



Board of Aldermen Request for Action

MEETING DATE: 5/7/2024

DEPARTMENT: Development

AGENDA ITEM: Resolution 1347, Final Plat Mount Olivet Subdivision

RECOMMENDED ACTION:

A motion to approve Resolution 1347, approving the final plat for Mount Olivet Subdivision.

SUMMARY:

The final plat would create 14 of the approved 33 lots on 185.08 acres at 14422 North Mount Olivet Road.

BACKGROUND:

This land was annexed in January of 2024, and followed with setting the initial zoning (to A-R) and seeking Preliminary Plat approval for 33 lots in a two phase subdivision entitled Mount Olivet. The Planning Commission heard the application and recommended approval at its March 2024 meeting. The Board of Aldermen approved the preliminary plat at its April 1, 2024 meeting.

During that April 1st meeting, there was some confusion as to responsibilities related to traffic impact studies. Staff submits this additional background information in order to alleviate those concerns. Traffic Impact Studies have been required by the city for many years with no specific parameters identifying when and what scope of any such study. In May of 2022, the Board of Aldermen adopted a new Transportation Master Plan, which included specifics related to Traffic Impact Studies (TIS). One of the first things identified is the base threshold for when a TIS should be required. The City of Smithville's standards for when one should be triggered is when either 50 peak hour trips OR 500 daily trips are generated by the development. The city's standard is the most stringent standard in the immediate area.

The Institute of Transportation Engineers (ITE) is the national organization that collects data on traffic generation and makes Common Trip Generation Rates for various types of standard land uses. That organization identifies that the average peak hour trip generation factor is .79 trips per dwelling unit, and the average daily trip generation factor is 9.99 daily trips per dwelling unit. Using our own trigger of 50/500, this development would generate 27 trips per peak hour and 330 daily trips, which is just 66% of the level needed to require a TIS. As a result, a TIS was not required nor requested.

The proposed Final Plat will only have lots that access existing streets and as a result, the upgrade to 144th Street (4" overlay) is delayed until the 10 building permit is to be issued. The intent is to allow the most significant heavy vehicle traffic to occur prior to the improvement. The Mount Olivet improvement is delayed until the the Phase II Final Plat is completed.

The submitted Final Plat does not deviate from the approved Final Plat and therefore meets all the standards of the current city codes.

PREVIOUS ACTION:

The preliminary plat of this subdivision was approved on April 1, 2024 by Resolution 1341 by the Board of Aldermen.

POLICY ISSUE:

The Comprehensive Plan calls for low density residential housing in the area.

FINANCIAL CONSIDERATIONS:

None

ATTACHMENTS:

☐ Ordinance

☒ Resolution

☒ Staff Report

☐ Contract

☒ Plans

☐ Minutes

RESOLUTION 1347

A RESOLUTION APPROVING A FINAL PLAT FOR MOUNT OLIVET SUBDIVISION

WHEREAS, the subject property at 14422 North Mount Olivet Road was rezoned and a preliminary plat was approved by the Board of Aldermen on April 1, 2024 with the passage of Resolution 1341, and;

WHEREAS, the applicant submitted a final plat that does not deviate from the approved preliminary plat; and;

WHEREAS, the phase of this development does not require any public infrastructure improvements for the City of Smithville until the 10th building permit is requested, so no special bonding requirement are required. The developer must still pay parks fees in the amount of \$8,750 for the 14 lots to be created prior to release of the Final Plat for recording in accordance with this approval, and;

**NOW THEREFORE BE IT RESOLVED BY THE BOARD OF ALDERMEN OF
THE CITY OF SMITHVILLE, MISSOURI, AS FOLLOWS:**

**THAT THE FINAL PLAT OF MOUNT OLIVET SUBDIVISION IS HEREBY
APPROVED WITH THE FOLLOWING CONDITIONS:**

**THE PLAT SHALL NOT BE RELEASED FOR RECORDING UNTIL PARK
FEES ARE PAID.**

PASSED AND ADOPTED by the Board of Aldermen and **APPROVED** by the Mayor of the City of Smithville, Missouri, the 7th day of May, 2024.

Damien Boley, Mayor

ATTEST:

Linda Drummond, City Clerk



May 1, 2024

Final Plat for Clay County Parcel Id # 06-703-00-02-004.00

Application for a Plat Approval – Mt. Olivet Final Plat– 14 lots

Code Sections:

425.285.A.5

Final Plat Approval

Property Information:

Address: 14422 N. Mt. Olivet Road

Owner: Yallaly Enterprises, LLC

Current Zoning: A- R

GENERAL DESCRIPTION:

The property is located at the northwest corner of 144th Street and Mt. Olivet Road at 14422 N. Mt. Olivet Road. On April 1, 2024, the Board of Aldermen approved rezoning the land to A-R and approved a 33-lot preliminary plat for Mt. Olivet subdivision. The approval included a two-phase subdivision, with Phase I (submitted here) to start with 14 lots that all gain access to the public roads via existing public streets (Wise, 144th and Mt. Olivet); uses Clay County #9 water lines and will be on private septic systems for every lot. This approval also included a development agreement that included certain public road improvements, specifically a 4" asphalt overlay on 144th St. to be required prior to the 11th house permit is issued in Phase I, a micro surface treatment on Mt. Olivet to be included with the Phase II final plat work, as well as full depth asphalt without curbs, gutters, and sidewalks on the two new streets in Phase II. Lastly, the agreement requires payment of \$625.00 per lot for Park fees in lieu of dedications at the time of Final Plat release. If approved, this final plat would require \$8,750 in Parks fees prior to releasing the plat for recording.

The standard for approval of a Final Plat in a subdivision that has an approved Preliminary Plat relates solely to whether the Final Plat "substantially deviates" from the approved Preliminary Plat. In this particular case, the proposed Final Plat has no deviations from the approved Preliminary Plat.

During the meeting for approval of the Preliminary Plat by the Board of Aldermen, several questions were brought up concerning various aspects of traffic. Many of the comments related to accidents on Mt. Olivet in areas distant from the subject property, as well as the desire to have a four-way stop installed at 144th St. Lastly, many comments questioned the lack of a Traffic Impact Study (TIS). City Staff clearly could have assisted in relieving some of the confusion by describing the City's standards for when a TIS is required at that time. In order to clear this oversight up and hopefully eliminate any confusion, the City's standards are described below.

In the City's new Transportation Master Plan, the Board approved a policy that set forth proposed new standards for TIS's, including the level of traffic that would trigger/require a new TIS. The City's standards are such that, for a new single-family detached housing subdivision, any subdivision that generates more than 50 Peak Hour Trips or 500 daily trips from vehicles must prepare and submit a TIS. Peak Hour Trips are the average number of trips in a one-hour period between 7-9am or 4-6pm. Daily trips are the total average number of trips generated, with both being based upon the number of lots in the subdivision. The Institute of Traffic Engineers (ITE) is the nationally recognized organization to evaluate and calculate the trip generation standards for all types of developments.

For a single-family, detached development like this, the ITE has a factor assigned to each type of trip based upon the number of lots. For example, the Peak Hour factor in this case is .79, which means that the number of lots multiplied by this factor gives you the number of average Peak Hour Trips ($33 \text{ lots} \times .79 = 26.07$, rounded to 27). The daily trip factor is 9.99, multiplied by the same 33 total lots, which generates 330 daily trips. Both are substantially below the standards which would require a TIS. This development is not close to the City's triggers in requiring a TIS. It should be noted that the City's standards are twice as restricted as any adjacent jurisdictions triggers. (50/500 vs. 100/1000)

The City's engineers and City staff have reviewed Final Plat document and have certified that the proposed Final Plat for Mt. Olivet does not substantially deviate from the approved Preliminary Plat in accordance with Section 425.285.A.5.b of the Code of Ordinances and no TIS is required.

GUIDELINES FOR REVIEW – SINGLE PHASE SUBDIVISION FINAL PLATS *See 425.285.A.5.*

The final plat shall conform as closely as possible to the approved preliminary plat with no substantial deviations from said plat.

The proposed Final Plat for Mt. Olivet subdivision does not deviate from the approved Preliminary Plat as approved by Resolution 1341 of the Board of Aldermen.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed Final Plat based upon adherence to the condition that the Plat not be released for recording until such time as the Park Fees in the amount of \$8,750.00 are paid, all outstanding review invoices have been paid, and any construction required is bonded to ensure performance.

Respectfully Submitted,

/s/ Jack Hendrix

Director of Development