

City of Lee's Summit

Development Services Department

December 9, 2016

TO: Planning Commission
FROM: Robert G. McKay, AICP, Director of Planning & Special Projects *Ylf For RAM*
RE: **PUBLIC HEARING – Appl. #PL2016-195 – PRELIMINARY DEVELOPMENT PLAN
– Bob Sight Quick Lane, 607 NW Blue Pkwy.; Davidson Architecture &
Engineering, applicant**

Commentary

This preliminary development plan is for the redevelopment of an existing dilapidated parking lot located along NW Blue Parkway, south of NW Chipman Road. The existing parking lot is to be demolished and replaced with an 8,440 sq. ft., 10-bay tire and auto service facility and a new parking lot comprised of 56 parking spaces (the northern 18 spaces are proposed to be utilized as display for vehicles on sale, the special use permit approved in 2007 included this site).

The proposed building is predominantly triangular and comprised of split face CMU, glass and aluminum service doors, and 3 different types of metal paneling. The northwest elevation is proposed with 11% architectural metal paneling and an additional 37% "Alcoa Reynolux" ribbed metal paneling; the south elevation indicates 45% "Alcoa Reynolux" ribbed metal paneling. In addition, there is a 16"-high orange architectural metal band that is proposed to wrap around the building. No metal is proposed on the east elevation, except for the architectural metal band. Staff is recommending the percentage of façades covered in metal paneling be reduced to no more than 30% to remain consistent with past recommendations regarding metal paneling. Additionally, staff recommends that the "Alcoa Reynolux" ribbed metal paneling be replaced with a more substantial architectural metal panel.

The applicant proposes 7 wall signs on the northwest elevation comprising approximately 4 percent of the overall façade area and one 79 square foot monument sign located near the entrance off NW Blue Parkway. The applicant requests a modification to the UDO requirement that parking lot and wall-mounted lighting fixtures have full cut-offs. Staff does not support the modification request.

- 8,440 square foot building
- 0.11 floor area ratio (FAR) – 0.55 maximum permitted
- 57% impervious coverage – 80% maximum permitted
- 43% open area – 20% minimum open area required
- 56 parking spaces provided; 30 spaces required

Recommendation

Staff recommends **APPROVAL** of the preliminary development plan, subject to the following:

1. The only metal paneling allowed shall be architectural metal paneling.
2. The architectural metal paneling shall not be greater than 30% on any one façade.
3. All exterior lighting shall have full cut-offs per Sections 7.250B and 7.260.B of the UDO.
4. A total of 7 wall signs and 1 monument sign shall be approved as shown on the preliminary development plan.

Project Information

Proposed Use: 10-bay tire and auto service facility

Land Area: 1.77 acres (77,112 square feet)

Building Area: 8,440 square feet

Location: 607 NW Blue Parkway

Zoning: CP-2 (Planned Community Commercial)

Surrounding zoning and use:

North: CP-2 – mattress and vitamin stores

South: CP-2 – Siki and retail center

East: CP-2 – Bob Sight Ford body shop

West (across NW Blue Parkway): CP-2 – Bob Sight Ford dealership

Background

- The Comprehensive Zoning Ordinance was revised in 1983, by Ord. #2380, to add car sales to the list of uses requiring a special use permit. Prior to that time, car sales were allowed in District C-1. The auto dealership (Summit Ford) was already in existence prior to 1983 and became a legal non-conforming use at that time.
- June 12, 1984—Property located at 615 NW Blue Parkway, on the SE corner of Chipman and Blue Parkway, was rezoned from District A to District C-1 by Ord. #2535 to accommodate expansion of the Summit Ford dealership. A special use permit (Appl. #695) was granted for a period of ten years for car sales located at 615 NW Blue Parkway, expiring on June 12, 1994, by Ord. #2536.
- January 14, 1992—Ownership transferred to Mr. Tom Sight.
- July 16, 1996—A special use permit (Appl. #1357) renewal was granted for a period of ten years for car sales at 615 NW Blue Parkway, expiring on June 12, 2004, by Ord. #4307.
- June 16, 2005—A special use permit (Appl. #2004-286) renewal was granted for a period of 20 years for car sales at 615 NW Blue Parkway, expiring June 12, 2024, by Ord. #5973.
- August 24, 2006—The rezoning (Appl. #2005-271) and preliminary development plan (Appl. #2005-272) for Summit Fair, located at the northwest corner of Blue Parkway and Chipman Road, was approved by City Council by Ord. #6262.
- January 18, 2007—The City Council passed Ord. No. 6337 authorizing the execution of a cooperative agreement between the Missouri Highways and Transportation Commission and the City of Lee's Summit for the conveyance of Blue Parkway.
- January 18, 2007—The City Council authorized the City Administrator to sign development applications for MoDOT property to be conveyed to the City.
- April 26, 2007—The City Council approved a rezoning (Appl. #2007-008) of the old right-of-way for NW Blue Parkway to CP-2 and a preliminary development plan (Appl. #2007-009) for the redevelopment of the Bob Sight Ford facility and realignment of NW Blue Parkway by Ord. #6383. It was later discovered that the legal description was incorrect and the ordinance was amended by Ord. #6680 on September 4, 2008.

- April 27, 2007—The City Council approved a special use permit (Appl. #2007-010) for a period of 20 years, to expire on April 26, 2027, for car sales at 607-615 NW Blue Parkway by Ord. #6384. It was later discovered that the legal description was incorrect and the ordinance was amended by Ord. #6681 on September 4, 2008. The legal for this special use permit include the subject property.

Analysis of Preliminary Development Plan

Exterior Building Materials. Revisions required.

- Proposed – Three types of architectural metal panels are proposed for the building. The metal panels are located on the front (northwest) and the south facades, with the architectural metal band wrapping around the building. The northwest elevation is proposed with 11% architectural metal paneling and an additional 37% “Alcoa Reynolux” ribbed metal paneling and the south elevation indicates 45% “Alcoa Reynolux” ribbed metal paneling. In addition, there is a 16” high orange architectural metal band that is proposed to wrap around the building. No metal is proposed on the east elevation, except for the architectural metal band.
- Required – Metal is only allowed in an incidental role (e.g. trim, roofing, etc.) or as approved by the Planning Commission and/or City Council. (Section 7.170.A.6)
- Recommended – Staff is supportive of the proposed architectural metal panels as it is consistent with the use of the material by other auto dealerships. However, staff is not supportive of the proposed “Alcoa Reynolux” material and recommends the overall metal paneling be reduced to no more than 30% of any one façade to be consistent with what has been historically recommended and approved for similar auto-related uses.

Lighting Cut-offs. Modification requested. **Staff does not support the requested modification.**

- Required – All outdoor light fixtures shall use full cut-off lenses, as classified by the Illuminating Engineering Society of North America (IESNA), to prevent glare and light spill from the project site onto adjacent properties, buildings and roadways. All lights shall be International Dark-Sky Association (IDA) approved fixtures. (Section 7.220.B) Parking lot lighting shall utilize flat lens fixtures with full cut-offs and be mounted to the parking lot light pole at 90 degrees (horizontal to the ground) and shall be non-adjustable. (Section 7.250.B) Wall-mounted fixtures shall be full cut-off fixtures. (Section 7.260.B)
- Proposed – The applicant proposes to angle their lighting at 33 degrees to minimize the number of light fixtures they need and provide better light coverage.
- Recommendation – Staff recommends the lighting meet UDO Sections 7.220.B, 7.250.B, and 7.260.B by being full cut-offs, non-adjustable, and 90 degrees (horizontal to the ground). Additional lighting may be warranted to reduce dark areas.

Signage.

- Required – The UDO allows a maximum of 1 freestanding sign per building with a maximum of 72 square feet for the sign face area and 96 square feet for overall structure area. The UDO also allows for a maximum of 3 wall signs with the sign area being capped at 10% of the building façade. However, the UDO also allows for larger and more signs to be approved as part of a preliminary development plan.
- Proposed – The applicant proposes a total of 7 wall signs located on the front (northwest) elevation. The proposed wall signs only constitute approximately 4% of the façade area.

The applicant also proposes a 79 sq.ft. monument sign located at the entrance off NW Blue Parkway.

- Recommended – Staff is comfortable with the number, size, and general location of the proposed wall and monument signs due to the type of the development.

Livable Streets. The proposed redevelopment plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, and accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

Code and Ordinance Requirements

The items in the box below are specific to this development and must be satisfactorily addressed in order to bring the plan into compliance with the Codes and Ordinances of the City.

Engineering

1. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.
2. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the engineering plans and prior to the issuance of any infrastructure permits or the start of construction (excluding land disturbance permit).
3. A Land Disturbance Permit shall be obtained from the City if ground breaking will take place prior to the issuance of an infrastructure permit or prior to the approval of the final development plan/engineering plans.
4. Private pavement sections shall either follow Article 12 of the UDO or Table LS-2 or LS-3 of the Design & Construction Manual for pavement thickness and base requirements.
5. Any cut and/or fill operations, which cause public infrastructure to exceed the maximum/minimum depths of cover shall be mitigated by relocating the infrastructure vertically and/or horizontally to meet the specifications contained within the City's Design & Construction Manual.

Fire

6. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2012 International Fire Code.

Planning

7. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the UDO.
8. Accessible parking signs shall meet the requirements set forth in the **Manual on Uniform Traffic Devices (R7-8)**. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure, located between 36 inches (3 feet) and 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.

9. All exterior mechanical equipment, whether roof-mounted or ground-mounted, shall be entirely screened from view. Roof-mounted equipment shall be screened by the parapet equal to the height of the mechanical equipment. Ground-mounted equipment shall be screened by masonry wall or landscaping equal to the height of the units.

RGM/cs

Attachments:

1. Traffic Impact Analysis prepared by Michael Park, dated December 7, 2016 — 1 page
2. Preliminary Development Plan, date stamped November 21, 2016—17 pages
 - Civil Site Plan
 - Utility Plan
 - Demolition Plan
 - Grading & Erosion Control Plan
 - Architectural Site Plan
 - Landscape Plan, date stamped November 21, 2016
 - Elevations
 - Photometric Plan (with lights at 33 degrees)—5 pages
 - Photometric Plan (with lights at 90 degrees)—5 pages
3. Prototype Building Elevation, date stamped December 6, 2016—1 page
4. Location Map