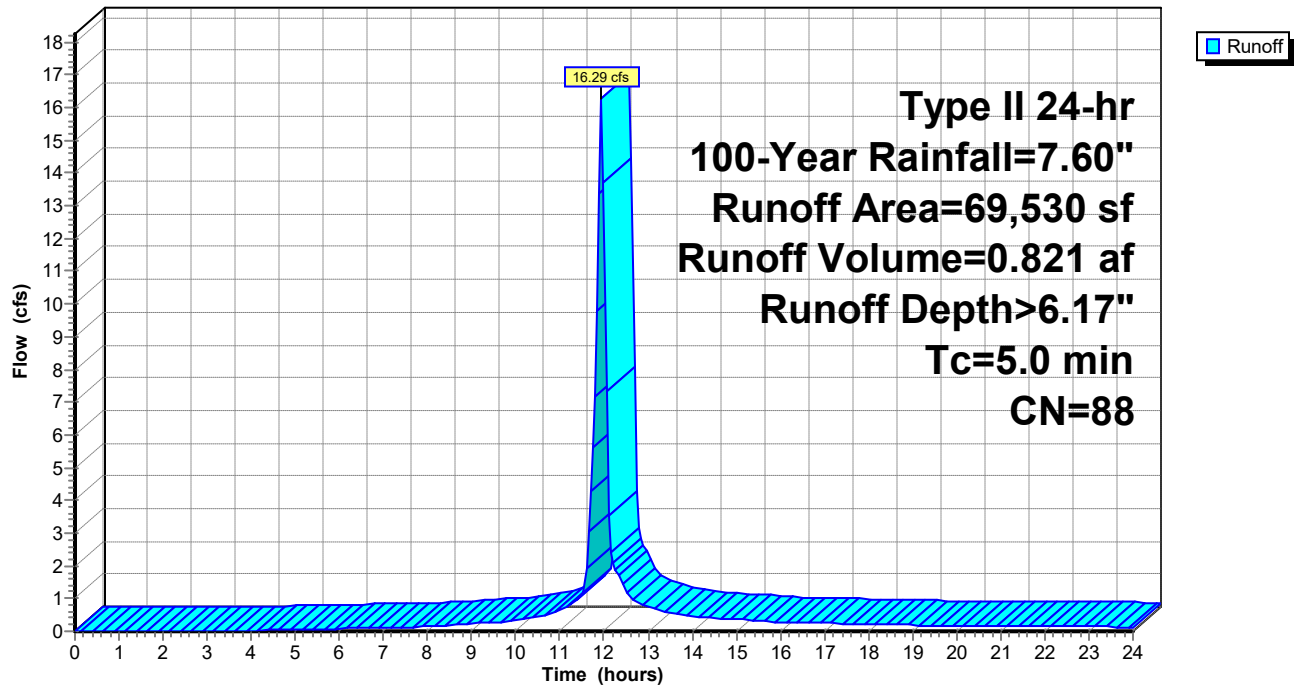
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=7.60"

Area (sf)	CN	Description
29,330	74	>75% Grass cover, Good, HSG C
40,200	98	Paved parking, HSG C
69,530	88	Weighted Average
29,330		42.18% Pervious Area
40,200		57.82% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment A1: Proposed to Detention

Hydrograph



45 Highway Detention

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General
Type II 24-hr 100-Year Rainfall=7.60"

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Summary for Subcatchment B1: Proposed Bypass

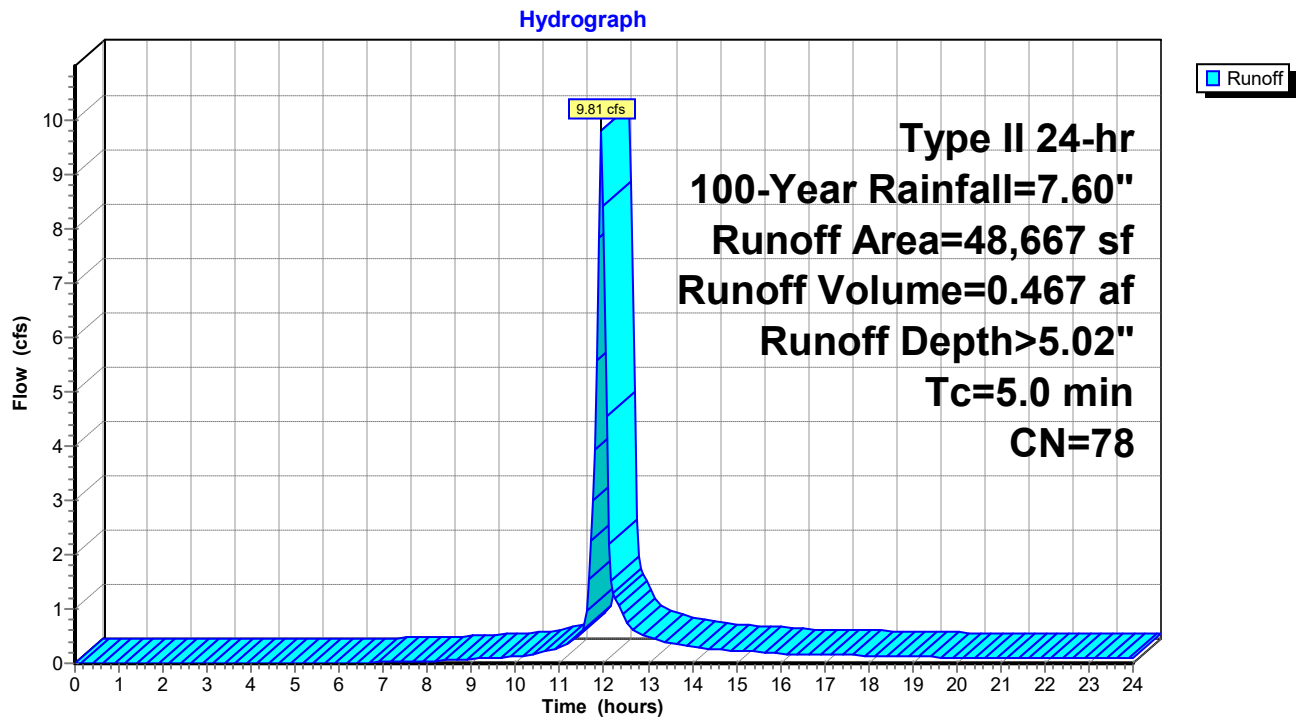
Runoff = 9.81 cfs @ 11.95 hrs, Volume= 0.467 af, Depth> 5.02"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=7.60"

Area (sf)	CN	Description
39,719	74	>75% Grass cover, Good, HSG C
8,948	98	Paved parking, HSG C
48,667	78	Weighted Average
39,719		81.61% Pervious Area
8,948		18.39% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment B1: Proposed Bypass



45 Highway Detention

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General
Type II 24-hr 100-Year Rainfall=7.60"

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Summary for Subcatchment EX1: Existing

Runoff = 25.12 cfs @ 11.95 hrs, Volume= 1.212 af, Depth> 5.36"

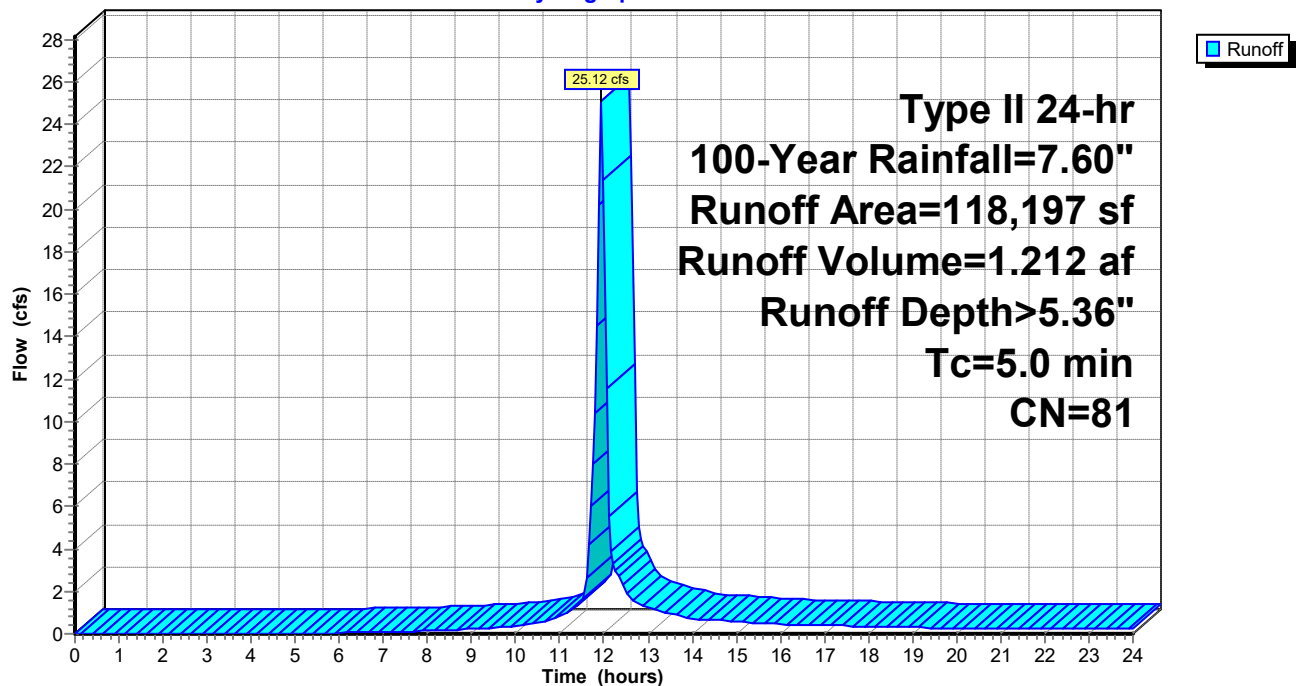
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Type II 24-hr 100-Year Rainfall=7.60"

Area (sf)	CN	Description
83,604	74	>75% Grass cover, Good, HSG C
20,918	96	Gravel surface, HSG C
13,675	98	Paved parking, HSG C
118,197	81	Weighted Average
104,522		88.43% Pervious Area
13,675		11.57% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0					Direct Entry,

Subcatchment EX1: Existing

Hydrograph



45 Highway Detention

Type II 24-hr 100-Year Rainfall=7.60"

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Summary for Pond P1: Detention

Inflow Area = 1.596 ac, 57.82% Impervious, Inflow Depth > 6.17" for 100-Year event
 Inflow = 16.29 cfs @ 11.95 hrs, Volume= 0.821 af
 Outflow = 10.86 cfs @ 12.02 hrs, Volume= 0.748 af, Atten= 33%, Lag= 4.3 min
 Discarded = 0.10 cfs @ 12.02 hrs, Volume= 0.072 af
 Primary = 10.76 cfs @ 12.02 hrs, Volume= 0.676 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
 Peak Elev= 818.78' @ 12.02 hrs Surf.Area= 5,392 sf Storage= 7,910 cf

Plug-Flow detention time= 73.3 min calculated for 0.746 af (91% of inflow)
 Center-of-Mass det. time= 26.8 min (805.8 - 779.0)

Volume	Invert	Avail.Storage	Storage Description
#1	817.00'	16,484 cf	Detention Basin (Prismatic) Listed below (Recalc)
#2	813.00'	4,506 cf	Infiltration Trench (Prismatic) Listed below (Recalc)
			11,265 cf Overall x 40.0% Voids
			20,990 cf Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
817.00	358	0	0
818.00	2,254	1,306	1,306
819.00	3,392	2,823	4,129
820.00	4,605	3,999	8,128
821.00	5,887	5,246	13,374
821.50	6,553	3,110	16,484

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
813.00	2,253	0	0
814.00	2,253	2,253	2,253
815.00	2,253	2,253	4,506
816.00	2,253	2,253	6,759
817.00	2,253	2,253	9,012
818.00	2,253	2,253	11,265

Device	Routing	Invert	Outlet Devices
#1	Primary	816.43'	18.0" Round Culvert L= 28.4' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 816.43' / 816.00' S= 0.0151 ' / Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#2	Primary	820.25'	60.0' long x 12.0' breadth Emergency Spillway Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.57 2.62 2.70 2.67 2.66 2.67 2.66 2.64
#3	Discarded	813.00'	0.827 in/hr Exfiltration over Surface area

45 Highway Detention

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General
Type II 24-hr 100-Year Rainfall=7.60"

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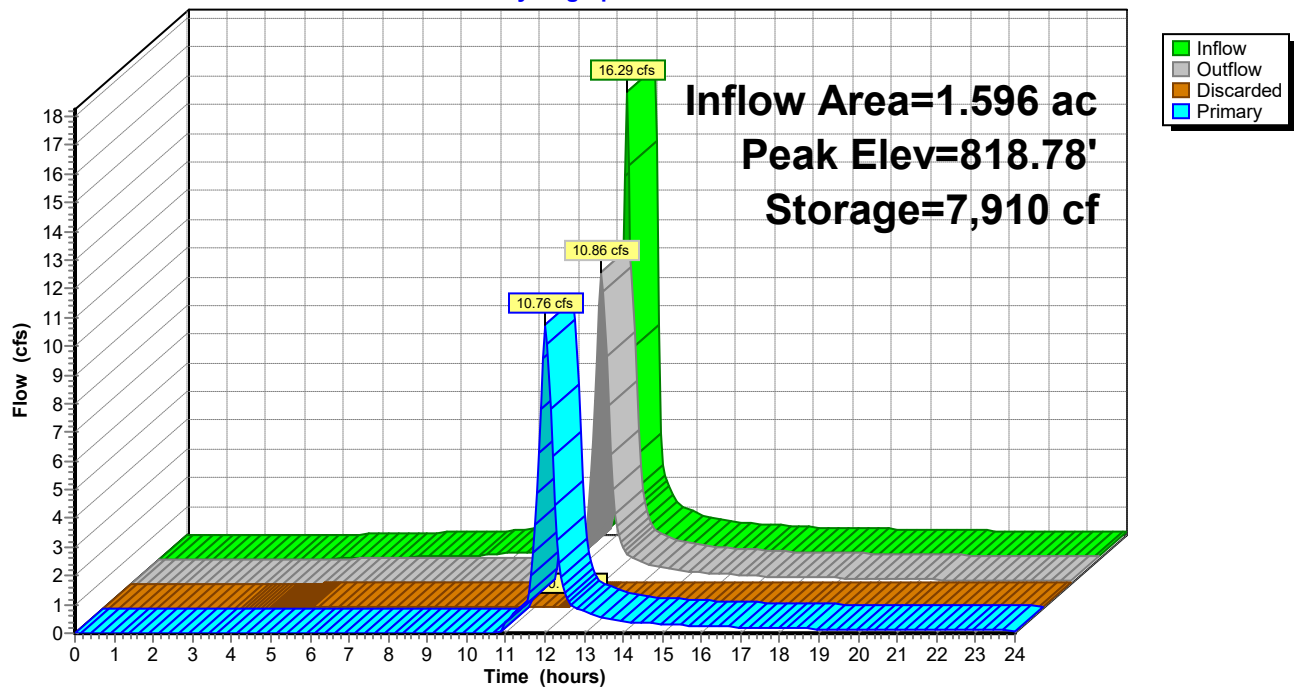
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Discarded OutFlow Max=0.10 cfs @ 12.02 hrs HW=818.74' (Free Discharge)
↑ **3=Exfiltration** (Exfiltration Controls 0.10 cfs)

Primary OutFlow Max=10.63 cfs @ 12.02 hrs HW=818.74' (Free Discharge)
↑ **1=Culvert** (Inlet Controls 10.63 cfs @ 6.01 fps)
↑ **2=Emergency Spillway** (Controls 0.00 cfs)

Pond P1: Detention

Hydrograph



45 Highway Detention

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General
Type II 24-hr 100-Year Rainfall=7.60"

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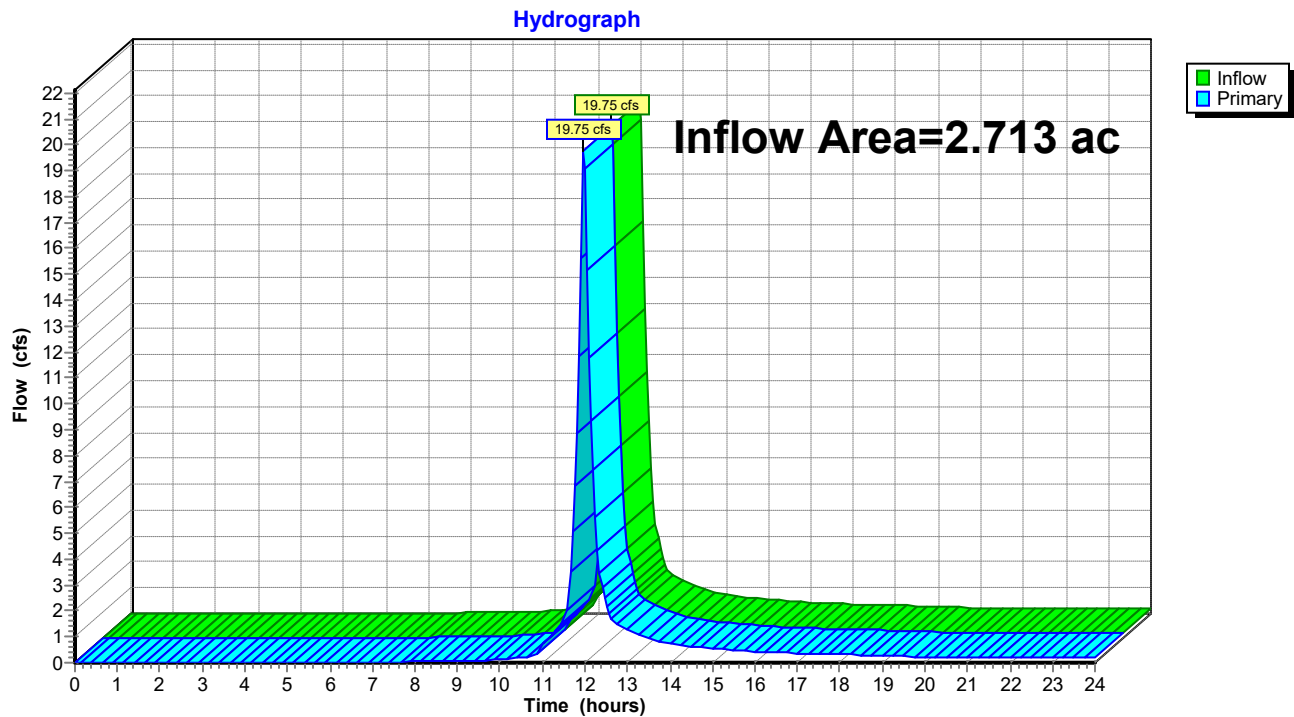
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Summary for Link 5L: PR1

Inflow Area = 2.713 ac, 41.58% Impervious, Inflow Depth > 5.06" for 100-Year event
Inflow = 19.75 cfs @ 11.97 hrs, Volume= 1.143 af
Primary = 19.75 cfs @ 11.97 hrs, Volume= 1.143 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs

Link 5L: PR1



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Hydrograph Tables

Type II 24-hr 2-Year Rainfall=3.50"

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Page 1

Hydrograph for Pond P1: Detention

Time (hours)	Inflow (cfs)	Storage (cubic-feet)	Elevation (feet)	Outflow (cfs)	Discarded (cfs)	Primary (cfs)
0.00	0.00	0	813.00	0.00	0.00	0.00
0.50	0.00	0	813.00	0.00	0.00	0.00
1.00	0.00	0	813.00	0.00	0.00	0.00
1.50	0.00	0	813.00	0.00	0.00	0.00
2.00	0.00	0	813.00	0.00	0.00	0.00
2.50	0.00	0	813.00	0.00	0.00	0.00
3.00	0.00	0	813.00	0.00	0.00	0.00
3.50	0.00	0	813.00	0.00	0.00	0.00
4.00	0.00	0	813.00	0.00	0.00	0.00
4.50	0.00	0	813.00	0.00	0.00	0.00
5.00	0.00	0	813.00	0.00	0.00	0.00
5.50	0.00	0	813.00	0.00	0.00	0.00
6.00	0.00	0	813.00	0.00	0.00	0.00
6.50	0.01	4	813.00	0.00	0.00	0.00
7.00	0.01	11	813.01	0.01	0.01	0.00
7.50	0.02	19	813.02	0.01	0.01	0.00
8.00	0.02	29	813.03	0.02	0.02	0.00
8.50	0.03	42	813.05	0.02	0.02	0.00
9.00	0.05	62	813.07	0.03	0.03	0.00
9.50	0.06	85	813.09	0.04	0.04	0.00
10.00	0.08	129	813.14	0.04	0.04	0.00
10.50	0.12	228	813.25	0.04	0.04	0.00
11.00	0.19	421	813.47	0.04	0.04	0.00
11.50	0.35	814	813.90	0.04	0.04	0.00
12.00	5.45	4,376	817.46	4.43	0.07	4.36
12.50	0.51	3,382	816.75	0.59	0.04	0.54
13.00	0.32	3,304	816.67	0.34	0.04	0.30
13.50	0.24	3,270	816.63	0.26	0.04	0.22
14.00	0.19	3,243	816.60	0.20	0.04	0.16
14.50	0.17	3,229	816.58	0.17	0.04	0.13
15.00	0.15	3,221	816.57	0.16	0.04	0.11
15.50	0.14	3,212	816.56	0.14	0.04	0.10
16.00	0.12	3,198	816.55	0.13	0.04	0.08
16.50	0.11	3,188	816.54	0.11	0.04	0.07
17.00	0.10	3,182	816.53	0.11	0.04	0.06
17.50	0.10	3,176	816.52	0.10	0.04	0.06
18.00	0.09	3,171	816.52	0.10	0.04	0.05
18.50	0.09	3,166	816.51	0.09	0.04	0.05
19.00	0.08	3,160	816.51	0.08	0.04	0.04
19.50	0.07	3,155	816.50	0.08	0.04	0.03
20.00	0.07	3,150	816.49	0.07	0.04	0.03
20.50	0.07	3,146	816.49	0.07	0.04	0.02
21.00	0.06	3,145	816.49	0.06	0.04	0.02
21.50	0.06	3,144	816.49	0.06	0.04	0.02
22.00	0.06	3,143	816.49	0.06	0.04	0.02
22.50	0.06	3,142	816.49	0.06	0.04	0.02
23.00	0.06	3,141	816.48	0.06	0.04	0.02
23.50	0.06	3,139	816.48	0.06	0.04	0.02
24.00	0.06	3,136	816.48	0.06	0.04	0.02

45 Highway Detention

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Hydrograph Tables

Type II 24-hr 10-Year Rainfall=5.20"

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Hydrograph for Pond P1: Detention

Time (hours)	Inflow (cfs)	Storage (cubic-feet)	Elevation (feet)	Outflow (cfs)	Discarded (cfs)	Primary (cfs)
0.00	0.00	0	813.00	0.00	0.00	0.00
0.50	0.00	0	813.00	0.00	0.00	0.00
1.00	0.00	0	813.00	0.00	0.00	0.00
1.50	0.00	0	813.00	0.00	0.00	0.00
2.00	0.00	0	813.00	0.00	0.00	0.00
2.50	0.00	0	813.00	0.00	0.00	0.00
3.00	0.00	0	813.00	0.00	0.00	0.00
3.50	0.00	0	813.00	0.00	0.00	0.00
4.00	0.00	0	813.00	0.00	0.00	0.00
4.50	0.00	0	813.00	0.00	0.00	0.00
5.00	0.01	7	813.01	0.00	0.00	0.00
5.50	0.02	18	813.02	0.01	0.01	0.00
6.00	0.03	32	813.04	0.02	0.02	0.00
6.50	0.04	47	813.05	0.03	0.03	0.00
7.00	0.05	63	813.07	0.04	0.04	0.00
7.50	0.06	81	813.09	0.04	0.04	0.00
8.00	0.07	113	813.13	0.04	0.04	0.00
8.50	0.09	173	813.19	0.04	0.04	0.00
9.00	0.12	281	813.31	0.04	0.04	0.00
9.50	0.13	432	813.48	0.04	0.04	0.00
10.00	0.18	628	813.70	0.04	0.04	0.00
10.50	0.25	929	814.03	0.04	0.04	0.00
11.00	0.37	1,401	814.55	0.04	0.04	0.00
11.50	0.67	2,231	815.48	0.04	0.04	0.00
12.00	8.90	5,734	817.97	7.67	0.09	7.58
12.50	0.81	3,464	816.84	0.92	0.04	0.88
13.00	0.50	3,368	816.74	0.54	0.04	0.49
13.50	0.38	3,324	816.69	0.40	0.04	0.36
14.00	0.30	3,295	816.66	0.32	0.04	0.27
14.50	0.27	3,276	816.64	0.27	0.04	0.23
15.00	0.24	3,263	816.62	0.25	0.04	0.20
15.50	0.21	3,251	816.61	0.22	0.04	0.18
16.00	0.19	3,238	816.59	0.19	0.04	0.15
16.50	0.17	3,230	816.58	0.18	0.04	0.13
17.00	0.16	3,225	816.58	0.17	0.04	0.12
17.50	0.15	3,221	816.57	0.16	0.04	0.11
18.00	0.14	3,216	816.57	0.15	0.04	0.10
18.50	0.13	3,209	816.56	0.14	0.04	0.10
19.00	0.12	3,200	816.55	0.13	0.04	0.09
19.50	0.11	3,192	816.54	0.12	0.04	0.08
20.00	0.10	3,183	816.53	0.11	0.04	0.07
20.50	0.10	3,178	816.53	0.10	0.04	0.06
21.00	0.10	3,176	816.52	0.10	0.04	0.06
21.50	0.10	3,174	816.52	0.10	0.04	0.06
22.00	0.10	3,172	816.52	0.10	0.04	0.05
22.50	0.09	3,171	816.52	0.09	0.04	0.05
23.00	0.09	3,169	816.52	0.09	0.04	0.05
23.50	0.09	3,167	816.51	0.09	0.04	0.05
24.00	0.09	3,166	816.51	0.09	0.04	0.05

45 Highway Detention

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Hydrograph Tables

Type II 24-hr 100-Year Rainfall=7.60"

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Hydrograph for Pond P1: Detention

Time (hours)	Inflow (cfs)	Storage (cubic-feet)	Elevation (feet)	Outflow (cfs)	Discarded (cfs)	Primary (cfs)
0.00	0.00	0	813.00	0.00	0.00	0.00
0.50	0.00	0	813.00	0.00	0.00	0.00
1.00	0.00	0	813.00	0.00	0.00	0.00
1.50	0.00	0	813.00	0.00	0.00	0.00
2.00	0.00	0	813.00	0.00	0.00	0.00
2.50	0.00	0	813.00	0.00	0.00	0.00
3.00	0.00	0	813.00	0.00	0.00	0.00
3.50	0.01	3	813.00	0.00	0.00	0.00
4.00	0.02	17	813.02	0.01	0.01	0.00
4.50	0.03	36	813.04	0.02	0.02	0.00
5.00	0.05	58	813.06	0.03	0.03	0.00
5.50	0.06	83	813.09	0.04	0.04	0.00
6.00	0.08	128	813.14	0.04	0.04	0.00
6.50	0.09	202	813.22	0.04	0.04	0.00
7.00	0.11	304	813.34	0.04	0.04	0.00
7.50	0.12	436	813.48	0.04	0.04	0.00
8.00	0.14	598	813.66	0.04	0.04	0.00
8.50	0.18	809	813.90	0.04	0.04	0.00
9.00	0.23	1,106	814.23	0.04	0.04	0.00
9.50	0.26	1,473	814.63	0.04	0.04	0.00
10.00	0.33	1,911	815.12	0.04	0.04	0.00
10.50	0.45	2,523	815.80	0.04	0.04	0.00
11.00	0.65	3,328	816.69	0.41	0.04	0.37
11.50	1.12	3,494	816.88	1.06	0.04	1.01
12.00	13.71	7,810	818.75	10.75	0.10	10.65
12.50	1.23	3,569	816.96	1.44	0.04	1.39
13.00	0.76	3,438	816.82	0.81	0.04	0.76
13.50	0.58	3,386	816.76	0.60	0.04	0.56
14.00	0.46	3,348	816.72	0.48	0.04	0.43
14.50	0.40	3,326	816.69	0.41	0.04	0.37
15.00	0.36	3,313	816.68	0.37	0.04	0.33
15.50	0.32	3,299	816.66	0.33	0.04	0.28
16.00	0.28	3,284	816.64	0.29	0.04	0.25
16.50	0.26	3,272	816.63	0.26	0.04	0.22
17.00	0.25	3,265	816.62	0.25	0.04	0.21
17.50	0.23	3,258	816.61	0.23	0.04	0.19
18.00	0.22	3,251	816.61	0.22	0.04	0.18
18.50	0.20	3,244	816.60	0.21	0.04	0.16
19.00	0.19	3,237	816.59	0.19	0.04	0.15
19.50	0.17	3,230	816.58	0.18	0.04	0.13
20.00	0.16	3,223	816.58	0.16	0.04	0.12
20.50	0.15	3,219	816.57	0.15	0.04	0.11
21.00	0.15	3,218	816.57	0.15	0.04	0.11
21.50	0.15	3,216	816.57	0.15	0.04	0.10
22.00	0.14	3,214	816.57	0.14	0.04	0.10
22.50	0.14	3,211	816.56	0.14	0.04	0.10
23.00	0.14	3,209	816.56	0.14	0.04	0.10
23.50	0.13	3,206	816.56	0.14	0.04	0.09
24.00	0.13	3,204	816.55	0.13	0.04	0.09

45 Highway Detention

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Emergency Event
Type II 24-hr 100-Year BTB Rainfall=7.60" x 2

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Page 1

Summary for Pond P1: Detention

Inflow Area = 1.596 ac, 57.82% Impervious, Inflow Depth > 6.17" for 100-Year BTB event
Inflow = 16.29 cfs @ 11.95 hrs, Volume= 0.821 af
Outflow = 17.50 cfs @ 12.00 hrs, Volume= 0.504 af, Atten= 0%, Lag= 3.2 min
Discarded = 0.14 cfs @ 12.01 hrs, Volume= 0.167 af
Primary = 17.36 cfs @ 12.00 hrs, Volume= 0.337 af

Routing by Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.05 hrs
Peak Elev= 820.48' @ 12.01 hrs Surf.Area= 7,478 sf Storage= 15,009 cf

Plug-Flow detention time= 174.4 min calculated for 0.504 af (61% of inflow)
Center-of-Mass det. time= 71.1 min (850.1 - 779.0)

Volume	Invert	Avail.Storage	Storage Description
#1	817.00'	16,484 cf	Detention Basin (Prismatic) Listed below (Recalc)
#2	813.00'	4,506 cf	Infiltration Trench (Prismatic) Listed below (Recalc)
			11,265 cf Overall x 40.0% Voids
			20,990 cf Total Available Storage

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
817.00	358	0	0
818.00	2,254	1,306	1,306
819.00	3,392	2,823	4,129
820.00	4,605	3,999	8,128
821.00	5,887	5,246	13,374
821.50	6,553	3,110	16,484

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
813.00	2,253	0	0
814.00	2,253	2,253	2,253
815.00	2,253	2,253	4,506
816.00	2,253	2,253	6,759
817.00	2,253	2,253	9,012
818.00	2,253	2,253	11,265

Device	Routing	Invert	Outlet Devices
#1	Primary	816.43'	18.0" Round Culvert X 0.00 L= 28.4' CPP, end-section conforming to fill, Ke= 0.500 Inlet / Outlet Invert= 816.43' / 816.00' S= 0.0151 ' / Cc= 0.900 n= 0.012 Corrugated PP, smooth interior, Flow Area= 1.77 sf
#2	Primary	820.25'	60.0' long x 12.0' breadth Emergency Spillway Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 Coef. (English) 2.57 2.62 2.70 2.67 2.66 2.67 2.66 2.64
#3	Discarded	813.00'	0.827 in/hr Exfiltration over Surface area

45 Highway Detention

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Emergency Event
Type II 24-hr 100-Year BTB Rainfall=7.60" x 2

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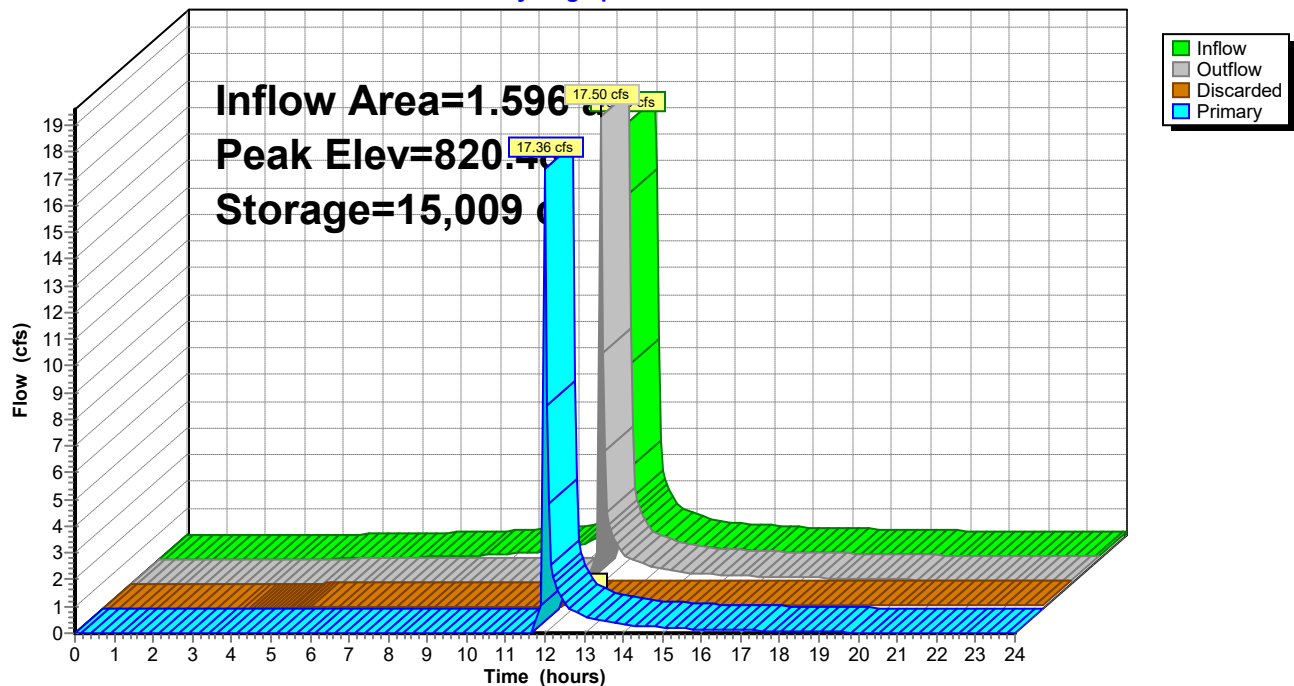
Page 2

Discarded OutFlow Max=0.14 cfs @ 12.01 hrs HW=820.47' (Free Discharge)
↑ **3=Exfiltration** (Exfiltration Controls 0.14 cfs)

Primary OutFlow Max=16.27 cfs @ 12.00 hrs HW=820.47' (Free Discharge)
↑ **1=Culvert** (Controls 0.00 cfs)
↑ **2=Emergency Spillway** (Weir Controls 16.27 cfs @ 1.22 fps)

Pond P1: Detention

Hydrograph





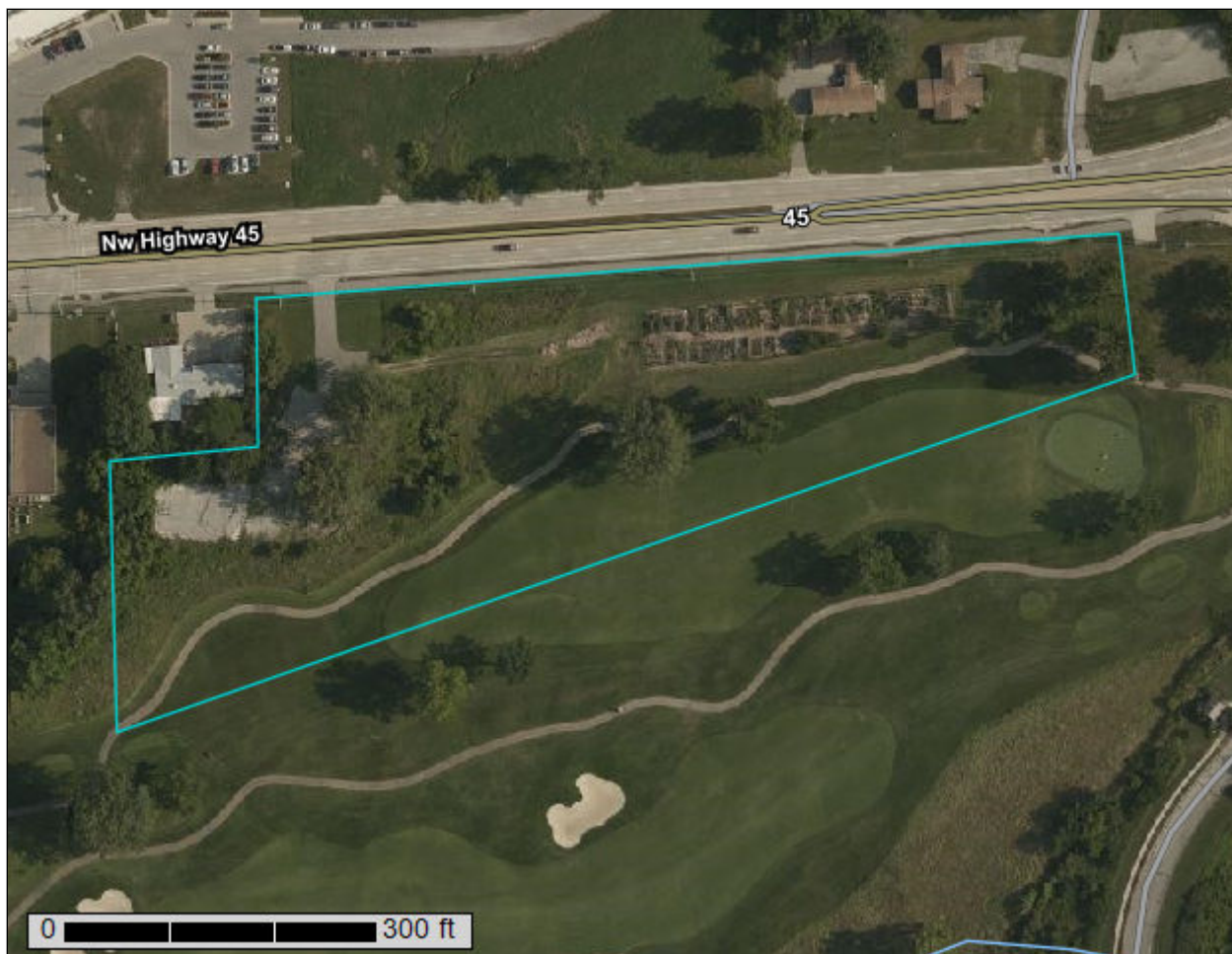
United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for **Platte County, Missouri**



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Soil Properties and Qualities.....	5
Soil Physical Properties.....	5
Saturated Hydraulic Conductivity (Ksat), Standard Classes.....	5
Soil Qualities and Features.....	9
Hydrologic Soil Group.....	9

Soil Information for All Uses

Soil Properties and Qualities

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

Soil Physical Properties

Soil Physical Properties are measured or inferred from direct observations in the field or laboratory. Examples of soil physical properties include percent clay, organic matter, saturated hydraulic conductivity, available water capacity, and bulk density.

Saturated Hydraulic Conductivity (Ksat), Standard Classes

Saturated hydraulic conductivity (Ksat) refers to the ease with which pores in a saturated soil transmit water. The estimates are expressed in terms of micrometers per second. They are based on soil characteristics observed in the field, particularly structure, porosity, and texture. Saturated hydraulic conductivity is considered in the design of soil drainage systems and septic tank absorption fields.

For each soil layer, this attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.

The numeric Ksat values have been grouped according to standard Ksat class limits. The classes are:

Very low: 0.00 to 0.01

Low: 0.01 to 0.1

Custom Soil Resource Report

Moderately low: 0.1 to 1.0

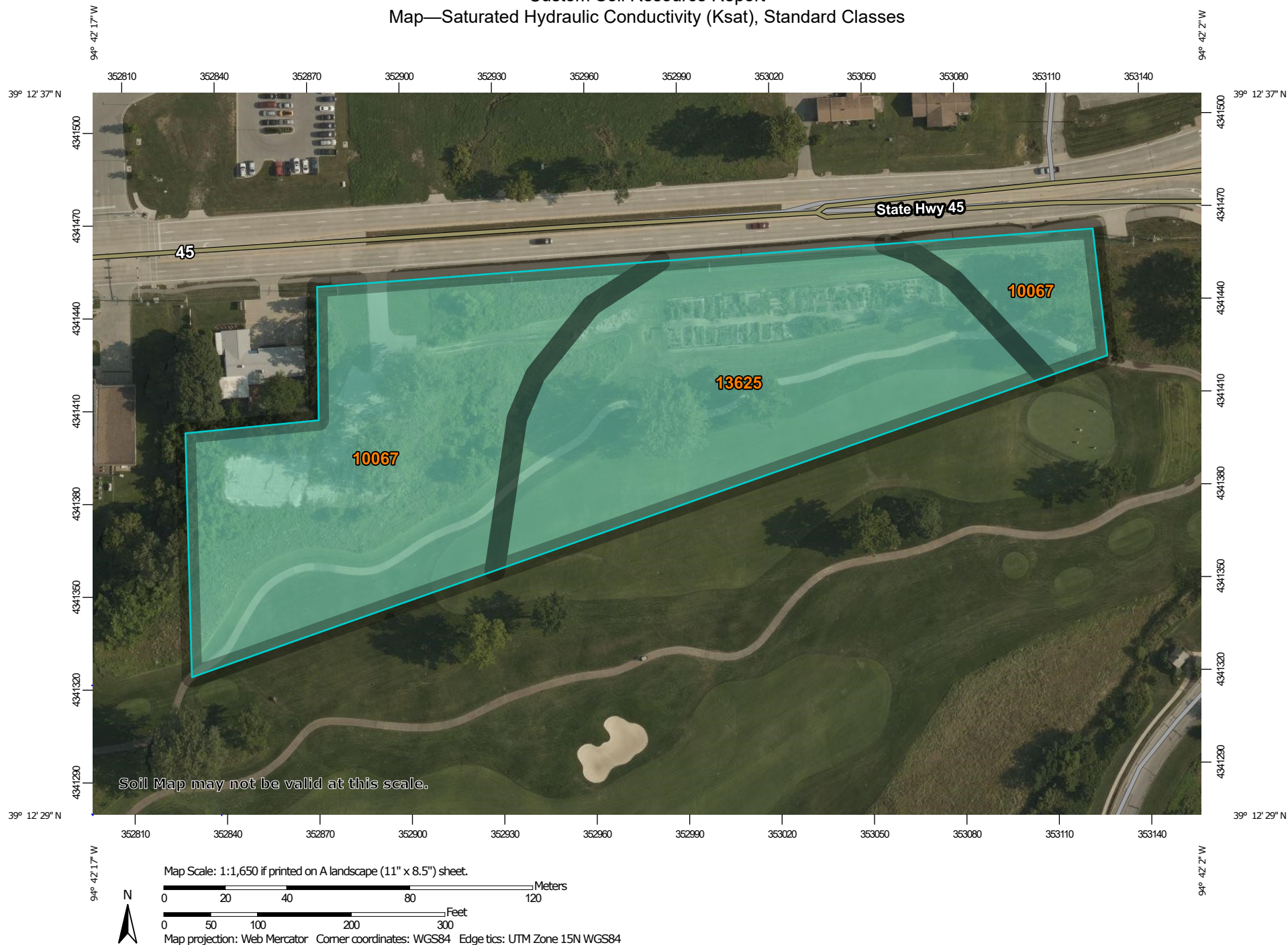
Moderately high: 1 to 10

High: 10 to 100

Very high: 100 to 705

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Map—Saturated Hydraulic Conductivity (Ksat), Standard Classes



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 Very Low (0.0 - 0.01)
 Low (0.01 - 0.1)
 Moderately Low (0.1 - 1)
 Moderately High (1 - 10)
 High (10 - 100)
 Very High (100 - 705)
 Not rated or not available

Soil Rating Lines

 Very Low (0.0 - 0.01)
 Low (0.01 - 0.1)
 Moderately Low (0.1 - 1)
 Moderately High (1 - 10)
 High (10 - 100)
 Very High (100 - 705)
 Not rated or not available

Soil Rating Points

 Very Low (0.0 - 0.01)
 Low (0.01 - 0.1)
 Moderately Low (0.1 - 1)
 Moderately High (1 - 10)
 High (10 - 100)
 Very High (100 - 705)

 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Platte County, Missouri
 Survey Area Data: Version 21, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 17, 2019—Sep 25, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Saturated Hydraulic Conductivity (Ksat), Standard Classes

Map unit symbol	Map unit name	Rating (micrometers per second)	Acres in AOI	Percent of AOI
10067	Knox-Urban land complex, 9 to 14 percent slopes	5.8345	3.0	53.9%
13625	Kennebec silt loam, 1 to 4 percent slopes, frequently flooded	9.0000	2.6	46.1%
Totals for Area of Interest			5.6	100.0%

Rating Options—Saturated Hydraulic Conductivity (Ksat), Standard Classes

Units of Measure: micrometers per second

Aggregation Method: Dominant Component

Component Percent Cutoff: None Specified

Tie-break Rule: Fastest

Interpret Nulls as Zero: No

Layer Options (Horizon Aggregation Method): All Layers (Weighted Average)

Soil Qualities and Features

Soil qualities are behavior and performance attributes that are not directly measured, but are inferred from observations of dynamic conditions and from soil properties. Example soil qualities include natural drainage, and frost action. Soil features are attributes that are not directly part of the soil. Example soil features include slope and depth to restrictive layer. These features can greatly impact the use and management of the soil.

Hydrologic Soil Group

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Custom Soil Resource Report

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

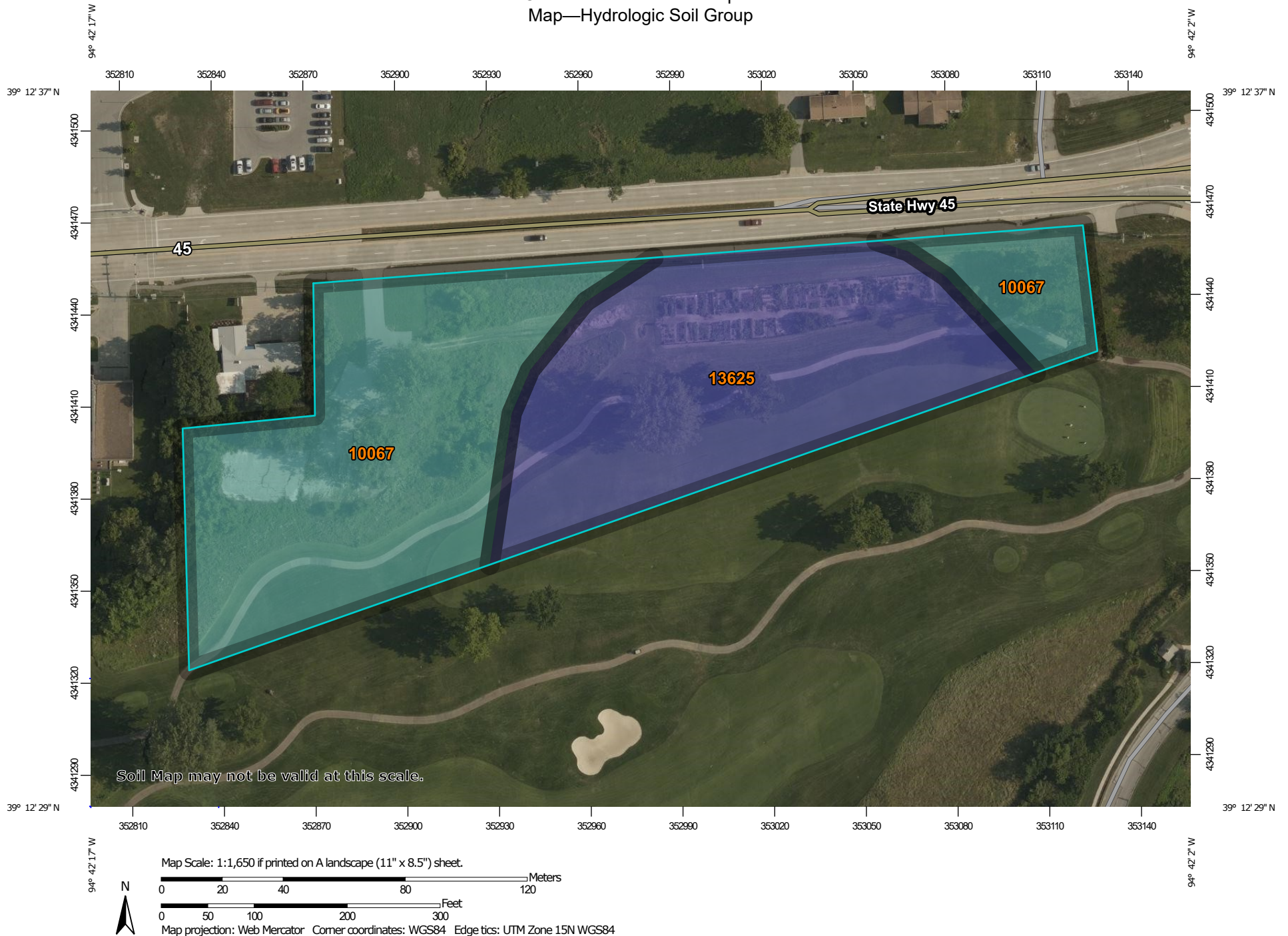
Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Custom Soil Resource Report Map—Hydrologic Soil Group



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Platte County, Missouri
 Survey Area Data: Version 21, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 17, 2019—Sep 25, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
10067	Knox-Urban land complex, 9 to 14 percent slopes	C	3.0	53.9%
13625	Kennebec silt loam, 1 to 4 percent slopes, frequently flooded	B	2.6	46.1%
Totals for Area of Interest			5.6	100.0%

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Wednesday, July 21, 2021

Dale W. Brouk
J3-Pandi LLC
6325 Lewis St., Suite 116
Parkville, MO 64152

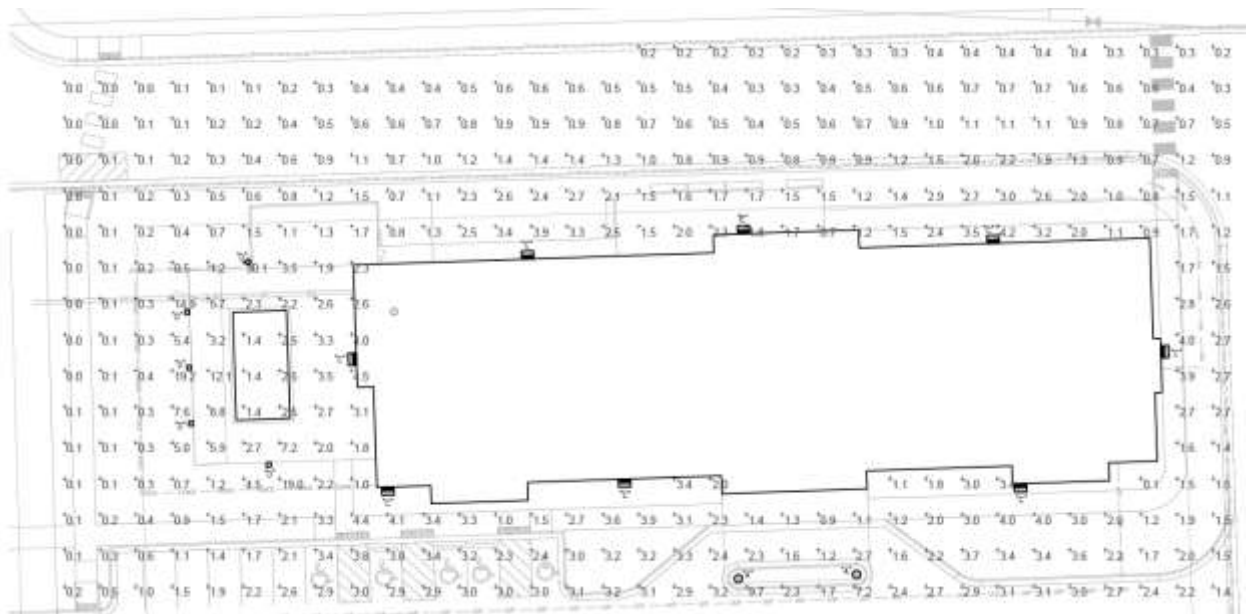
RE: City of Parkville staff review comments – VFW At The National (prepared by Atlas Land Consulting, LLC; dated July 9, 2021)

Dear Dale,

The following is a compilation of all Parkville staff review comments received to-date regarding the Application for Major Site Plan for VFW At The National, a community center along the southwest quadrant of the intersection of Missouri Hwy 45 and S National Dr. in Parkville, MO 64152. Review comments are provided by myself (Community Development Director), Brad Stanton (Planner), Ed Gault (Building Official), Alysén Abel (Public Works Director), and Dean Cull (Fire Marshall, Southern Platte Fire Protection District). Please distribute these comments to your team, revise the plan sheets and provide us an updated paper (2 copies) and electronic copy (1) of the revised plan sheets by **4:00 p.m. of Friday, July 30, 2021**. Thank you.

General Comments

1. **Landscape Plan Sheet** – Please include a landscape plan sheet in conformance with Section 407.020, showing the location and site element type (e.g., street trees, foundation planting, parking lot planting, buffers, etc.) of required landscape vegetation.
2. **Photometric Plan Sheet** – Please include a lighting plan sheet, in conformance with Section 407.040, showing the location, dimensions/specifications (e.g., mounting height), shielding standards/type and photometric general footprint and impact of lighting throughout the development and on any adjacent properties. See images below as examples.

[illegible]

PGS-2 LED Specifications

Mounting Hardware:

Mounting Hardware:

Temp:

"B" & "C"

The **PGS-2** LED luminaire from Visionaire Lighting Inc. is a single-line, LED technology only, maintaining a traditional look without bulk. The LEDs perform better and life time much longer than the average incandescent bulb and are an ideal choice for the tight spaces between 80-100mm of pedestal.

The **LED** housing is made of aluminum and features anti-static ESD or RFI/EMI shielding options available upon request. On-demand, Visionaire can make color adjustments.

Light output distribution pattern is an adjustable C-beam between 0.5° - 300° at 200° full beam temperature of 70°C.

A typical standard candle test result is guaranteed for the year and is available under ISO 9001 quality control.

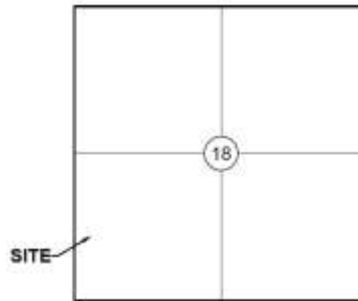
The **PGS-2** LED series is an exceptional choice for universities, shopping centers, public, recreational areas and general lighting.

Ordering Information

MODEL	OPTICS	LEDS	CURRENT	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS	OPTIONAL
PGS-2	T1 Type 1	B&G	0 300mA	2K 3000K	LOW 24VDC	LEDMA (standard) R&L CA (optional)	BZ Black	PGR-120 PGR-240 PGR-360 PGR-480 PGR-600 PGR-720 PGR-840 PGR-960 PGR-1080 PGR-1200 PGR-1320 PGR-1440 PGR-1560 PGR-1680 PGR-1800 PGR-1920 PGR-2040 PGR-2160 PGR-2280 PGR-2400 PGR-2520 PGR-2640 PGR-2760 PGR-2880 PGR-3000 PGR-3120 PGR-3240 PGR-3360 PGR-3480 PGR-3600 PGR-3720 PGR-3840 PGR-3960 PGR-4080 PGR-4200 PGR-4320 PGR-4440 PGR-4560 PGR-4680 PGR-4800 PGR-4920 PGR-5040 PGR-5160 PGR-5280 PGR-5400 PGR-5520 PGR-5640 PGR-5760 PGR-5880 PGR-6000 PGR-6120 PGR-6240 PGR-6360 PGR-6480 PGR-6600 PGR-6720 PGR-6840 PGR-6960 PGR-7080 PGR-7200 PGR-7320 PGR-7440 PGR-7560 PGR-7680 PGR-7800 PGR-7920 PGR-8040 PGR-8160 PGR-8280 PGR-8400 PGR-8520 PGR-8640 PGR-8760 PGR-8880 PGR-9000 PGR-9120 PGR-9240 PGR-9360 PGR-9480 PGR-9600 PGR-9720 PGR-9840 PGR-9960 PGR-10080 PGR-10200 PGR-10320 PGR-10440 PGR-10560 PGR-10680 PGR-10800 PGR-10920 PGR-11040 PGR-11160 PGR-11280 PGR-11400 PGR-11520 PGR-11640 PGR-11760 PGR-11880 PGR-12000 PGR-12120 PGR-12240 PGR-12360 PGR-12480 PGR-12600 PGR-12720 PGR-12840 PGR-12960 PGR-13080 PGR-13200 PGR-13320 PGR-13440 PGR-13560 PGR-13680 PGR-13800 PGR-13920 PGR-14040 PGR-14160 PGR-14280 PGR-14400 PGR-14520 PGR-14640 PGR-14760 PGR-14880 PGR-15000 PGR-15120 PGR-15240 PGR-15360 PGR-15480 PGR-15600 PGR-15720 PGR-15840 PGR-15960 PGR-16080 PGR-16200 PGR-16320 PGR-16440 PGR-16560 PGR-16680 PGR-16800 PGR-16920 PGR-17040 PGR-17160 PGR-17280 PGR-17400 PGR-17520 PGR-17640 PGR-17760 PGR-17880 PGR-18000 PGR-18120 PGR-18240 PGR-18360 PGR-18480 PGR-18600 PGR-18720 PGR-18840 PGR-18960 PGR-19080 PGR-19200 PGR-19320 PGR-19440 PGR-19560 PGR-19680 PGR-19800 PGR-19920 PGR-20040 PGR-20160 PGR-20280 PGR-20400 PGR-20520 PGR-20640 PGR-20760 PGR-20880 PGR-21000 PGR-21120 PGR-21240 PGR-21360 PGR-21480 PGR-21600 PGR-21720 PGR-21840 PGR-21960 PGR-22080 PGR-22200 PGR-22320 PGR-22440 PGR-22560 PGR-22680 PGR-22800 PGR-22920 PGR-23040 PGR-23160 PGR-23280 PGR-23400 PGR-23520 PGR-23640 PGR-23760 PGR-23880 PGR-24000 PGR-24120 PGR-24240 PGR-24360 PGR-24480 PGR-24600 PGR-24720 PGR-24840 PGR-24960 PGR-25080 PGR-25200 PGR-25320 PGR-25440 PGR-25560 PGR-25680 PGR-25800 PGR-25920 PGR-26040 PGR-26160 PGR-26280 PGR-26400 PGR-26520 PGR-26640 PGR-26760 PGR-26880 PGR-27000 PGR-27120 PGR-27240 PGR-27360 PGR-27480 PGR-27600 PGR-27720 PGR-27840 PGR-27960 PGR-28080 PGR-28200 PGR-28320 PGR-28440 PGR-28560 PGR-28680 PGR-28800 PGR-28920 PGR-29040 PGR-29160 PGR-29280 PGR-29400 PGR-29520 PGR-29640 PGR-29760 PGR-29880 PGR-30000 PGR-30120 PGR-30240 PGR-30360 PGR-30480 PGR-30600 PGR-30720 PGR-30840 PGR-30960 PGR-31080 PGR-31200 PGR-31320 PGR-31440 PGR-31560 PGR-31680 PGR-31800 PGR-31920 PGR-32040 PGR-32160 PGR-32280 PGR-32400 PGR-32520 PGR-32640 PGR-32760 PGR-32880 PGR-33000 PGR-33120 PGR-33240 PGR-33360 PGR-33480 PGR-33600 PGR-33720 PGR-33840 PGR-33960 PGR-34080 PGR-34200 PGR-34320 PGR-34440 PGR-34560 PGR-34680 PGR-34800 PGR-34920 PGR-35040 PGR-35160 PGR-35280 PGR-35400 PGR-35520 PGR-35640 PGR-35760 PGR-35880 PGR-36000 PGR-36120 PGR-36240 PGR-36360 PGR-36480 PGR-36600 PGR-36720 PGR-36840 PGR-36960 PGR-37080 PGR-37200 PGR-37320 PGR-37440 PGR-37560 PGR-37680 PGR-37800 PGR-37920 PGR-38040 PGR-38160 PGR-38280 PGR-38400 PGR-38520 PGR-38640 PGR-38760 PGR-38880 PGR-39000 PGR-39120 PGR-39240 PGR-39360 PGR-3	

Cover Sheet (C-001)

3. **Title** – Please change “Development Plan” to “Major Site Plan”
4. **Utility Contacts** – Please change “Parkville City Hall” to “City of Parkville”
5. **Development Summary Table** – The existing and proposed zoning is listed as “RESIDENTIAL”. Please revise to “B-4-P” Planned Business District.
6. **Section Map** – Please also include a small section map showing the section, township and range of the development. See below for an example:



VICINITY MAP
SEC. 18-51-34

Overall Dimension Plan (C-100)

7. **Total Area** – Please label the area (in acres and sq. ft.) of the subject property area, as well as the total sq. ft. of the proposed 2-story building.
8. **Existing Zoning** – Please label the existing “B-4-P” Planned Business District zoning.
9. **Street Names** – Please identify and label Missouri Hwy 45.
10. **Adjacent Property Owners** – Please label all property owners for adjacent property parcels.
11. **Adjacent Property Addresses** – Please include the property addresses of adjacent property owners, as well as Platte County parcel ID numbers.
12. **Adjacent Property Area** – Please include the total acreage of all adjacent property parcels.
13. **Monument Sign** – Please modify the location of the proposed monument sign. Parkville Municipal Code, Section 409.040 Sign Allowances requires all monument signs in a “B-4-P” district have a 10 ft. minimum setback from all right-of-way and property lines, with a maximum height of 7 ft., and maximum size of 32 sq. ft. (an additional 8 sq. ft. for each additional 5 ft. setback is allowed up at a maximum size of 64 sq. ft.).
14. **Pedestrian Access** – Please include a pedestrian path/sidewalk from the Southern Platte Pass trail running along the south side of Missouri Hwy 45. This path/sidewalk can run alongside the access drive and along the north side of the parking lot. If no pedestrian access is feasible, then the applicant needs to explain their rationale before the Planning and Zoning Commission.
15. **Bicycle Parking** – All non-residential uses within 1,000 ft. of a designated bicycle route or trail — including the Southern Platte Pass Trail running alongside the south side of Missouri Hwy 45 — shall provide bicycle parking spaces according to Table 408-7: Bicycle Parking. This equates to 5% of the required vehicle spaces, or 4 bicycle parking spaces. This can be in the form of a bicycle rack placed near the entrance of the building in order to meet this requirement.
16. **Trash Enclosures** – Per Section 407.030 Buffers, Screens and Fencing, high impact site elements such as trash enclosures shall be constructed of a durable material designed to withstand regular use by heavy equipment, including masonry, steel, and hard wood; and be screen using a Type 1 buffer:

- a. At least 5 ft. wide.
 - b. 1 evergreen per 8 linear feet or 1 shrub per 5 linear feet.
 - c. OR a fence or ornamental wall that provides a solid screen between 6 ft. and 8 ft. with a lesser combination of plant material to soften the wall or fence.
- That said, please detail the fence type/material of wall for the proposed trash enclosure.

Firetruck Turn Exhibit (C-101)

17. No comments

Overall Utility Plan (C-200)

- 18. **Fire Hydrant Locations** – Please coordinate with Dean Cull, Fire Marshall with Southern Platte Fire Protection District (SPFPD), regarding the location of existing/proposed fire hydrants, fire lines, and Knox® box, as shown on the sheet. If modifications to these locations need to be made, please revise on the sheet.
- 19. **Stormwater Management Analysis** – Staff received a copy of the stormwater management analysis/study titled “Storm Report for VFW at the National (prepared by Atlas Land Consulting, LLC; dated July 9, 2021), which contains an assessment outlining the stormwater management needs for the site, detailing the proposed stormwater management infrastructure and rationale for why it’s being used. Because the Public Works Department has not had adequate time to review the study in full detail, a condition of approval will be the City’s review and approval of the study’s methodology and stormwater best management practices (BMP).
- 20. **Street Names** – Please identify and label MO-45 Highway.

Storm Plan & Profile (C-201)

21. See comment #19 above.

Grading Plan (C-300)

- 22. **Street Names** – Please identify and label Missouri Hwy 45.
- 23. **Retaining Wall** – Please note that any retaining walls greater than 48 in. in height will require an Application for Building Permit be submitted to the Community Development Department, as well as a structural engineer’s report for said retaining wall(s).

Sheet A1 (Floor Plans)

24. No comments.

Sheet A2 (Section and Elevation Plans)

- 25. **Color Renderings** – If available, please include a color rendering of what the proposed elevations/facades would look like. See below for an example.



Site Cross Section Profile

26. No comments.

Again, please distribute these comments to your team, revise the plan sheets and provide us updated paper (2 copies) and electronic copy (1) of the revised plan sheets by **4:00 p.m. of Friday, July 30, 2021**. We are also happy to meet again or conference to discuss these comments in more detail if necessary. Please let us know if you have any questions. Thank you.

Sincerely,

CITY OF PARKVILLE



Stephen Lachky, AICP, CPM, CFM
Community Development Director

CC: Alysén Abel, Public Works Director
Brad Stanton, Planner
Ed Gault, Building Official
Dean Cull, Fire Marshall (Southern Platte Fire Protection District)



Comment Response Letter

To: City of Parkville
Address: 8880 Clark Avenue
Parkville, MO 64152
Phone: 816-741-7676
Email: slachky@parkvillemo.gov
Date: July 30, 2021
Project: VFW At The National

General Comments

From Stephen Lachky

- 1) **Landscape Plan Sheet** – Please include a landscape plan sheet in conformance with section 407.020, showing the location and site element type (e.g., street trees, foundation planting, parking lot planting, buffers, etc.) of required landscape vegetation.

Acknowledged

- 2) **Photometric Plan Sheet** – Please include a lighting plan sheet, in conformance with Section 407.040, showing the location, dimensions/specifications (e.g., mounting height), shielding standards/type and photometric general footprint and impact of lighting throughout the development and on any adjacent properties. See images below as examples.

Acknowledged

Cover Sheet (C-001)

- 1) **Title** – Please change “Development Plan” to “Major Site Plan”

Changed as indicated.

2300 Hutton St. Suite 108 Kansas City, KS. 66109

- 2) **Utility Contacts** – Please change “Parkville City Hall” to “City of Parkville”

Changed as indicated.

- 3) **Development Summary Table** – The existing and proposed zoning is listed as “RESIDENTIAL”. Please revise to “B-4-P” Planned Business District.

Revised as indicated

- 4) **Section Map** – Please also include a small section map showing the section, township and range of the development. See below for an example:

Added as indicated.

Overall Dimension Plan (C-100)

- 1) **Total Area** – Please label the area (in acres and sq. ft.) of the subject property area, as well as the total sq. ft. of the proposed 2-story building.

Added as indicated

- 2) **Existing Zoning** – Please label the existing “B-4-P” Planned Business District zoning.

Revised as indicated

- 3) **Street Names** – Please identify and label Missouri Hwy 45.

Added as indicated

- 4) **Adjacent Property Owners** – Please label all property owners for adjacent property parcels.

Added as indicated

- 5) **Adjacent Property Addresses** – Please include the property addresses of adjacent property owners, as well as Platte County parcel ID numbers.

Added as indicated

- 6) **Adjacent Property Area** – Please include the total acreage of all adjacent property parcels.

Added as indicated

- 7) **Monument Sign** – Please modify the location of the proposed monument sign. Parkville Municipal Code, Section 409.040 Sign Allowances requires all monument signs in a “B-4-P” district have a 10 ft. minimum setback from all right-of-way and property lines, with a maximum height of 7 ft., and maximum size of 32 sq. ft. (an additional 8 sq. ft. for each additional 5 ft. setback is allowed up at a maximum size of 64 sq. ft.).

Moved to meet required setback.

- 8) **Pedestrian Access** – Please include a pedestrian path/sidewalk from the Southern Platte Pass trail running along the south side of Missouri Hwy 45. This path/sidewalk can run alongside the access drive and along the north side of the parking lot. If no pedestrian access is feasible, then the applicant needs to explain their rationale before the Planning and Zoning Commission.

Due to the steep grading along the north side of the property between the existing Southern Platte Pass trail and the entrance to the proposed building, it would be infeasible to construct a pedestrian access path. Thus, we are requesting a variance from this requirement.

- 9) **Bicycle Parking** – All non-residential uses within 1,000 ft. of a designated bicycle route or trail — including the Southern Platte Pass Trail running alongside the south side of Missouri Hwy 45 — shall provide bicycle parking spaces according to Table 408-7: Bicycle Parking. This equates to 5% of the required vehicle spaces, or 4 bicycle parking spaces. This can be in the form of a bicycle rack placed near the entrance of the building in order to meet this requirement.

Added as indicated

- 10) **Trash Enclosures** – Per Section 407.030 Buffers, Screens and Fencing, high impact site elements such as trash enclosures shall be constructed of a durable material designed to withstand regular use by heavy equipment, including masonry, steel, and hard wood; and be screen using a Type 1 buffer:
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Acknowledged.

Overall Utility Plan (C-200)

- 1) **Fire Hydrant Locations** – Please coordinate with Dean Cull, Fire Marshall with Southern Platte Fire Protection District (SPFPD), regarding the location of existing/proposed fire hydrants, fire lines, and Knox® box, as shown on the sheet. If modifications to these locations need to be made, please revise on the sheet.

Acknowledged.

- 2) **Stormwater Management Analysis** – Staff received a copy of the stormwater management analysis/study titled “Storm Report for VFW at the National (prepared 2300 Hutton St. Suite 108 Kansas City, KS. 66109

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Acknowledged.

- 3) **Street Names** – Please identify and label MO-45 Highway.

Added as indicated.

Grading Plan (C-300)

- 1) **Street Names** – Please identify and label Missouri Hwy 45.

Added as indicated

- 2) **Retaining Wall** – Please note that any retaining walls greater than 48 in. in height will require an Application for Building Permit be submitted to the Community Development Department, as well as a structural engineer's report for said retaining wall(s).

Acknowledged.