

# Douglas Station Apartments, Rezoning and Preliminary Development Plan

PL2021-262

Date 9-9-2021



**LEE'S SUMMIT**  
MISSOURI

*Yours Truly*



## Planning Commission Concerns:

### Number of Units

*The applicant has reduced the number of units from 160 to 148. Reducing the units per acre to 23.38 compared to the 25.3 that was originally proposed.*

### Parking

*The applicant has kept the 252 stalls to serve the reduced number of dwelling units (148), which calculates as 1.7 stalls per dwelling unit. The proposed parking supply ratio aligns with the 1.7 parking supply ratio per dwelling unit for mid-rise multi-family housing under the ITE Parking Generation Manual.*

### Amenities

*The applicant has since added a dog park. Now the apartment will have a dog park, playground, gazebo, and community center.*



# Continuance 10/21/2021



## Material:

- Architectural shingles
- Brick
- Hardie board siding
- Hardie board trim

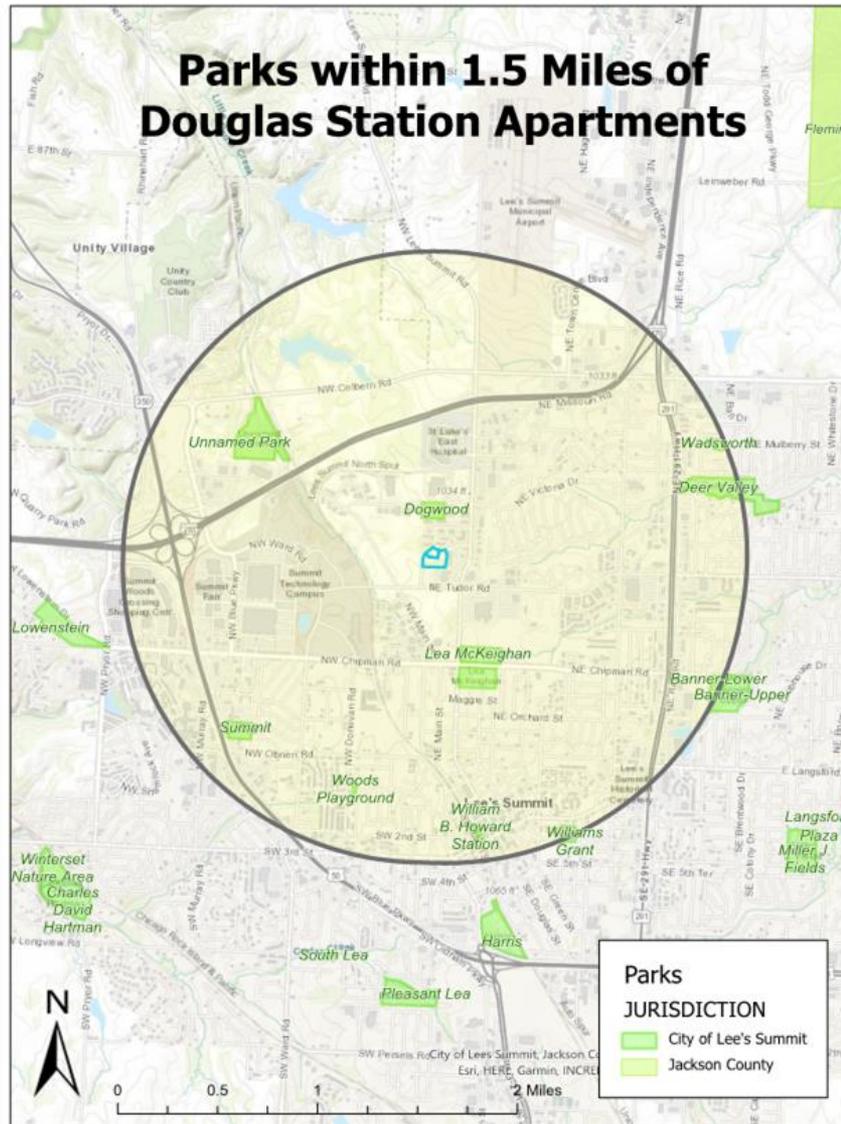


A modification shall be granted to the maximum allowable density of 12 units per acre in RP-4 district, to allow a density of 23.38 units per acre.

Development shall be in accordance with the preliminary development plan, consisting of 18 total pages:

- Preliminary Development Plan, dated September 21, 2021
- Preliminary Site Details, dated August 9, 2021
- Preliminary Grading Plan, dated August 9, 2021
- Preliminary Utility Plan, dated August 31, 2021
- Lighting Plan, dated July 2, 2021
- Photometric Plan, dated July 2, 2021
- Landscape Plan, dated August 10, 2021
- Floor Plans, dated August 10, 2021 - 7 pages
- Architectural Elevations, dated September 1, 2021 - 4 pages

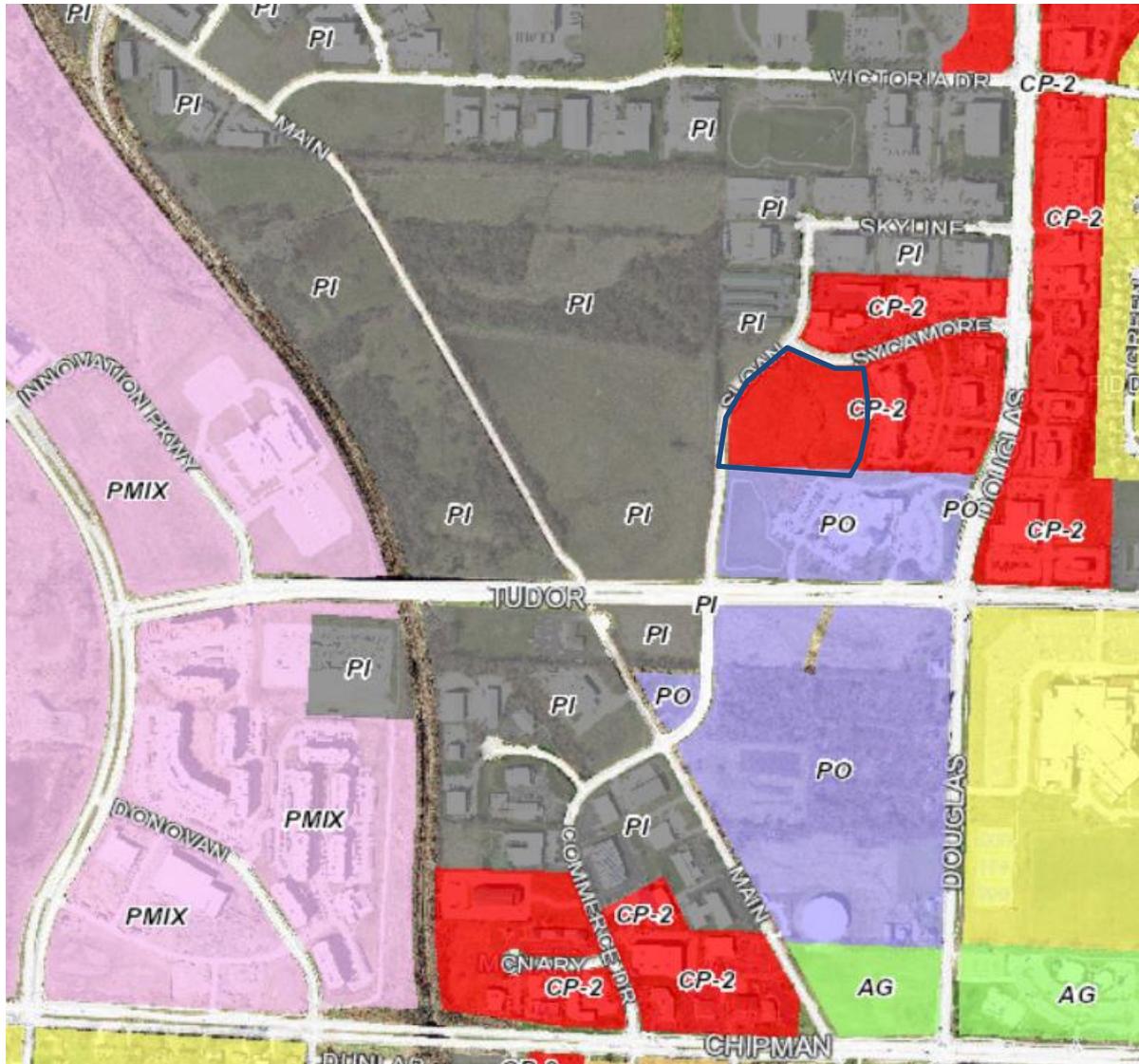
The future reconfiguration of the right of way at the intersection of NW Sloan St and NE Sycamore St shall require the subject development's southern entrance along NW Sloan St to become a right in/right out entrance, to be managed by the construction of a center median to prevent left-hand turns either from the public road or the entrance.





LS

Aerial Map



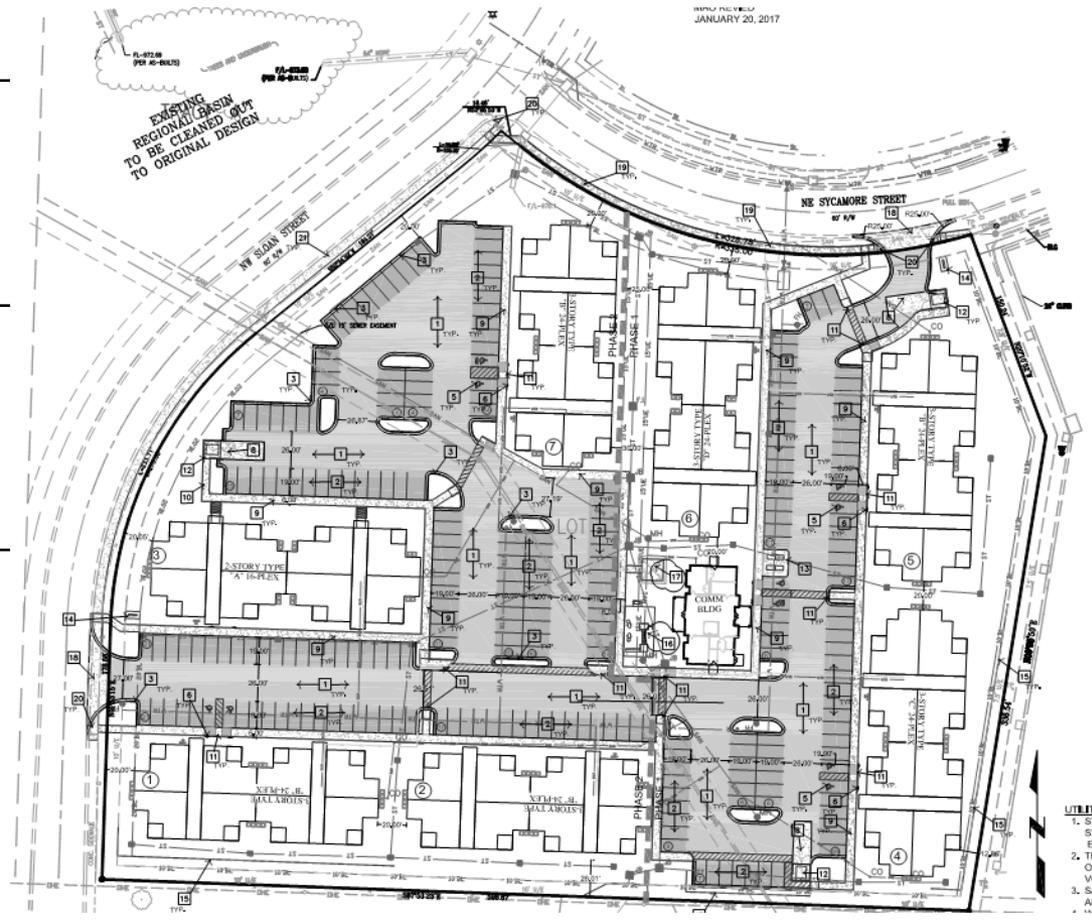
# Zoning Map

**Size of Property** ±6.33 Acres

**Zoning** CP-2 Existing  
RP-4-proposed

**Density** 25.3 units/acre proposed  
12.0 units/acre max allowed in RP-4

**Dwelling Units** 160 Total Living Units (7 apartment complexes)  
64 units – 2 bdrm – 1 bath  
64 units – 2 bdrm – 2 bath  
32 units – 3 bdrm – 2 bath



# Project Information



- Townhome Material:**
- Architectural shingles
  - Brick
  - Hardie board siding
  - Hardie board trim



BUILDING "D" FRONT ELEVATION

SCALE 1/8" = 1'-0"



BUILDING "D" REAR ELEVATION

SCALE 1/8" = 1'-0"



BUILDING "D" LEFT SIDE ELEVATION

SCALE 1/8" = 1'-0"

MATERIAL LIST	
MATERIAL	USAGE
ARCHITECTURAL SHINGLES	ROOFING
BRICK	FOUNDATION
PIPER CEMENT SHAPE SIDING	UPPER LEVELS
PIPER CEMENT LAP SIDING	LOWER LEVELS
BRICK	ACCENT WALLS
VINYL SIDING	TRIM



BUILDING "D" RIGHT SIDE ELEVATION

SCALE 1/8" = 1'-0"

PRELIMINARY NOT FOR CONSTRUCTION, RECORDING PURPOSES OR IMPLEMENTATION

REVIEW SET

SEE PLANS FOR WINDOW SCHEDULES AND ELEVATION



# Elevations

## Density Modification requested:

- Required –Maximum of 12 units per acre in RP-4 zoning
- Applicant Proposed -25.3 units per acre
- Recommended -Staff supports the request for the increased density from 12 to 25.3 units per acre.

The requested density for the apartment development is fairly common among other approved apartment complexes, most comparable to the New Longview Apartments. The table below compares the proposed density with that of other similar developments.

Project Name	Total Number of Units	Lot Acreage	Density
Village at View High Apartments	312	21.3	14.6 units/acre
Residences at New Longview	309	15.5	19.9 units/acre
New Longview Apts. (AMLI)	206	8.1	25.4 units/acre
The Fairways at Lakewood	272	13.0	21.1 units/acre
The Residences at Echelon	243	11.5	21.8 units/acre



## Parking Spaces (Alternate Parking Plan)

- The applicant is requesting a reduction in the number of parking spaces from 336 to 252. The applicant is requesting that the 2 spaces per unit that is required for a three-bedroom be reduced to 1.5 spaces per unit, which is similar to a two-bedroom count.

Under further analysis:

- Staff is comfortable with the ITE (Institute of Transportation Engineers) Parking generation manual stating the parking ratio to be 1.7 parking spaces per dwelling unit. Bringing the total to 272 spaces.
- This development falls short by 20 spaces.

The proposal to rezone approximately 6.33 acres from CP-2 to RP-4 will help provide additional housing options. As the area continues to develop these apartments will act as a residential anchor in connecting the northeast side of NW Tudor Rd to the apartments on the southwest side of NW Tudor Rd.



# Staff Analysis

## Neighborhood meeting conducted on July 27, 2021

- One comment was related to their mailbox and where it's located. It's located east of their property on Sycamore and they have to stop in the road to check their mail. It's currently inconvenient and could get worse if there's more traffic on Sycamore. They'd like to know if they can have their mail delivered someplace on or closer to their property.
- The other comment was related to the traffic light at Sycamore and Douglas. They feel like the light takes a long time now if you're turning N onto Douglas off Sycamore and would like the timing of that light to be considered if there's more traffic on Sycamore.

With the conditions of approval and as outlined in the staff letter, the application meets the requirements of the UDO and/or Design and Construction Manual.

- A modification shall be granted to the maximum allowable density of 12 units per acre in RP-4 district, to allow a density of 25.3 units per acre.
- An alternate parking plan shall be approved at 1.7 parking spaces per dwelling unit.
- Preliminary Development Plan, consisting of 18 total pages.
- The future reconfiguration of the right of way at the intersection of NW Sloan St and NE Sycamore St shall require the subject development's southern entrance along NW Sloan St to become a right in/right out entrance, to be managed by the construction of a center median to prevent left-hand turns either from the public road or the entrance.