



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2022-140
File Name	REZONING from CP-2 to PMIX and PRELIMINARY DEVELOPMENT PLAN – Chapel Ridge Business Park, Lot 7A
Applicant	Engineering Solutions, LLC
Location	3100 NE Ralph Powell Rd
Planning Commission Date	July 14, 2022
Heard by	Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner
Checked By	Kent Monter, PE, Development Engineering Manager

Public Notification

Pre-application held: February 15, 2022
Neighborhood meeting conducted: July 17, 2022
Newspaper notification published on: June 25, 2022
Radius notices mailed to properties within 300 feet on: June 24, 2022
Site posted notice on: June 24, 2022

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Attachments

Transportation Impact Analysis prepared by Brad Cooley, P.E., dated July 6, 2022 – 2 pages
Rezoning Exhibit and Legal Description, dated June 17, 2022
Preliminary Development Plan, upload dated June 14, 2022 – 7 pages

Parking Exhibit, signed and sealed June 14, 2022

Colored Building Elevations, dated May 10, 2022 – 7 pages

Storm Drainage Letter by Engineering Solutions, dated April 8, 2022

Allowable Project Use Description Chart, upload date of May 10, 2022 – 8 pages

Location Map


1. Project Data and Facts

Project Data	
Applicant/Status	Engineering Solutions, LLC / Applicant
Applicant's Representative	Matt Schlicht, P.E.
Location of Property	3100 NE Ralph Powell Rd
Size of Property	±5.8 Acres (252,587 sq. ft.)
Number of Lots	1
Building Area	89,032 sq. ft.
Floor Area Ratio (FAR)	0.35 (1.0 max FAR in PI district)
Zoning (Existing)	CP-2 (Planned Community Commercial)
Zoning (Proposed)	PMIX (Planned Mixed Use)
Comprehensive Plan Designation	Commercial
Procedure	<p>The Planning Commission makes a recommendation to the City Council on the proposed rezoning and preliminary development plan. The City Council takes final action on the rezoning and preliminary development plan in the form of an ordinance.</p> <p>Duration of Validity: Rezoning approval by the City Council shall be valid upon approval and has no expiration.</p> <p>Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.</p>

Current Land Use
The subject property is an undeveloped lot at the southern gateway of the NE Ralph Powell Rd commercial corridor.

Description of Applicant's Request
The applicant proposes to rezone the subject property from CP-2 to PMIX and includes a preliminary development plan for a proposed 89,032 sq. ft. flex-space/contractor garage development on the 5.8-acre site. The development consists of 20 total buildings, inclusive of a clubhouse/office building. The buildings house a total of 79 individual tenant spaces ranging from 544 sq. ft. to 1,440 sq. ft.

2. Land Use

Description and Character of Surrounding Area	
	<p>The subject property is a first-tier lot located at the northwest corner of NE Strother Rd and NE Ralph Powell Rd. The site sits at an intersection that serves as a transition between residential uses to the west; office/commercial and future multi-family residential to the north; industrial and commercial to the south; and future office/commercial to the east. The airport is located southwest of the site.</p>

Adjacent Land Uses and Zoning

North:	Office/commercial / CP-2; and Future multi-family residential / RP-4 (Planned Apartment)
South (across NE Strother Rd):	Industrial / PI (Planned Industrial); Commercial / CP-2
East (across NE Ralph Powell Rd):	Office/commercial / CP-2
West:	Senior living facility / PMIX

Site Characteristics
The site generally slopes from southeast to northwest. The undeveloped site has frontage along NE Strother Rd (an arterial street) and NE Ralph Powell Rd (a collector street).

Special Considerations
None.

3. Project Proposal

Site Design

Land Use	
Impervious Coverage:	73.0%
Pervious:	27.0%
TOTAL	100%

Parking for the proposed project

Proposed		Required	
Total parking spaces proposed:	189	Total parking spaces required:	174
Parking Reduction requested?	No		
Off-site Parking requested?	No		

Building Setbacks (Perimeter)

Yard	Existing CP-2 zoning standard	Proposed PMIX zoning standard	Proposed Building
Front	15'	Per approved plan	19' (along NE Ralph Powell Rd); 20' (along NE Strother Rd)
Side ¹	10'	Per approved plan	15' (west); 10' (north)

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

Parking Setbacks (Perimeter)

Yard	Parking	Parking Proposed
Front	20'	55' (along NE Ralph Powell Rd); 81' (along NE Strother Rd)
Side	6'	15' (west); 38' (north)

Structure(s) Design

Number and Proposed Use of Buildings
20 total buildings (1 clubhouse/office + 19 flex-space/contractor garage buildings)
Building Height
22' – clubhouse/office building (overall height); 29'-6" – flex-space buildings (overall height)
Number of Stories
1 story

4. Unified Development Ordinance (UDO)

Section	Description
2.240,2.250,2.260	Rezoning
4.240	Zoning District (PMIX)
2.040,2.260,2.300,2.310,2.320	Preliminary Development Plans

The applicant proposes a flex-space/contractor garage development in the PMIX district. The intent of the PMIX district is to permit a mixture of uses which, with proper design and planning, will be compatible with

each other and with surrounding uses or zoning districts and will permit a finer-grained and more comprehensive response to market demand. To this end, the applicant has provided a table of allowed uses for the subject development that range from office to retail sales and service-oriented type uses. Not included in the list of allowed uses are light industrial types of uses such as manufacturing and assembling. The list of allowed uses will be tied to the preliminary development plan by ordinance and thus will govern tenancy for the development, which staff will check for compliance by signing off on the required zoning approval form at the time of business license issuance.

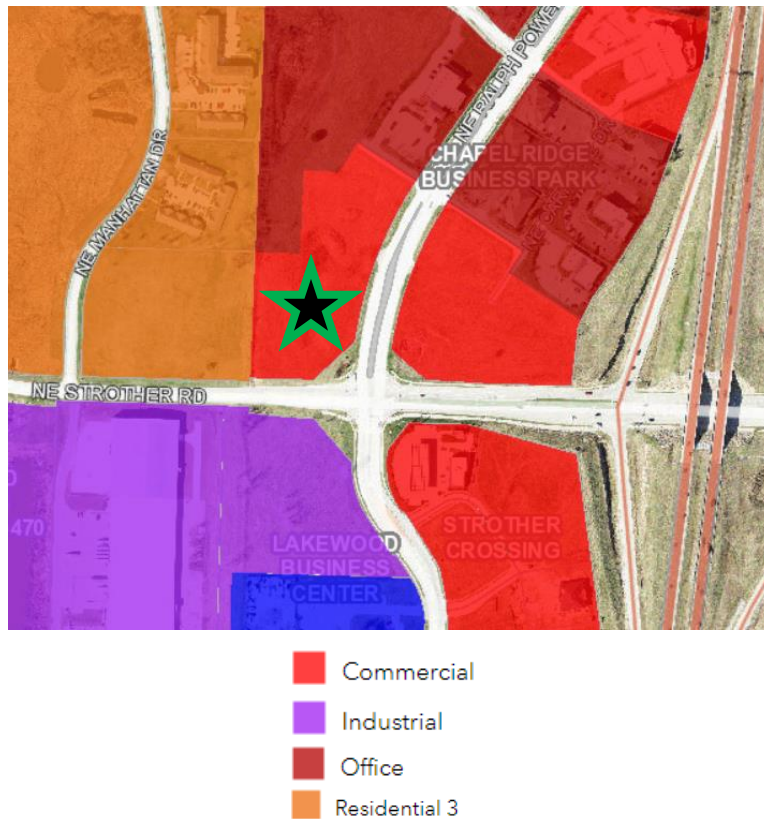
The concept of a flex-space/contractor garage development is to offer functional space for users such as entrepreneurs in sales and service-oriented businesses (e.g. mail order, landscapers, plumbers, electricians, etc.) to office and base their operations. The flexibility of the space also lends itself to be used by hobbyists for vehicle storage. Units are designed to have office and storage/inventory space with electric service and plumbing. Differing from a traditional retail center or industrial office/warehouse development, this concept is not intended to have on-site sales or customer access to the individual units. However, the office/clubhouse does have the ability to offer meeting space if needed.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Resilient Economy	Goal 3.3. A

Comprehensive Plan

The future land use map identifies the area as Commercial. The Commercial category is designed to accommodate a range of retail, office, service, and public/institutional uses. The proposed PMIX zoning will accommodate a range of retail, office and service uses the comprehensive plan has designated as best suited for the subject property. The proposed PMIX zoning and list of allowed uses are of a nature that is consistent with existing uses, zoning and Comprehensive Plan land use designation that surround the property on all sides. As previously mentioned, the subject property is located in a transition area surrounded by residential, commercial and industrial uses.



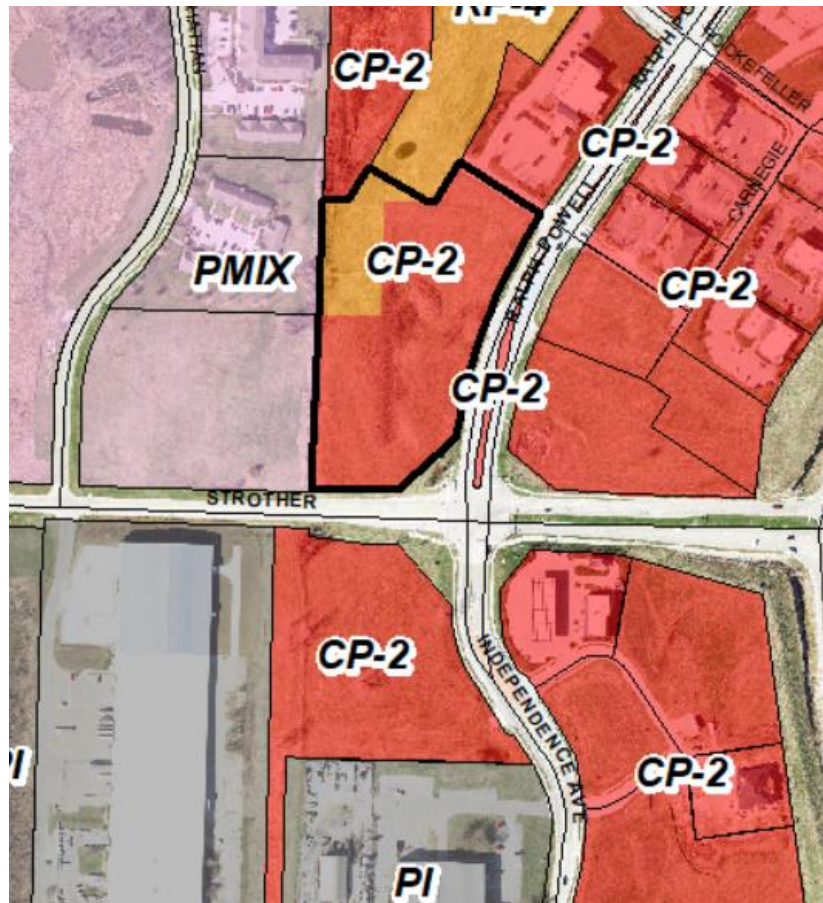
6. Analysis

Background and History

- August 5, 1999 – The City Council approved a rezoning (Appl. #1998-083) from AG to CP-2 and preliminary development plan for the Chapel Ridge, Phase II Development by Ordinance No. 4830.
- March 21, 2002 – The City Council approved the final plat (Appl. #2001-234) of *Chapel Ridge Business Park, Lots 4-9 and Tracts A-G* by Ordinance No. 5292.
- November 9, 2006 – The City Council approved the final plat (Appl. #2006-179) of *Chapel Ridge Business Park, Lots 19-22 and Tracts L & M* by Ordinance No. 6296.
- April 7, 2022 – The minor plat (Appl. #PL2022-003) of *Chapel Ridge Business Park, Lots 7A & 21A* recorded with the Jackson County Recorder of Deeds office by Instrument #2022-E-0033441.

Compatibility

The proposed rezoning to PMIX is compatible with the abutting PMIX to the west and surrounding CP-2, RP-4 and PI zoning to the north, east and south. The proposed table of permitted land uses that includes office, retail sales and service-oriented businesses already exist along the NE Ralph Powell Rd corridor. Similarly, offices and office-warehouse developments that house a variety of service-oriented uses line the NE Independence Ave corridor to the south.



- Planned Community Commercial
- Planned Industrial
- Planned Mixed Use
- Planned Residential Apartment

From an architectural standpoint, the building elevations call for manufactured stone and stucco-finished metal panel exteriors with standing seam metal pitched roofs. The proposed building design is compatible to existing area buildings along the NE Ralph Powell Rd corridor that employ stucco/EIFS and masonry exteriors.



Figure 1 - Typical exterior-facing elevation.



Figure 2 - Typical interior-facing elevation.



Figure 3 - Exterior-facing clubhouse/office elevation.

Adverse Impacts

The proposed rezoning and preliminary development plan for the flex-space/contractor garage development is not expected to injure or detrimentally affect the surrounding properties. The proposed rezoning and retail/office/commercial uses are compatible with existing area uses along the NE Independence Ave/NE Ralph Powell Rd corridor and provide a reasonable transitional use from the more industrial nature of existing development south of NE Strother Rd to the commercial and residential nature of existing development north of NE Strother Rd.

The development will be served by an existing regional detention basin to the north of the site. The impacts of the proposed development are within the design limits of the approved regional detention plan; thus no further storm water improvements are required to the existing system.

Public Services

The proposed development will tie into existing area public infrastructure. An existing stormwater and sanitary sewer main currently bisect the site. Said mains will be relocated to avoid a conflict with the development’s building layout. Sanitary sewer service will connect to the relocated 8” public main. Water service will connect to an existing 12” main along the west side of NE Ralph Powell Rd.

The existing street network provides adequate capacity to accommodate the proposed development. Access to the site will come off an existing driveway connection to NE Ralph Powell Rd. A second point of access for emergency purposes only will be constructed along NE Strother Rd. Said connection will have a gate and a Knox Box to only allow Fire Department access. However, staff recommends that the connection to NE Strother Rd be removed and relocated at a future point when development occurs on the abutting property to the west and thus allows for internal connectivity, if possible.

Recommendation

With the conditions of approval below, the application meets the requirements of the UDO and DCM (Design and Construction Manual).

7. Recommended Conditions of Approval

Site Specific

1. Development shall be in accordance with the preliminary development plan with an upload date of June 14, 2022, and building elevations with dated May 10, 2022.
2. Allowed uses in the development shall be limited to those outlined in the Project Use Description Chart dated May 10, 2022.
3. The emergency access onto NE Strother Rd shall be removed and relocated at a future point, if possible, when internal access may be provided from the development of the abutting property to the west.
4. This preliminary development plan includes gated access only to the site. Signage that includes an emergency access number shall be posted on the fence at the gates to provide the City access to the public utilities within the gated area. If authorized personnel response time is unreasonable, the City reserves the right to remove the fence and/or gate as needed for access with no obligation to repair or replace. Wording and placement of the signage will be determined as a part of the final development plan review.

Standard Conditions of Approval

5. A public utility easement is shown for the realignment of the public storm and sanitary sewers. Since pipe depths are not included in a preliminary plan, the width of required easement can't be determined until final design is complete and submitted with the final development plan. The final site layout will need to ensure that there are no encroachments into the required public easements by any of the proposed buildings.
6. Although no floor drains are shown with this preliminary development plan, they could be added in the future. Any floor drains shown with the final development plan will require a sand/oil separator prior to connection with the public sanitary sewer system.
7. 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.
8. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
9. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
10. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the

design criteria and specifications contained in the Design and Construction Manual.

11. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
12. Any cut and / or fill operations, which cause public infrastructure to exceed the maximum / minimum depths of cover shall be mitigated by relocating the infrastructure vertically and / or horizontally to meet the specifications contained within the City's Design and Construction Manual.
13. Please be aware that any future repair work to public infrastructure (e.g., water main repair, sanitary sewer repair, storm sewer repair, etc.) within public easements will not necessarily include the repair of pavement, curbing, landscaping, or other private improvements which are located within the easement.
14. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.
15. Several buildings along the west side of the project still exceed 300 feet from a hydrant. Hydrant locations shall be revised to comply with the requirement that the most exterior portion of a building shall be located no farther than 300 feet from a hydrant.
16. Additional fire protection may be required depending on building design. To be determined at FDP and building permit review.
17. 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.
18. Accessible parking signs shall meet the requirements set forth in the **Manual on Uniform Traffic Devices (R7-8)**. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure, located 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.
19. 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 Unified Development Ordinance.