



Planning and Zoning Commission Meeting

October 13, 2026

7:00 p.m. – City Hall Council Chambers and Via Videoconference

Meetings are live streamed on the [City's YouTube](#) page.
The recordings are posted to social media and the City's website within 24 hours of the meeting.

- 1. Call to Order**
- 2. Approve the September 8, 2026, Planning Commission Minutes**
- 3. Staff Report**
- 4. Public Hearing – Single Phase Final Plat Davenport Farms Commercial 1st Plat – 1806 NE 188th Street**

The purpose of this hearing is to take public comment on the proposed Single Phase Plat for Davenport Farms for a new 2 lot subdivision incorporating the original commercial lot and creating an additional lot for an ambulance facility.

5. Single Phase Final Plat for Davenport Farms Subdivision

Applicant seeks to create two lots by modifying the original 2005 Preliminary Plat for this subdivision by creating a new lot on the north of Davenport Lane for an ambulance facility and platting the existing commercially zoned area north of Eagle Heights Elementary.

6. Whispering Creek Farms 2nd Plat – Continuation of Discussion from the August 8, 2026 Planning and Zoning Commission meeting – TIS and plat resubmission

This is a continuation of the August meeting where the Commission requested a full Traffic Impact Study and density change.

7. Conceptual Plan – Smithville Plaza Apartments – Returned to Commission by Board of Aldermen for further discussion on density and parking requirements – revised by applicant to 176-unit complex with 300 parking spaces on 8.5 acres of land at 119 N 169 Highway on land zoned R-3

8. Conceptual Plan – R-3P for a 176-unit apartment complex



Applicant seeks approval of a Conceptual Plan for a two-building complex with 176 units and 300 additional parking spaces.

9. Adjourn



SMITHVILLE PLANNING COMMISSION

REGULAR SESSION

September 8, 2026

7:00 P.M.

City Hall Council Chambers and Via Videoconference

1. CALL TO ORDER

Chairman John Chevalier called the meeting to order at 7:00 p.m.

A quorum of the Commission was present: Alderman Melissa Wilson, John Chevalier, Terry Hall, and Mayor Damien Boley. Rob Scarborough, Billy Muessig and Deb Dotson were absent.

Staff present: Jack Hendrix and Brandi Schuerger.

2. MINUTES

The August 11, 2026, Regular Session Meeting Minutes were moved for approval by HALL, Seconded by MAYOR BOLEY.

Ayes 4, Noes 0. Motion carried.

3. STAFF REPORT

HENDRIX reported:

Project Rocketship is continuing to move forward on the south end of town.

Next month we will only have 2 item on the agenda. Whispering Creek Farms off of Mount Olivet Road will be brought back for consideration. There is also a Single-Phase Final Plat application for land just north of the Eagle Heights Elementary School. This will be for a future NRAD facility.

ALDERMAN WILSON asked for a construction update on the Main and Mill project.

HENDRIX stated that a Temporary Certificate of Occupancy was issued for 43 apartments and are available for occupancy. Until the elevator installation is complete the top 2 floors will have no occupancy allowed. Fire Chief Dave Cline agreed with this decision. Their deadline for completion is still October.

4. PUBLIC HEARING – REZONING 119 N 169 HWY FROM B-3 AND R-3 TO R-3

- **APPLICANT SEEKS TO REZONE THE WEST 4.5 +/- ACRES FROM B-3 TO R-3 TO CREATE ONE COHESIVE R-3 LOT IN ACCORDANCE WITH THE COMPREHENSIVE PLAN'S FUTURE LAND USE PLAN**

Public hearing opened.

David Pence – Applicant -- 24 S Main Street Liberty, MO 64068—

Presented a proposal to rezone Lot 2 of Smithville Plaza at 119 Highway 169 to R-3 zoning. The project would continue development of lot 1 at Smithville Plaza following the recent approval of nearby commercial and restaurant development. The proposal includes construction of 200 apartment units on 8.5 acres, consisting of 340 bedrooms and 294 parking spaces, which including 30 covered spaces, for a parking ratio of 1.47 spaces per unit. While this is below the city's parking standard, the applicant stated that the ratio is supported by national parking data and the potential for shared parking with adjacent commercial properties whose peak parking demands occur at different times. The development would feature two four-story apartment buildings, a clubhouse and pool, and a third three-story building constructed above a concrete podium to allow additional ground-level parking. Because the site is located within a floodplain, the design minimizes fill by raising building pads approximately 3.5 feet above the minimum flood elevation while preserving parking and site functionality. The buildings are proposed to use earth-tone materials, including smart siding and trim, simulated stone accents, architectural fiberglass shingles, and aluminum storefronts and windows.

HENDRIX informed that the packet includes the staff report. This application is to adjust all of the R-3 and B-3 zoning to R-3. If the R-3 zoning occurs then the Conceptual Plan to be considered on the next agenda items would

change that to a P zoning, which is what our code calls a Conceptual Plan zoning, and it would be with the limited specifics of the Conceptual Plan.

Public hearing closed.

5. REZONING 119 N 169 HWY TO ENTIRELY R-3

- **APPLICANT SEEKS TO REZONING THE PROPERTY IN ACCORDANCE WITH THE FUTURE LAND USE PLAN**

MAYOR BOLEY motioned to approve Rezoning 119 N 169 Hwy to entirely R-3. Seconded by ALDERMAN WILSON.

Discussion:

HENDRIX explained that the applicant is here for any questions. The Staff Report and the Finding of Facts documents were provided in the packet.

THE VOTE: HALL-AYE, CHEVALIER-AYE, ALDERMAN WILSON-AYE, MAYOR BOLEY-AYE.

AYES-4, NOES-0. MOTION PASSED

6. PUBLIC HEARING – CONCEPTUAL PLAN – SMITHVILLE PLAZA APARTMENTS – A 200-UNIT COMPLEX ON 8.5 ACRES OF LAND AT 119 N 169 HIGHWAY ON LAND ZONED R-3

- **THE PURPOSE OF THIS HEARING IS TO TAKE PUBLIC COMMENT ON A PROPOSED 200-UNIT APARTMENT COMPLEX ON 8.5 ACRES BEHIND THE COMMERCIAL BUILDINGS ON 169, FROM CASEY'S TO THE RIVER.**

Public hearing opened.

HENDRIX stated that the Staff Report and the Site Plan package documents have been provided in the packet. This is a conceptual plan. It allows us to, through the process of an additional rezoning, which is what this is, to make adjustments to density and to any of the regular requirements, including parking.

Bill Becker – 600 Indian Trail Court Smithville, Mo — Expressed opposition to the proposed apartment complex. His primary concern is the high residential density of the project and its proximity to downtown. He believes the development would significantly increase traffic in an area already constrained by limited access points, particularly along Bridge Street and Highway 169. With nearly 300 parking spaces, the speaker estimated that hundreds of additional vehicle trips could be generated daily, further worsening downtown traffic congestion. He stated that local law enforcement resources are already stretched thin and questioned the community's ability to serve a development containing 340 bedrooms. He also expressed concern that higher-density housing could increase demands on police services. He further questioned whether existing water and sewer infrastructure could support a development of 200 residential units, noting ongoing efforts to upgrade utility systems.

Matt Tyson – 603 Horseshoe Lane Smithville, Mo — Explained that his family chose to make Smithville their home because of its small-town atmosphere, unique character, and quality of life. He noted that last week, many of our residents participated in the city's strategic planning discussions and a consistent message emerged. People value Smithville's small-town identity and want growth that protects and enhances what makes this community special. He stated that this proposal would significantly alter the appearance, density, and character of the area near downtown. A development of this scale would permanently change the community and conflict with the vision residents have expressed for Smithville's future. He stated that he supporting growth in general. He feels that new development should be thoughtful, appropriately scaled, and compatible with the town's character. He is concerned about the project's potential impact on infrastructure, city services, and local schools, including Maple Elementary. He urged decision-makers to consider whether the proposal aligns with the community's stated goals and to evaluate whether it is the right project, in the right location, and at an appropriate scale for Smithville. He asked that the proposal be denied.

Kristine Bunch – 206 Richardson Street Unit # 749 Smithville, Mo

— Stated that she is a local business owner located across the street from the proposed development expressed concerns about the project's parking and explained her personal experience with parking shortages during a well-attended event, noting that visitors overflowed into surrounding areas. She questioned whether the proposed development provides sufficient parking, particularly given the stated parking ratio of 1.47 spaces per unit and the reliance on shared commercial parking. She stated that inadequate parking could negatively affect nearby businesses by discouraging customers from visiting. She expressed concern about ADA-accessible parking spaces and whether sufficient accessible and visitor parking would be provided for both residential and commercial uses. Additional concerns involved the potential strain on emergency services, referencing recent periods when multiple incidents occurred simultaneously and stretched local Fire and EMS resources. Also questioned where the entrance from Bridge Street is located.

Public hearing closed.

7. CONCEPTUAL PLAN – R-3P FOR A 200-UNIT APARTMENT COMPLEX

- **APPLICANT SEEKS APPROVAL OF A CONCEPTUAL PLAN FOR A THREE-BUILDING COMPLEX WITH 200 UNITS AND 294 ADDITIONAL PARKING SPACES.**

MAYOR BOLEY motioned to approve the findings for the Smithville Plaza Apartments Conceptual Plan. Seconded by ALDERMAN WILSON.

Discussion:

HENDRIX explained the parking requirements and how the number of parking spaces was determined and that the standards for parking is met. This information was included in the packet. Stormwater requirements are also in the packet.

ALDERMAN WILSON questioned the height of the parking garage to ensure that taller vehicles would be able to park in it.

MR. PENCE stated that the height can be adjusted to accommodate that. He wasn't sure that they had worked out the actual detailing of the height of the podium itself, but typically a podium like that would be in the 10 to 12 foot height range, which would accommodate a taller vehicle.

HENDRIX stated that when the plans for the parking garage is submitted we will make sure on the building code side that this is addressed if this is approved.

THE VOTE: ALDERMAN WILSON-AYE, CHEVALIER-AYE, HALL-NAY, MAYOR BOLEY-AYE.

AYES-3, NOES-1. MOTION PASSED

8. ADJOURN

HALL made a motion to adjourn. MAYOR BOLEY seconded the motion.

VOICE VOTE: UNANIMOUS

CHAIRMAN CHEVALIER declared the session adjourned at 7:30 p.m.



Planning and Zoning Commission Procedural Summary

MEETING DATE: 10/13/2026

DEPARTMENT: Development

AGENDA ITEM: Davenport Farms Single Phase Final Plat.

REQUESTED COMMISSION ACTION:

A motion to recommend to approve (or disapprove) the proposed Final Plat.

SUMMARY OF PROCEDURE:

The application is to create a new subdivision consisting of 2 lots on approximately 4.5 acres of land located at address 1806 NE 188th Street.]

The Commission shall take into account the public hearing input, the staff report and any other documents or photographs provided at the hearing. The staff report is organized with each of the Guidelines for Review identified in §425.275.A.4 of the Code of Ordinances with staff and engineering findings of each item for evaluation.

In cases where the Commission's recommendation is for the disapproval of the plat, the applicant shall be notified of the reason for such action and what requirements shall be necessary to obtain the recommendation of approval of the Planning and Zoning Commission.

ATTACHMENTS:

- | | |
|---|---|
| ☐ Ordinance | ☐ Contract |
| ☐ Resolution | ☒ Plans |
| ☒ Staff Report | ☐ Minutes |
| ☐ Other: Guidelines for Review | |



STAFF REPORT
October 9, 2026
Platting of Parcel Id's # 05-302-00-01-002.00

Application for a Plat Approval

Code Sections:

425.285.A.4

Single Phase Final Plat Approval

Property Information:

Address: 1806 NE 188th St.
Owner: Rymeg, Inc.
Current Zoning: R-1B and B-3

Public Notice Dates:

1st Publication in Newspaper: September 23, 2026
Letters to Property Owners w/in 185": September 23, 2026

GENERAL DESCRIPTION:

The applicant obtained initial zoning approval to rezone and preliminarily plat approximately 150 acres in June of 2005 by Ordinance 2385-05. That zoning included one lot zoned B-3 and described as a daycare on the original Preliminary Plat, as well as R-1B for single family homes on the remainder of the land. Thereafter, no development has occurred. Applicant now seeks to create a new Single Phase Final Plat that will create two lots. The first lot will incorporate all the B-3 zoned land from the original zoning and Preliminary Plat, as well as add an additional 3-acre lot to the north of the B-3 lot for a future ambulance facility. Ambulance facilities are a permitted use in the R-1B zoning district,

GUIDELINES FOR REVIEW – SINGLE PHASE SUBDIVISION FINAL PLATS *See 425.285.A.4*

The Planning Commission shall consider the following criteria in making a recommendation on the plat:

a. The plat conforms to these regulations and the applicable provisions of the Zoning Ordinance and other land use regulations.

Yes, the layout complies with zoning and subdivision requirements.

b. The plat represents an overall development pattern that is consistent with the goals and policies of the Comprehensive Plan.

Yes, the future land use plan for this area is to remain as zoned – residential – and an ambulance facility provides additional protection to the existing and future residences.

c. The development shall be laid out in such a way as to result in:

(1) Good natural surface drainage to a storm sewer or a natural watercourse.

The subdivision does not change any natural drainage areas, and both lots will also address additional stormwater concerns that may arise based upon the actual crisscrossed various drainage ways. The proposal is laid out to avoid interruption of those areas except when needed to detain any added runoff in accordance with city standards.

(2) A minimum amount of grading on both cut or fill and preservation of good trees and other desirable natural growth.

Yes, since the area is a crop field, the grading will be minimal, and there are no good trees or desirable natural growth to be preserved or maintained.

(3) A good grade relationship with the abutting streets, preferably somewhat above the street.

Yes.

(4) Adequate lot width for the type or size of dwellings contemplated, including adequate side yards for light, air, access and privacy.

Yes.

(5) Adequate lot depth for outdoor living space.

Not applicable for the intended uses.

(6) Generally regular lot shapes, avoiding acute angles.

Yes.

(7) Adequate building lots that avoid excessive grading, footings or foundation walls.

Yes.

d. The plat contains lot and land subdivision layout that is consistent with good land planning and site engineering design principles.

Yes.

e. The location, spacing and design of proposed streets, curb cuts and intersections are consistent with good traffic engineering design principles.

Yes.

f. The plat is served or will be served at the time of development with all necessary public utilities and facilities, including, but not limited to, water, sewer, gas, electric and telephone service, schools, parks, recreation and open space and libraries.

Yes.

g. The plat shall comply with the stormwater regulations of the City and all applicable storm drainage and floodplain regulations to ensure the public health and safety of future residents of the subdivision and upstream and downstream properties and residents. The Commission shall expressly find that the amount of off-site stormwater runoff after development will be no greater than the amount of off-site stormwater runoff before development.

The proposed design has not impact on the overall flow from current conditions, and any building development will be required to reevaluate the stormwater impacts individually.

h. Each lot in the plat of a residential development has adequate and safe access to/from a local street.

Yes, Davenport Lane is created for the sole purpose to eliminate access directly onto Eagle Parkway. Development of structures will be required to provide traffic impact data at the time of development.

i. The plat is located in an area of the City that is appropriate for current development activity; it will not contribute to sprawl nor to the need for inefficient extensions and expansions of public facilities, utilities and services.

Yes, it is place in an efficient area for public facilities and has been planned as such for over 20 years.

j. If located in an area proposed for annexation to the City, the area has been annexed prior to or will be annexed simultaneously with plat approval.

n/a

k. The applicant agrees to dedicate land, right-of-way and easements, as may be determined to be needed, to effectuate the purposes of these regulations and the standards and requirements incorporated herein.

Yes, no special dedication requirements are needed.

l. All applicable submission requirements have been satisfied in a timely manner.

Yes.

m. The applicant agrees to provide additional improvements, which may include any necessary upgrades to adjacent or nearby existing roads and other facilities to current standards and shall include dedication of adequate rights-of-way to meet the needs of the City's transportation plans. ***n/a***

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed Final Plat subject to infrastructure plan approval and bonding as required by the code.

Respectfully Submitted,

Director of Development

Final Plat
Davenport Farms Commercial 1st Plat

Part Of The Northwest Quarter
Section 1, Township 53 North Range 33 West
Smithville, Clay County, Missouri

Survey Description

A Part Of The Northwest Quarter Of Section 1, Township 53 North, Range 33 West, Smithville, Clay County, Missouri, Being More Particularly Described As Follows:
Commencing At The Center Of Section 1; Thence South 89 Degrees 49 Minutes 43 Seconds West Along The South Line Of The Northwest Quarter 743.33 Feet; Thence North 00 Degrees 10 Minutes 17 Seconds West Departing Said Line 30.24 Feet To The Northerly Right-Of-Way Of 188th Street As Now Located And Along The Following Described Calls; Thence South 89 Degrees 49 Minutes 43 Seconds West 544.78 Feet To The Easterly Right-Of-Way Of Eagle Parkway (Missouri Highway Route "F") As Now Located And Along The Following Described Calls; Thence North 00 Degrees 12 Minutes 25 Seconds East 71.64 Feet; Thence North 00 Degrees 26 Minutes 35 Seconds East 714.78 Feet To The Point Of Beginning;
Thence Continuing North 00 Degrees 26 Minutes 35 Seconds East 534.93 Feet; Thence North 90 Degrees 00 Minutes 00 Seconds East Departing Said Right-Of-Way 415.49 Feet; Thence South 00 Degrees 27 Minutes 55 Seconds West 314.93 Feet; Thence South 89 Degrees 59 Minutes 58 Seconds West 150.09 Feet; Thence South 00 Degrees 00 Minutes 20 Seconds East 220.00 Feet; Thence North 90 Degrees 00 Minutes 00 Seconds West 267.00 Feet To The Point Of Beginning, Containing 4.35 Acres More Or Less, Subject To Any And All Encumbrances And Rights Recorded Or Unrecorded.

RYMEG INC
Book 9628
Page 81

Detail
Easement &
Part Of Lot 1 Davenport
Farms Elementary
Lot 2
Davenport Farms
Commercial 1st Plat

Davenport Lane
60' R/W

Lot 1
Davenport
Farms
Commercial 1st
Plat

Part Of
Lot 1
Davenport Farms
Elementary
Cabinet G Sleeve 95
0.17 AC±

Survey Description
10' Sewer Easement (1 & 1.1)

Part Of Lot 1 Of Davenport Farms Commercial 1st Plat, Being Located In Northwest Quarter Of Section 1, Township 53 North, Range 33 West, Smithville, Clay County, Missouri, Being More Particularly Described As Follows: A 10 Foot Sewer Easement Lying 5 Feet Each Side Of Centerline Described As Follows:
Commencing At The Southeast Corner Of Lot 1 Of Davenport Farms Commercial 1st Plat; Thence North 00 Degrees 00 Minutes 20 Seconds West Along The East Line Of Said Lot 1 A Distance Of 39.77 Feet To The Point Of Beginning Of The Herein Described Centerline;
Thence North 54 Degrees 12 Minutes 30 Seconds West 6.16 Feet; Thence North 00 Degrees 00 Minutes 20 Seconds West 84.10 Feet To The Point Of Beginning Of Easement (1.1);
Thence South 89 Degrees 59 Minutes 35 Seconds West 17.98 Feet To The Point Of Terminus Of Easement (1.1);
Resuming On The Easement 1 At Point Of Beginning 1.1; Thence North 00 Degrees 00 Minutes 20 Seconds West 35.22 Feet To The Southerly Right-Of-Way Of Davenport Lane As Now Located Being The Point Of Terminus. Side Lines Of Said Easement To Be Lengthened And Shortened At The Appropriate Lines, Subject To Any And All Encumbrances And Rights Recorded Or Unrecorded.

Survey Description
10' Sewer Easement (2)

Part Of Lot 2 Of Davenport Farms Commercial 1st Plat, Being Located In Northwest Quarter Of Section 1, Township 53 North, Range 33 West, Smithville, Clay County, Missouri, Being More Particularly Described As Follows: A 10 Foot Sewer Easement Lying 5 Feet Each Side Of Centerline Described As Follows:
Commencing At The Southeast Corner Of Lot 2 Of Davenport Farms Commercial 1st Plat; Thence North 89 Degrees 59 Minutes 58 Seconds West Along The South Line Of Lot 2 And The Northerly Right-Of-Way Of Davenport Lane As Now Located 5.00 Feet To The Point Of Beginning Of The Herein Described Centerline;
Thence North 00 Degrees 00 Minutes 20 Seconds West 24.00 Feet To The Point Of Terminus. Side Lines Of Said Easement To Be Lengthened And Shortened At The Appropriate Lines, Subject To Any And All Encumbrances And Rights Recorded Or Unrecorded.

Survey Description
Part Of Lot 1 Davenport Farms Elementary

A Part Of Lot 1 Of Davenport Farms Elementary As Per Plat Cabinet G Sleeve 95, Being In The Northwest Quarter Of Section 1, Township 53 North, Range 33 West, Smithville, Clay County, Missouri, Being More Particularly Described As Follows:
Beginning At The Southeast Corner Of Lot 1 Of Davenport Farms Commercial Plat 1st; Thence North 89 Degrees 59 Minutes 58 Seconds West Along The South Line Of Lot 1 A Distance Of 64.98 Feet; Thence North 00 Degrees 02 Minutes 38 Seconds West Departing Said Line 163.03 Feet; Thence North 87 Degrees 07 Minutes 44 Seconds East 39.75 Feet; Thence South 00 Degrees 05 Minutes 59 Seconds East 120.14 Feet; Thence South 89 Degrees 53 Minutes 48 Seconds East 25.19 Feet To A Point On The East Line Of Lot 1; Thence South 00 Degrees 00 Minutes 20 Seconds East Along Said East Line 44.84 Feet To The Point Of Beginning, Containing 0.17 Acres More Or Less, Subject To Any And All Encumbrances And Rights Recorded Or Unrecorded.

Surveyor Notes

- Purpose of Plat:**
This plat was prepared for the purpose of subdividing land in accordance with Smithville, Clay County, Missouri and is not intended for construction, title examination, or other purposes unless specifically stated.
- No Title Review:**
This plat does not represent a title opinion. The surveyor has not performed a title search and makes no representation regarding ownership, easements, restrictions, encroachments, or other matters of title not apparent from visible evidence or not disclosed by the client.
- Easements and Rights-of-Way:**
Easements and rights-of-way shown hereon are based on information provided by the client, recorded documents, or public sources. Their completeness, accuracy, and legal status have not been independently verified.
- Utility Locations:**
The location of utilities shown hereon, if any, are approximate and based on surface evidence, markings, or information provided by utility companies. The surveyor makes no guarantee as to the existence, exact location, or condition of underground utilities or infrastructure.
- Floodplain and Environmental Features:**
This plat does not constitute a floodplain determination or environmental assessment unless specifically noted. No wetland delineation, soil analysis, or environmental testing was conducted by the surveyor.
- Basics of Bearings and Measurements:**
Bearings and distances are based on Missouri West Zone NAD. All measurements are subject to standard surveying tolerances.
- Improvements Not Depicted:**
Existing site improvements (buildings, fences, driveways, etc.) may not be shown unless specifically noted. The depiction of such features, if shown, is for reference only and may not be complete.
- Compliance with Regulations:**
This plat has been prepared in accordance with applicable local and state subdivision regulations as of the date of the survey. It is the responsibility of the developer or property owner to obtain all necessary approvals from governing authorities.
- Changes After Date of Survey:**
This plat reflects conditions as of the date of the field survey. The surveyor is not responsible for changes or developments occurring after that date.
- Use by Third Parties:**
This plat is intended for the exclusive use of Rymeg, INC and applicable reviewing authorities. Use or reliance by others is not authorized without the express written consent of the surveyor.
- Surveyor Stamp**
Survey Is Valid If Stamped And Signature Is Present Or Has Been Electronically Signed And Approved By Bobbie J. Nickols

Entered on transfer record this _____ day of _____, 20____ County Recorder

TO THE BEST OF MY INFORMATION, KNOWLEDGE AND BELIEF, THIS SURVEY WAS EXECUTED IN ACCORDANCE WITH THE CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS. DATED 10/09/2026

Bobbie J. Nickols PLS 2026020060

PROPERTY CLASSIFICATION: Urban
Deed Reference:
Book 9628 Page 81
Book 5603 Page 72
Plat Reference:
Cabinet G Sleeve 95
Survey Ordered By:
Rymeg INC
Owner Developer:
RYMEG, Inc (Bob Schmidt)
1912 Harold Drive
Raymore, MO 64083

BASIS OF BEARING
GRID NORTH BY
GPS OBSERVATION

BAR SCALE
(IN FEET)
1 inch = 40 ft.

LEGEND

- EXISTING 1/2" CAPPED IRON PIN
- SET #4 REBAR
- △ COMPUTED POSITION
- ▲ CORNER OF RECORD

Tradewinds Drive

Eagle Parkway
Missouri Highway Route "F"

Certificate Of Ownership

And _____ (Single, Husband And Wife, Corporate Officer / Hereby Certify That I/We Are The Sole Owner(s) Of The Property Described Hereon, Which Is Within The Subdivision Regulation Jurisdiction Of The City Of Smithville, Clay County, Missouri, And That I/We Freely Adopt This Plan Of Subdivision And Dedicate To Public Use All Areas Shown On This Plat As Easements Or Deficient Right Of Way, Except Those Specifically Indicated As Private, And That I/We Will Maintain All Such Areas Until The Offer Of Dedication Is Accepted By The Appropriate Public Authority.

Acknowledgment
State Of _____
County Of _____

On This _____ Day Of _____, 20____, Before Me, The Undersigned Notary Public, Personally Appeared _____ To Me Personally Known To Be The Person(s) Described In And Who Executed The Foregoing Instrument And Acknowledged That They Executed The Same As Their Free Act And Deed. In Witness Whereof, I Have Hereunto Set My Hand And Affixed My Official Seal At My Office In Said County And State And Day And Year Last Written Above.

(Notary Public)

School District
R-II (27)

Lot 1
Davenport Farms
Elementary
Cabinet G Sleeve
95

Book 5603
Page 72

The approval of the plat by the Board of Aldermen in the following form:

This final plat approved by the Board of Aldermen of Smithville, Missouri, this _____ day of _____, 20____.

Mayor _____

ATTEST _____

City Clerk _____

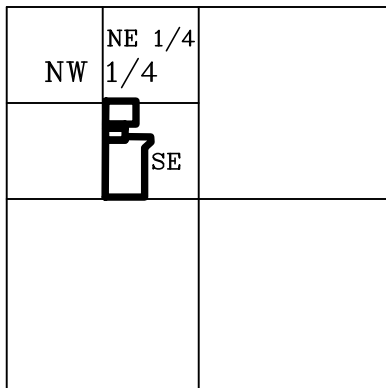
The certificate of the Planning and Zoning Commission in the following form:

The final plat of _____ subdivision was submitted to and approved by the Smithville Planning and Zoning Commission on the _____ day of _____, 20____.

Chairman _____

Secretary _____

VICINITY MAP
SECTION 1



TOWNSHIP 53 NORTH, RANGE 33 WEST
SMITHVILLE, CLAY COUNTY, MISSOURI

West 1/4 Corner
Section 1
Township 53-N
Range 33-W
Existing 5/8"
Iron Pin

188th Street

South Line NW1/4

Utility Easement

Center
Section 1
Township 53-N
Range 33-W
Existing 5/8"
Iron Pin
Commencing Point

SHEET:
1-1

Final
Plat

07/30/2026 AutoCAD Civil 3D
Designed by: TRP Surveyed by: BB
Checked by: BJN Drawn by: JIN
Project #: 26-5266 Sheet Size: 24X36
File: 26-5266.DWG

Part Of The
Northwest Quarter
(410-420) Section 1, Township 53 North, Range 33 West
Smithville, Clay County, Missouri

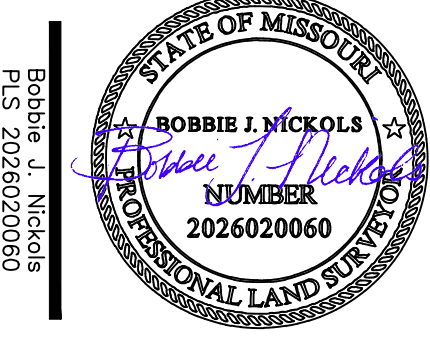
CFS
ENGINEERS

Springfield Office - (417) 986-4067
3015 E. Cairo Street
Springfield, Missouri 65802

www.CFSE.com

Civil Engineering - Land Surveying - Materials Testing

Revisions:



CFS Engineers
MO LICENSE #: 190141100



Planning and Zoning Commission Procedural Summary

MEETING DATE: 10/13/2026

DEPARTMENT: Development

AGENDA ITEM: Whispering Creek Farms 2nd Plat SF Final Plat.

REQUESTED COMMISSION ACTION:

A motion to recommend to approve (or disapprove) the proposed Single Phase Final Plat.

SUMMARY OF PROCEDURE:

The application is to create a new single-phase final plat subdivision consisting of 32 lots on 158+/- acres of land located north of 144th Street and east of Mt. Olivet Road on recently annexed land. This item was on the August 11, 2026 agenda and a Public Hearing was conducted on both the rezoning to A-R request (approved by P & Z unanimously) followed by a Public Hearing on the request for a final plat for a new 32-lot subdivision. Following closure of the public hearings, the Commission took up and began discussions on the matter. After much discussion, the Commission recommended two things: Applicant prepare and submit a full Traffic Impact Study, and reduce the submission to 28 lots for consideration. Following those two motions, it was moved, seconded and approved to postpone the discussion to this (October 13, 2026) meeting date to review the additional data.

The Commission shall take into account the public hearing input, the staff report and any other documents or photographs provided at the hearing on August 11, 2026. With this matter a response to the Commission's request for additional data, there is no additional public hearing and the original hearing should remain closed. All commissioners should, and all those who were absent or not on the Commission at the time of the August hearing MUST review the video of the public hearing, the updated staff report and the other documents presented at that hearing in order to be able to participate and vote on this matter. There is no limitation that the Commission only discuss the items provided in response to its' requests from August, it may discuss and deliberate on the entire matter.

The staff report is organized with each of the Guidelines for Review identified in §425.285.A.4 of the Code of Ordinances with staff and/or engineering findings of each item for evaluation (and updated to reference the TIS document, which is also included in the packet. The Commission need only to make a recommendation on the plat in accordance with those guidelines.

In cases where the recommendation is for the disapproval of the plat, the applicant shall be notified of the reason for such action and what requirements shall be necessary to obtain the recommendation of approval of the Planning and Zoning Commission.

ATTACHMENTS:

- | | |
|---|---|
| ☐ Ordinance | ☐ Contract |
| ☐ Resolution | ☒ Plans |
| ☒ Staff Report | ☐ Minutes |
| ☐ Other: Guidelines for Review | |



STAFF REPORT

August 3, 2026 and updated **October 8, 2026**

Platting of Parcel Id's 06-703-00-01-016.00 & 06-704-00-04-047.00

Application for a Plat Approval

Code Sections:

425.285.A.4

Single Phase Final Plat Approval

Property Information:

Address:	4200 NE 144 th Street
Owner:	Whisper Creek Farms LLC
Current Zoning:	County Ag
Public Notice Dates:	July 22, 2026
185' Notices:	July 22, 2026

GENERAL DESCRIPTION:

The property is currently undeveloped, with a County Ag zoning designation. It is surrounded by developed single-family residences on varying lot sizes. Applicant seeks to construct a single-family subdivision in city zone district A-R with a total of 32 lots. 30 Lots would access 144th Street and two would access Black Oak Drive in Green Briar Estates. The overall average lot size would be 4.94 acres, ranging from 3 acres to 14.72 acres.

GUIDELINES FOR REVIEW – SINGLE PHASE SUBDIVISION FINAL PLATS *See 425.285.A.4*

The Planning Commission shall consider the following criteria in making a recommendation on the plat:

- a. The plat conforms to these regulations and the applicable provisions of the Zoning Ordinance and other land use regulations. ***Yes, the layout complies with zoning and subdivision requirements.***

b. The plat represents an overall development pattern that is consistent with the goals and policies of the Comprehensive Plan. **Yes. HN3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.**

c. The development shall be laid out in such a way as to result in:

(1) Good natural surface drainage to a storm sewer or a natural watercourse. **Yes, the existing drainage areas are being utilized as both detention areas and natural basins.**

(2) A minimum amount of grading on both cut or fill and preservation of good trees and other desirable natural growth. **Yes, since the area is a former crop field, the grading will be minimal, and the usable existing trees and desirable natural growth will be preserved or maintained.**

(3) A good grade relationship with the abutting streets, preferably somewhat above the street. **Yes.**

(4) Adequate lot width for the type or size of dwellings contemplated, including adequate side yards for light, air, access and privacy. **Yes, large to very large lots provide sufficient lot width.**

(5) Adequate lot depth for outdoor living space. **Yes, and will provide funds to improve the nearest city parks.**

(6) Generally regular lot shapes, avoiding acute angles. **Yes, to the extent practicable with cul de sac lots.**

(7) Adequate building lots that avoid excessive grading, footings or foundation walls. **Yes.**

d. The plat contains lot and land subdivision layout that is consistent with good land planning and site engineering design principles. **Yes.**

e. The location, spacing and design of proposed streets, curb cuts and intersections are consistent with good traffic engineering design principles. **Yes, and no offsite improvements are needed in accordance with the approved TIS**

f. The plat is served or will be served at the time of development with all necessary public utilities and facilities, including, but not limited to, water, sewer, gas, electric and telephone service, schools, parks, recreation and open space and libraries. **Yes, at the developer's sole cost and expense.**

g. The plat shall comply with the stormwater regulations of the City and all applicable storm drainage and floodplain regulations to ensure the public health and safety of future residents of the subdivision and upstream and downstream properties and residents. The Commission shall expressly find that the amount of off-site stormwater runoff after development will be no greater than the amount of off-site stormwater runoff before development. **The proposed subdivision design uses the existing topography and any needed detention will be separately designed and approved in accordance with the storm study prior to final construction plan approval.**

h. Each lot in the plat of a residential development has adequate and safe access to/from a local street. **Yes.**

i. The plat is located in an area of the city that is appropriate for current development activity; it will not contribute to sprawl nor to the need for inefficient extensions and expansions of public facilities, utilities and services.

Yes, it is surrounded by similar county development and is an infill project.

j. If located in an area proposed for annexation to the City, the area has been annexed prior to or will be annexed simultaneously with plat approval.

Annexed in early 2026.

k. The applicant agrees to dedicate land, right-of-way and easements, as may be determined to be needed, to effectuate the purposes of these regulations and the standards and requirements incorporated herein. **Yes, applicant has dedicated sufficient land for all needed facilities.**

l. All applicable submission requirements have been satisfied in a timely manner. **Yes.**

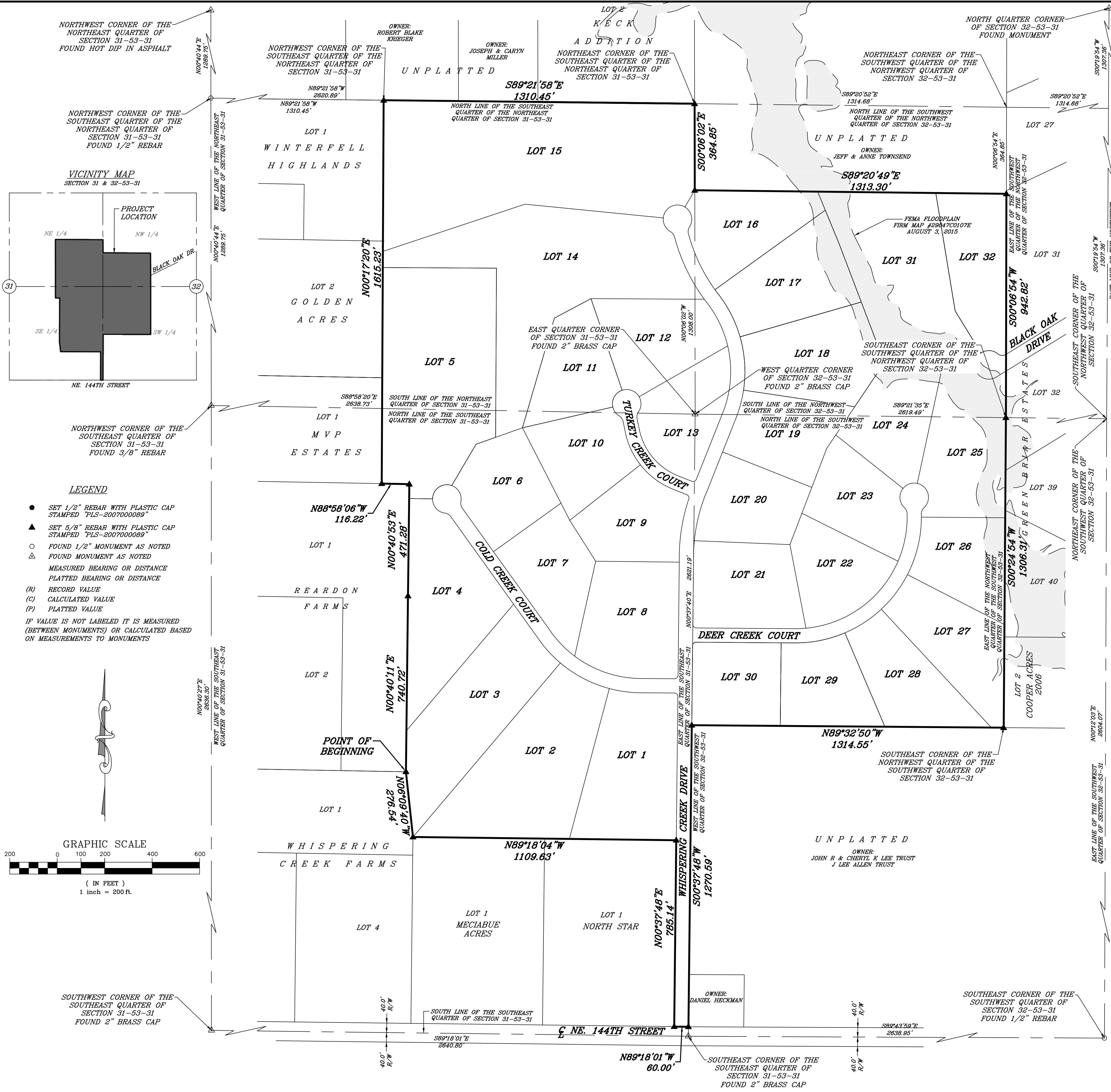
m. The applicant agrees to provide additional improvements, which may include any necessary upgrades to adjacent or nearby existing roads and other facilities to current standards and shall include dedication of adequate rights-of-way to meet the needs of the City's transportation plans. **Yes, applicant has agreed to improve the end of Black Oak Dr. and install signage with a permanent maintenance provision at the request of the County Highway Engineer.**

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed Final Plat conditioned upon execution of the development agreement.

Respectfully Submitted,

Director of Development



FINAL PLAT
WHISPERING CREEK FARMS
2ND PLAT
A SUBDIVISION IN THE EAST HALF OF SECTION 31,
TOWNSHIP 53 NORTH, RANGE 31 WEST AND THE WEST HALF
OF SECTION 32, TOWNSHIP 53 NORTH, RANGE 31 WEST
SMITHVILLE, CLAY COUNTY, MISSOURI
SHEET 1 OF 3

PROPERTY DESCRIPTION:
CONTAINING 6,909,678 SQUARE FEET OR 158.62 ACRES
A TRACT OF LAND IN THE EAST HALF OF SECTION 31, TOWNSHIP 53 NORTH, RANGE 32 WEST AND THE WEST HALF OF SECTION 32, TOWNSHIP 53 NORTH, RANGE 32 WEST IN SMITHVILLE, CLAY COUNTY, MISSOURI BEING DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1, WHISPERING CREEK FARMS, A SUBDIVISION IN SMITHVILLE, CLAY COUNTY, MISSOURI; THENCE N00°40'11"E, ALONG THE EAST LINE OF LOT 1, REARDON FARMS, A SUBDIVISION OF LAND IN CLAY COUNTY, MISSOURI, A DISTANCE OF 740.72 FEET; THENCE N00°40'53"E, CONTINUING ALONG SAID LINE, A DISTANCE OF 471.28 FEET TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE N88°58'06"W, ALONG THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 116.22 FEET TO THE SOUTHEAST CORNER OF LOT 1, MVP ESTATES, A SUBDIVISION IN CLAY COUNTY, MISSOURI; THENCE N00°17'20"E, ALONG THE EAST LINE OF SAID LOT 1, MVP ESTATES AND THE EAST LINE OF LOT 2, GOLDEN ACRES, A SUBDIVISION IN CLAY COUNTY, MISSOURI AND THE EAST LINE OF LOT 1, WINTERFELL HIGHLANDS, A SUBDIVISION IN CLAY COUNTY, MISSOURI, A DISTANCE OF 1615.23 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, WINTERFELL HIGHLANDS AND THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 31; THENCE S89°21'58"E, ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND THE SOUTH LINE OF KECK ADDITION, A SUBDIVISION IN CLAY COUNTY, MISSOURI AND ITS WESTERLY PROLONGATION THEREOF, A DISTANCE OF 1310.45 FEET TO THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER AND THE SOUTHEAST CORNER OF SAID LOT 2, KECK ADDITION; THENCE S00°06'02"E, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER, A DISTANCE OF 364.85 FEET; THENCE S89°20'49"E, A DISTANCE OF 1313.30 FEET TO A POINT ON THE EAST LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 32 AND THE WEST LINE OF GREEN BRIAR ESTATES, A SUBDIVISION IN CLAY COUNTY, MISSOURI; THENCE S00°06'54"W, ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER AND THE WEST LINE OF SAID GREEN BRIAR ESTATES, A DISTANCE OF 942.82 FEET TO THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE S00°24'54"W, CONTINUING ALONG THE WEST LINE OF SAID GREEN BRIAR ESTATES AND ALONG THE WEST LINE OF LOT 2, COOPER ACRES 2006, A SUBDIVISION IN CLAY COUNTY, MISSOURI AND ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 32, A DISTANCE OF 1306.31 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE N89°32'52"W, A DISTANCE OF 1314.55 FEET TO A POINT ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 32; THENCE S00°37'48"W, ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 32, A DISTANCE OF 1270.59 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF NE 144TH STREET; THENCE N89°18'04"W, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 60.00 FEET TO THE SOUTHEAST CORNER OF LOT 1, NORTH STAR, A SUBDIVISION OF LAND IN CLAY COUNTY, MISSOURI; THENCE N00°37'48"E, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 785.14 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE N89°18'04"W, ALONG THE NORTH LINE OF SAID LOT 1 AND THE NORTH LINE OF LOT 1, MECIABUE ACRES, A SUBDIVISION OF LAND IN CLAY COUNTY, MISSOURI, A DISTANCE OF 1109.63 FEET TO A POINT ON THE EASTERLY LINE OF LOT 1 OF SAID WHISPERING CREEK FARMS; THENCE N08°09'40"W, ALONG THE EASTERLY LINE OF SAID LOT 1, A DISTANCE OF 276.54 FEET TO THE POINT OF BEGINNING.

DEDICATION: THE UNDERSIGNED PROPRIETOR OF THE TRACT OF LAND DESCRIBED HEREON HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER AS SHOWN ON THE ACCOMPANYING PLAT WHICH SUBDIVISION SHALL HEREFTER BE KNOWN AS "WHISPERING CREEK FARMS - 2ND PLAT"

EASEMENTS: AN EASEMENT OR LICENSE IS HEREBY GRANTED TO THE CITY OF SMITHVILLE, MISSOURI TO LOCATE, CONSTRUCT AND MAINTAIN OR TO AUTHORIZE THE LOCATION, CONSTRUCTION, MAINTENANCE AND USE OF CONDUITS, SEWERS AND WATER MAINS, GAS, POLES OR WIRES, ANCHORS AND SURFACE DRAINAGE, AND UNDER THE AREAS OUTLINED ON THIS PLAT AND DESIGNATED BY THE WORDS "UTILITY EASEMENT" OR "U/E", "SANITARY EASEMENT" OR "S/E", AND/OR "DRAINAGE EASEMENT" OR D/E.

STREETS: STREETS SHOWN ON THIS PLAT AND NOT HERETOFORE DEDICATED TO PUBLIC USE AS THOROUGHFARES, ARE HEREBY SO DEDICATED.

BUILDING LINES: BUILDING LINES OR SETBACK LINES ARE HEREBY ESTABLISHED AS SHOWN ON THE ACCOMPANYING PLAT AND NO BUILDING OR PORTION THEREOF SHALL BE BUILT BETWEEN THIS LINE AND THE STREET LINE.

IN TESTIMONY WHEREOF, WHISPERING CREEK FARMS, L.L.C. A MISSOURI LIMITED LIABILITY COMPANY, HAS BY THE AUTHORITY OF ITS MEMBERS CAUSED THIS INSTRUMENT TO BE EXECUTED BY ITS MEMBER THIS _____ DAY OF _____, 20____
WHISPERING CREEK FARMS, L.L.C.

DWIGHT FRIDLEY, MEMBER

STATE OF MISSOURI
COUNTY OF _____ JSS

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 20____, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME DWIGHT FRIDLEY, MEMBER OF WHISPERING CREEK FARMS, L.L.C., A MISSOURI LIMITED LIABILITY COMPANY, TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGED THE EXECUTION OF SAME.

IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARIAL SEAL THE DAY AND YEAR ABOVE WRITTEN.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC _____

THIS FINAL PLAT APPROVED BY THE BOARD OF ALDERMEN OF SMITHVILLE, MISSOURI, THIS _____ DAY OF _____, 20____

(SEAL) _____ MAYOR

ATTEST: _____ CITY CLERK

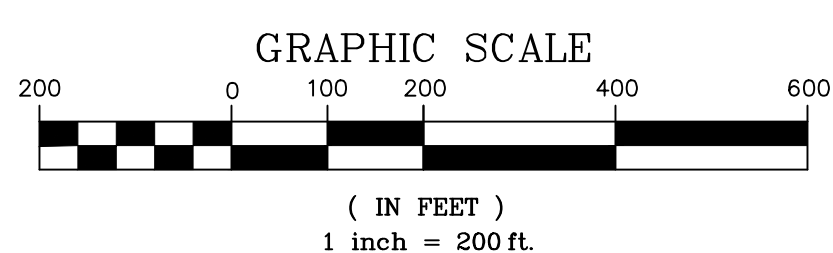
ENTERED ON TRANSFER RECORD THIS _____ DAY OF _____, 20____

COUNTY RECORDER _____

SURVEY NOTES:

- THE POSITION OF EXISTING MONUMENTATION, IF NOT THE TRUE CORNER, IS NOTED BY DIFFERENCES IN COORDINATES OR AT RIGHT ANGLES TO THE PROPERTY LINE AT THE NOTED DISTANCE FROM THE NEAREST BOUNDARY CORNER.
- THE BEARINGS SHOWN HEREON ARE BASED ON NAD83(2011) EPOCH 2010.00 ADJUSTMENT.
- THIS SURVEY DOES NOT REFLECT ANY OF THE FOLLOWING WHICH WERE EITHER NOT REQUESTED OR FURNISHED BY THE CLIENT OR ARE NOT WITHIN THE SCOPE OF THE SERVICES PROVIDED BY A PROFESSIONAL SURVEYOR; THEREFORE, THIS SURVEYOR DOES NOT ACCEPT ANY LIABILITY SHOULD ANY OF THEM BE APPLICABLE TO THE SUBJECT REAL ESTATE: SUBSURFACE CONDITIONS; RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; AND ZONING OR OTHER LAND USE REGULATIONS.
- NO TITLE COMMITMENT WAS PROVIDED FOR THIS SURVEY.
- THIS SURVEY MEETS OR EXCEEDS THE ACCURACY STANDARDS OF AN URBAN PROPERTY SURVEY AS DEFINED BY THE "MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS".
- ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY, COMMUNITY-PANEL NUMBER 107 OF 350, MAP NUMBER 28047C0107E, EFFECTIVE AUGUST 3, 2015, THE SUBJECT AREA IS ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD AND ZONE A, AREAS DETERMINED TO BE INUNDATED BY THE 1% ANNUAL CHANCE FLOOD.

- LEGEND**
- SET 1/2" REBAR WITH PLASTIC CAP STAMPED "PLS-2007000089"
 - ▲ SET 5/8" REBAR WITH PLASTIC CAP STAMPED "PLS-2007000089"
 - FOUND 1/2" MONUMENT AS NOTED
 - △ FOUND MONUMENT AS NOTED
 - MEASURED BEARING OR DISTANCE
 - PLATTED BEARING OR DISTANCE
 - (R) RECORD VALUE
 - (C) CALCULATED VALUE
 - (P) PLATTED VALUE
- IF VALUE IS NOT LABELED IT IS MEASURED (BETWEEN MONUMENTS) OR CALCULATED BASED ON MEASUREMENTS TO MONUMENTS



SURVEYOR'S CERTIFICATION

I HEREBY CERTIFY THAT WE HAVE MADE A SURVEY OF THE PREMISES HEREIN DESCRIBED WHICH MEET OR EXCEED THE CURRENT "MISSOURI MINIMUM STANDARDS FOR PROPERTY BOUNDARY SURVEYS" AS JOINTLY ESTABLISHED BY THE MISSOURI SURVEYING BOARD AND THE MISSOURI BOARD OF ARCHITECTS, PROFESSIONAL LAND SURVEYORS, AND LANDSCAPE ARCHITECTS, AND THAT THE RESULTS OF SAID SURVEY ARE REPRESENTED ON THIS DRAWING TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF.

06/10/2026 DATE

ROBERT G. YOUNG, PLS-2007000089

R.L. Buford & Associates, LLC

LAND SURVEYING - DEVELOPMENT CONSULTANTS

R.L. BUFORD & ASSOCIATES, LLC

MO CERT. OF AUTHORITY LICENSE NO. LS-2010031977

P.O. BOX 14069, PARKVILLE, MO. 64152 (816) 741-6152

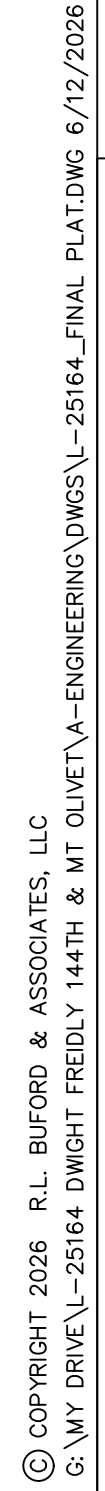
FOR WHISPERING CREEK FARMS, LLC	SEC-TWP-RGE, COUNTY JOB NO.
PO BOX 901264	31&32-53-31 CLAY L-25164
KANSAS CITY, MO 64180	DATE FIELD BOOK & PAGE
	6/11/2026 LOOSE LEAF

DRAWN BY JKR

FINAL PLAT

COPYRIGHT 2026, R.L. BUFORD & ASSOCIATES, LLC

G:\MY_DRIVE\L-25164 DWIGHT FRIDLEY 144TH & MT. OLIVET\A-ENGINEERING\DWG\L-25164.FINAL PLATING 6/12/2026





R.L. Buford & Associates Engineering, LLC

LAND SURVEYORS – CIVIL ENGINEERS – DEVELOPMENT CONSULTANTS

OFFICE: 201 MAIN STREET, SUITE 6, PARKVILLE, MO 64152

MAILING: PO BOX 14069, PARKVILLE, MO 64152

(816) 741-6152

Whispering Creek Farms, 2nd Plat

Traffic Impact Study

September 4, 2026

Prepared for:
Whispering Creek Farms, LLC

Prepared by:
Lindsay Vogt, PE



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Appendix

Figure 1 Turning Movement Counts (Existing + Proposed)

Turning Movement Counts – Raw Data

Approved Traffic Safety Memo

Introduction

This document was prepared to analyze the potential traffic impacts of the proposed Whispering Creek Farms development in Smithville, Missouri. The site is located on NE 144th Street just east of Mt. Olivet Rd. This development will have access on NE 144th Street for 30 homes as well as another access on Black Oak Drive for 2 homes on the northeast portion of the site.

Existing Conditions

NE 144th Street is a local street with no shoulders and no pavement markings, and a posted speed limit of 35 MPH. Mt. Olivet Road is collector street with a posted speed limit of 45 MPH. AADT data was obtained from Clay County Road and Bridge Department and outlined below in Table 1.

Table 1: AADT (2026)

AADT	DAILY
NE 144 th St.	141
Mt. Olivet Rd.	1495

Peak Hour intersection turning movements counts were collected at the intersection of NE 144th St. at Mt. Olivet Rd. in traffic observation conducted on August 19th, 2026 and summarized in Table 2. More detailed traffic counts are included in the Appendix.

Table 2: Peak Hour Counts

Movement	AM	PM
Eastbound NE 144 th St.	5	17
Westbound NE 144 th St.	7	4
Northbound Mt. Olivet Rd.	41	88
Southbound Mt. Olivet Rd.	50	78

Sight Distance

Sight Distance at the new proposed intersection of NE 144th St. at Whispering Creek Farms was studied in a previous analysis that was approved by the Clay County Road and Bridge Department. That analysis is included in the appendix.

Proposed Conditions

Whispering Creek Farms is a proposed development of 32 single family homes located in Smithville, Missouri. There will be one new access point for the development on NE 144th Street, with a stop sign on Whispering Creek Drive. Additionally, There will be a dynamic warning sign installed at the intersection to warn Southbound and Eastbound drivers of any approaching Westbound vehicles.

Trip Generation

Using the 12th edition of the ITE Trip Generation Manual, we have estimated the new trips that will be generated by the proposed Whispering Creek Farms. Land Use Code 210 was used for the Single-Family homes and divided into two separate access points. The estimated AM and PM Peak Hour traffic volumes are shown below in Table 3.

Table 3: Trips Generated, Peak Hour

USE	Intensity	Daily	AM			PM		
ITE 210		Total	Total	In	Out	Total	In	Out
Single Family Detached - NE 144 th St.	30	273	21	6	15	28	17	11
Single Family Detached - Black Oak Dr.	2	18	1	0	1	2	1	1

Trip Distribution

Based on our observations of the intersections in the area and existing traffic flows, we have determined the trip distribution for this development. We have assumed that 100% of the trips will be entering and exiting the development from the west. Of those trips coming from the intersection of Mt. Olivet @ 144th Street, we have assumed that 45% will be Northbound, 45% will be Southbound and 10% will be Eastbound. The proposed trips have been added to the existing peak hour turning movement counts and are displayed in Table 4.

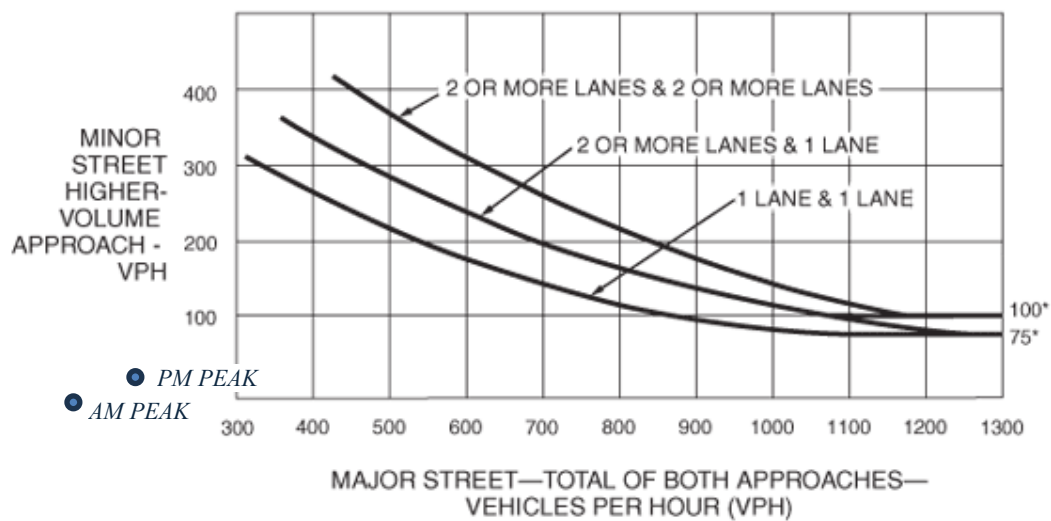
Table 4: Peak Hour Counts, Proposed

Movement	AM	PM
Eastbound NE 144 th St.	6	19
Westbound NE 144 th St.	22	15
Northbound Mt. Olivet Rd.	43	96
Southbound Mt. Olivet Rd.	53	85

Traffic Signal Warrants

The need for traffic signals was evaluated using the Manual on Uniform Traffic Control Devices Chapter 4C and MoDOT EPG Section 902.3. Using the proposed peak hour counts, there will not be enough traffic volumes at the intersection of Mt. Olivet Rd. @ 144th St. to satisfy Warrant 4C, peak hour warrant.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Crash History

Crash history was reviewed for the NE 144TH St and Mt. Olivet intersection as well as NE 144th St. from Long Road to Mt. Olivet Road using the State of Missouri STARS reporting system from January 1, 2023 through January 1, 2026.

- Mt. Olivet @ NE 144th St.:
 - 2023: 2 Property Damage Only crashes in Daylight.
 - 2024: No crashes
 - 2025: No crashes
- NE 144th St.:
 - 2023: No crashes
 - 2024: No crashes
 - 2025: No crashes

Capacity Analysis

A capacity analysis in accordance with Highway Capacity Manual (HCM) methodologies, indicates that the single-lane, Two-Way Stop-Controlled (TWSC) intersection of NE 144th St. and Mt. Olivet Rd. operates under excellent free-flowing conditions and possesses immense reserve capacity, maintaining an optimal overall Level of Service (LOS) A across all studied scenarios. Under existing conditions, low

conflicting traffic volumes allow major-street movements to flow unimpeded while minor-street drivers encounter negligible delay. Incorporating the proposed peak hour counts introduces a minor traffic adjustment that results in zero operational degradation, as stop-controlled drivers on NE 144th St. continue to benefit from immediate, abundant gaps to safely turn onto or cross Mt. Olivet Rd. A 20-year future scenario was simulated utilizing a standard 2.0% annual compound growth rate. Even with this long-term volume expansion, the major-street traffic density remains low enough that the calculated capacity of the stop signs far exceeds peak demand. Consequently, this confirms that the intersection will retain its LOS A conditions indefinitely.

Conclusion

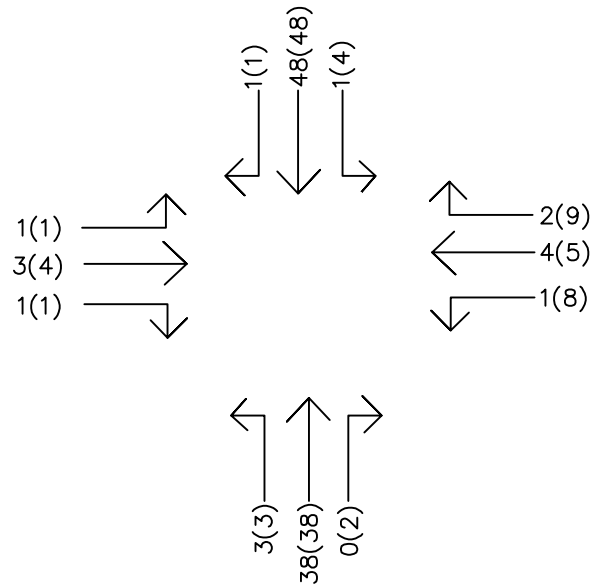
This study examined the potential impacts associated with the proposed Whispering Creek Farms residential development at the intersections of NE 144th St. @ Whispering Creek Drive and NE 144th St. @ Mt. Olivet Rd. Other than the signage improvements approved by Clay County Road and Bridge, no further capacity or safety improvements are warranted at this time.

Please contact us if you have any questions or require further information.

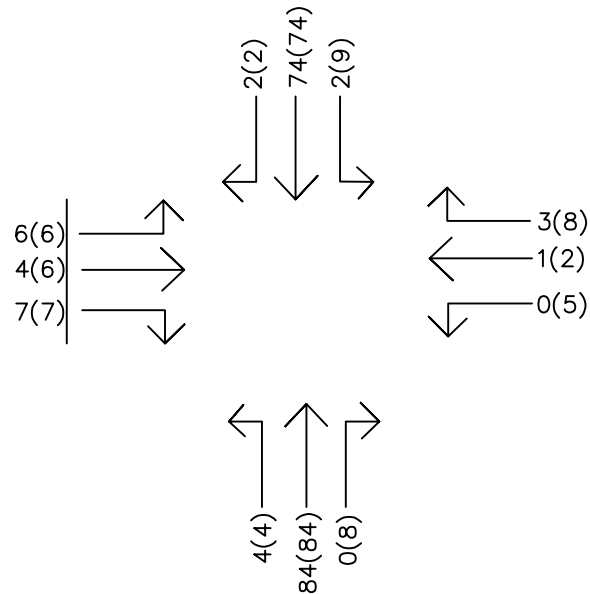
Appendix

FIGURE 1 WHISPERING CREEK FARMS TURNING MOVEMENT COUNTS

AM PEAK HOUR NE 144TH ST. @ MT. OLIVET RD.



PM PEAK HOUR NE 144TH ST. @ MT. OLIVET RD.



EXISTING (PROPOSED)

NE 144th St & Mt Olivet Rd - TMC

Wed Aug 19, 2026

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Vehicles)

All Movements

ID: 1425284, Location: 39.354068, -94.538383

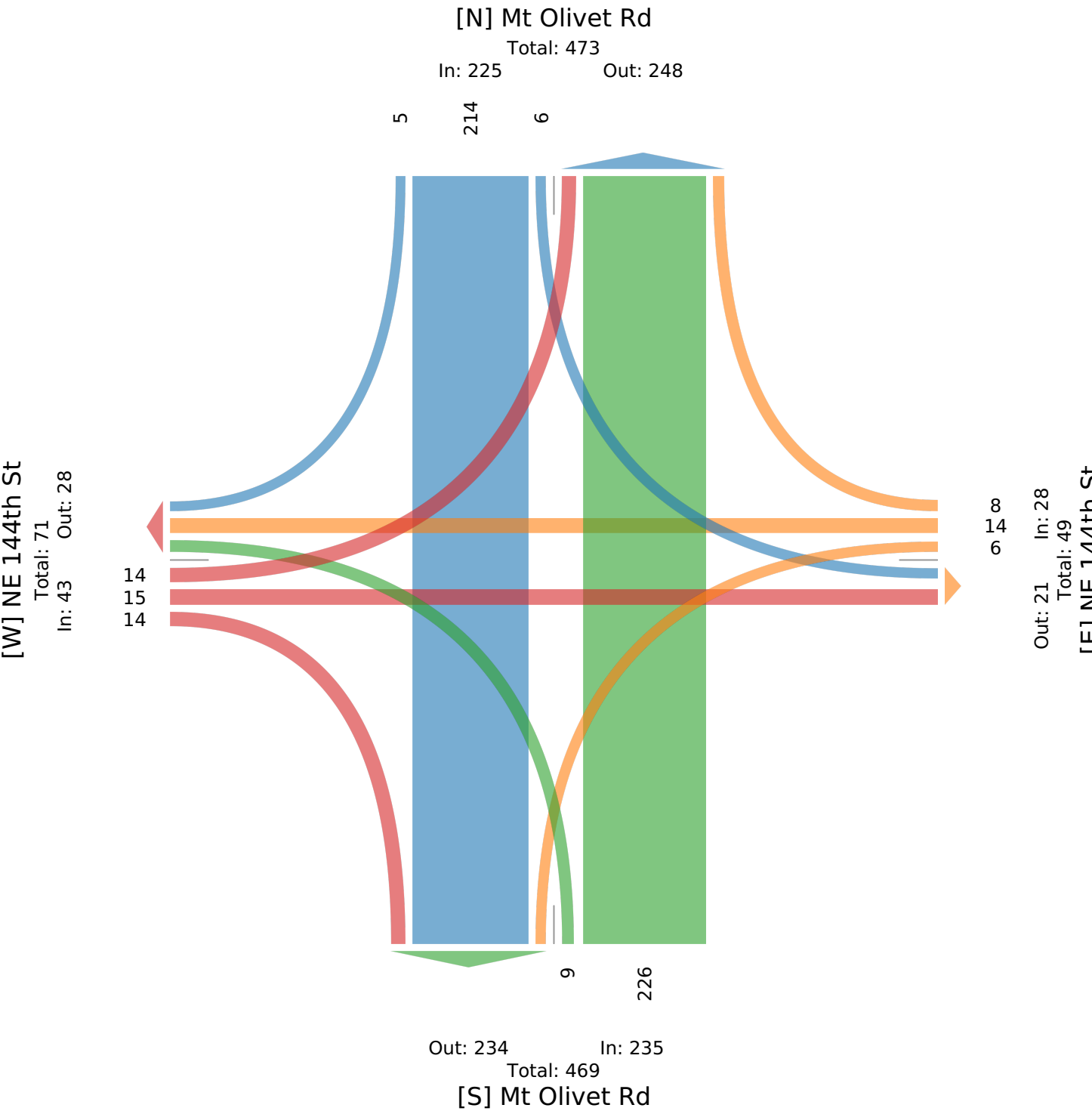


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Mt Olivet Rd Southbound					NE 144th St Westbound					Mt Olivet Rd Northbound					NE 144th St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-08-19 7:00AM	1	13	0	0	14	0	0	1	0	1	0	10	0	0	10	1	0	1	0	2	27
7:15AM	0	12	0	0	12	1	1	0	0	2	0	8	1	0	9	0	1	0	0	1	24
7:30AM	0	13	1	0	14	1	2	0	0	3	0	12	2	0	14	0	1	0	0	1	32
7:45AM	0	10	0	0	10	0	1	0	0	1	0	8	0	0	8	0	1	0	0	1	20
Hourly Total	1	48	1	0	50	2	4	1	0	7	0	38	3	0	41	1	3	1	0	5	103
8:00AM	0	8	1	0	9	1	1	1	0	3	0	7	0	0	7	1	0	0	0	1	20
8:15AM	0	10	0	0	10	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	23
8:30AM	0	11	0	0	11	1	1	0	0	2	0	10	0	0	10	0	0	0	0	0	23
8:45AM	0	8	1	0	9	0	2	2	0	4	0	12	0	0	12	2	0	3	0	5	30
Hourly Total	0	37	2	0	39	2	4	4	0	10	0	41	0	0	41	3	0	3	0	6	96
4:00PM	0	9	0	0	9	0	1	0	0	1	0	12	0	0	12	0	0	2	0	2	24
4:15PM	1	27	0	0	28	0	2	0	0	2	0	16	0	0	16	0	4	1	0	5	51
4:30PM	1	6	0	0	7	1	0	1	0	2	0	18	1	0	19	1	2	1	0	4	32
4:45PM	0	13	1	0	14	0	2	0	0	2	0	17	1	0	18	2	2	0	0	4	38
Hourly Total	2	55	1	0	58	1	5	1	0	7	0	63	2	0	65	3	8	4	0	15	145
5:00PM	0	16	1	0	17	0	0	0	0	0	0	28	2	0	30	4	1	2	0	7	54
5:15PM	0	15	0	0	15	0	0	0	0	0	0	22	1	0	23	1	1	1	0	3	41
5:30PM	0	20	1	0	21	2	1	0	0	3	0	19	1	0	20	0	1	3	0	4	48
5:45PM	2	23	0	0	25	1	0	0	0	1	0	15	0	0	15	2	1	0	0	3	44
Hourly Total	2	74	2	0	78	3	1	0	0	4	0	84	4	0	88	7	4	6	0	17	187
Total	5	214	6	0	225	8	14	6	0	28	0	226	9	0	235	14	15	14	0	43	531
% Approach	2.2%	95.1%	2.7%	0%	-	28.6%	50.0%	21.4%	0%	-	0%	96.2%	3.8%	0%	-	32.6%	34.9%	32.6%	0%	-	-
% Total	0.9%	40.3%	1.1%	0%	42.4%	1.5%	2.6%	1.1%	0%	5.3%	0%	42.6%	1.7%	0%	44.3%	2.6%	2.8%	2.6%	0%	8.1%	-
Vehicles	5	214	6	0	225	8	14	6	0	28	0	226	9	0	235	14	15	14	0	43	531
% Vehicles	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	0%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%

*L: Left, R: Right, T: Thru, U: U-Turn

NE 144th St & Mt Olivet Rd - TMC
Wed Aug 19, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Vehicles)
All Movements
ID: 1425284, Location: 39.354068, -94.538383



NE 144th St & Mt Olivet Rd - TMC

Wed Aug 19, 2026

AM Peak (7 AM - 8 AM)

All Classes (Vehicles)

All Movements

ID: 1425284, Location: 39.354068, -94.538383

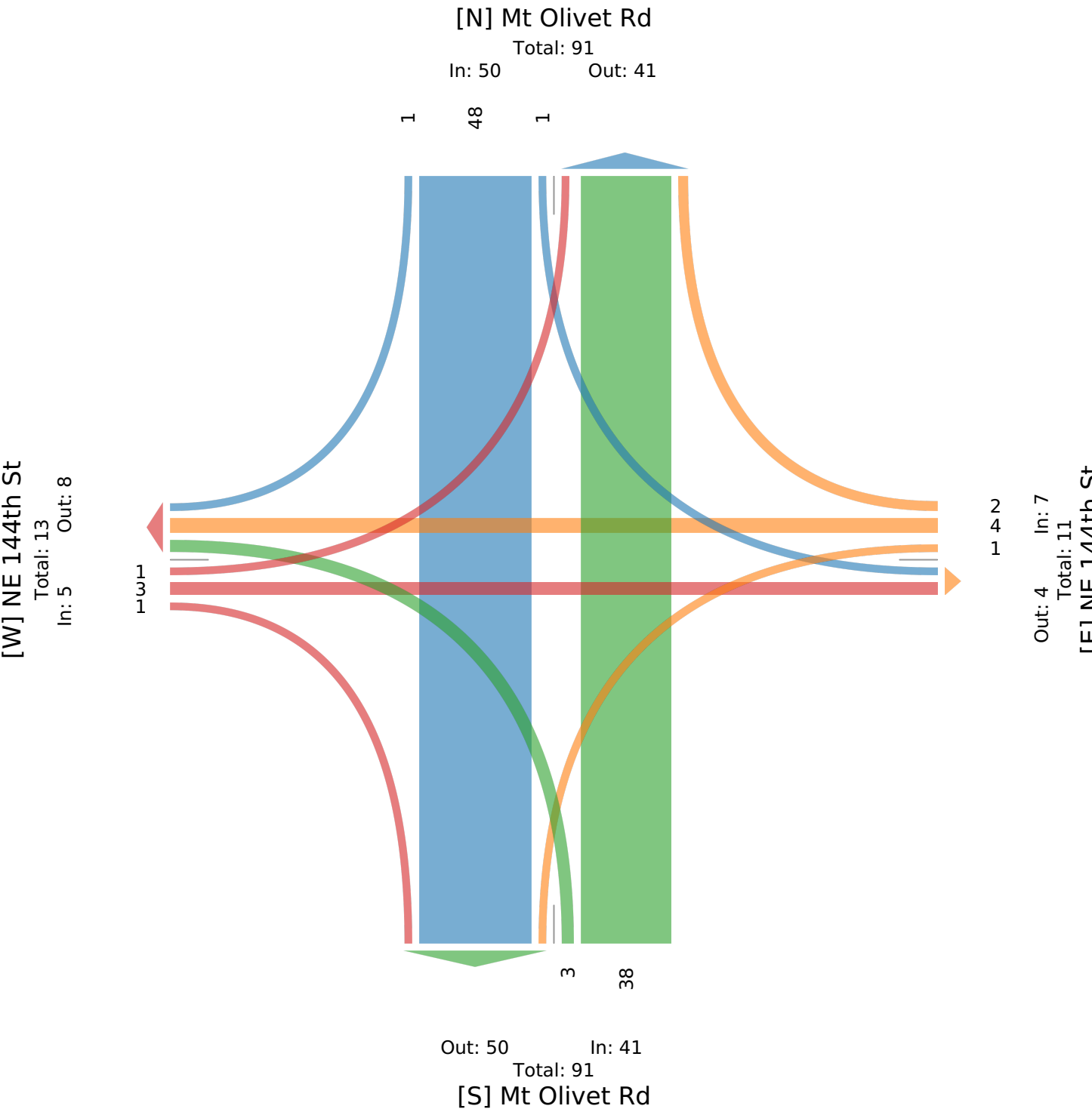


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Mt Olivet Rd Southbound					NE 144th St Westbound					Mt Olivet Rd Northbound					NE 144th St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-08-19 7:00AM	1	13	0	0	14	0	0	1	0	1	0	10	0	0	10	1	0	1	0	2	27
7:15AM	0	12	0	0	12	1	1	0	0	2	0	8	1	0	9	0	1	0	0	1	24
7:30AM	0	13	1	0	14	1	2	0	0	3	0	12	2	0	14	0	1	0	0	1	32
7:45AM	0	10	0	0	10	0	1	0	0	1	0	8	0	0	8	0	1	0	0	1	20
Total	1	48	1	0	50	2	4	1	0	7	0	38	3	0	41	1	3	1	0	5	103
% Approach	2.0%	96.0%	2.0%	0%	-	28.6%	57.1%	14.3%	0%	-	0%	92.7%	7.3%	0%	-	20.0%	60.0%	20.0%	0%	-	-
% Total	1.0%	46.6%	1.0%	0%	48.5%	1.9%	3.9%	1.0%	0%	6.8%	0%	36.9%	2.9%	0%	39.8%	1.0%	2.9%	1.0%	0%	4.9%	-
PHF	0.250	0.923	0.250	-	0.893	0.500	0.500	0.250	-	0.583	-	0.792	0.375	-	0.732	0.250	0.750	0.250	-	0.625	0.805
Vehicles	1	48	1	0	50	2	4	1	0	7	0	38	3	0	41	1	3	1	0	5	103
% Vehicles	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	0%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%

*L: Left, R: Right, T: Thru, U: U-Turn

NE 144th St & Mt Olivet Rd - TMC
Wed Aug 19, 2026
AM Peak (7 AM - 8 AM)
All Classes (Vehicles)
All Movements
ID: 1425284, Location: 39.354068, -94.538383



NE 144th St & Mt Olivet Rd - TMC

Wed Aug 19, 2026

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Vehicles)

All Movements

ID: 1425284, Location: 39.354068, -94.538383

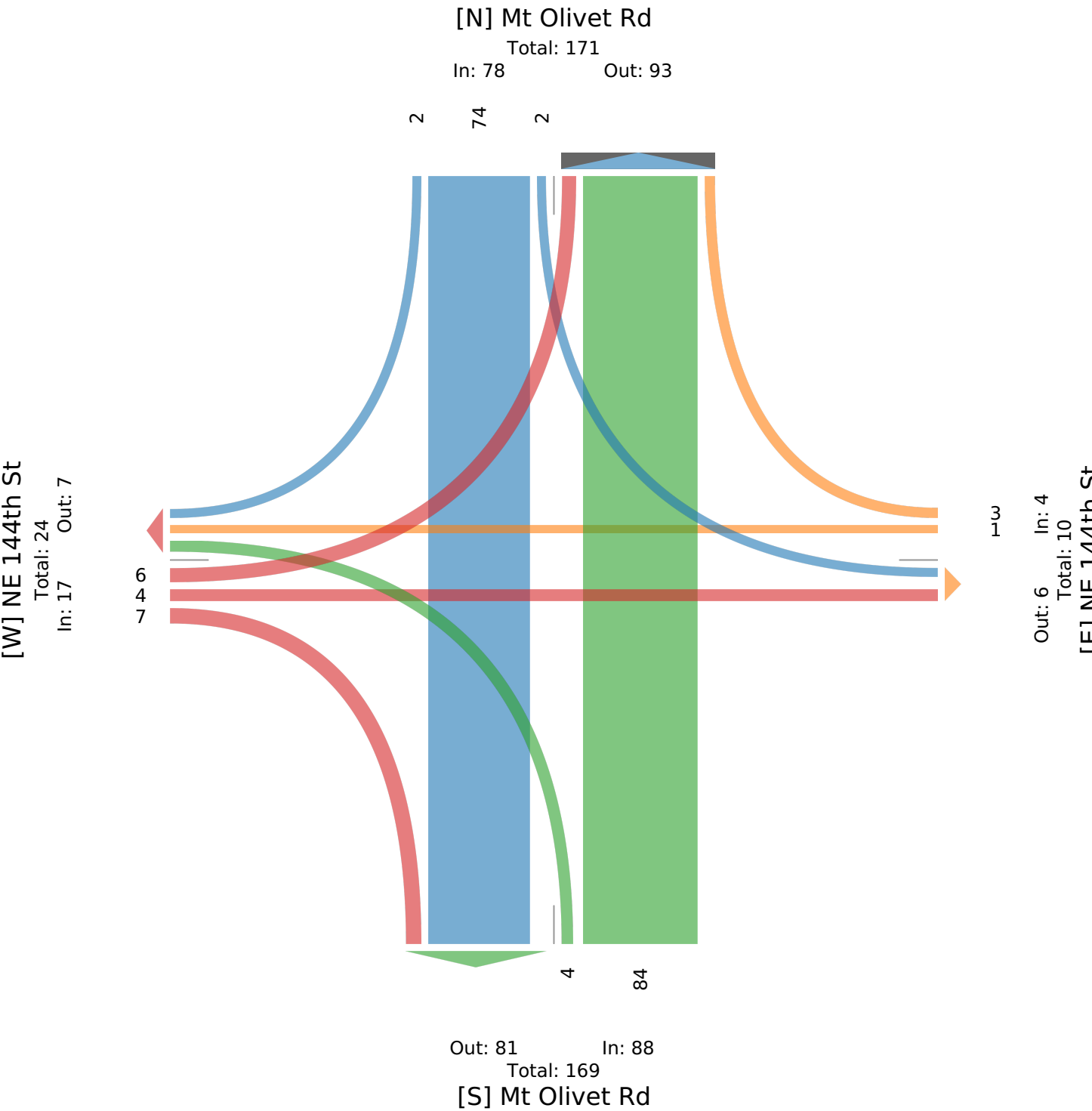


Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Mt Olivet Rd Southbound					NE 144th St Westbound					Mt Olivet Rd Northbound					NE 144th St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2026-08-19 5:00PM	0	16	1	0	17	0	0	0	0	0	0	28	2	0	30	4	1	2	0	7	54
5:15PM	0	15	0	0	15	0	0	0	0	0	0	22	1	0	23	1	1	1	0	3	41
5:30PM	0	20	1	0	21	2	1	0	0	3	0	19	1	0	20	0	1	3	0	4	48
5:45PM	2	23	0	0	25	1	0	0	0	1	0	15	0	0	15	2	1	0	0	3	44
Total	2	74	2	0	78	3	1	0	0	4	0	84	4	0	88	7	4	6	0	17	187
% Approach	2.6%	94.9%	2.6%	0%	-	75.0%	25.0%	0%	0%	-	0%	95.5%	4.5%	0%	-	41.2%	23.5%	35.3%	0%	-	-
% Total	1.1%	39.6%	1.1%	0%	41.7%	1.6%	0.5%	0%	0%	2.1%	0%	44.9%	2.1%	0%	47.1%	3.7%	2.1%	3.2%	0%	9.1%	-
PHF	0.250	0.804	0.500	-	0.780	0.375	0.250	-	-	0.333	-	0.750	0.500	-	0.733	0.438	1.000	0.500	-	0.607	0.866
Vehicles	2	74	2	0	78	3	1	0	0	4	0	84	4	0	88	7	4	6	0	17	187
% Vehicles	100%	100%	100%	0%	100%	100%	100%	0%	0%	100%	0%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%

*L: Left, R: Right, T: Thru, U: U-Turn

NE 144th St & Mt Olivet Rd - TMC
Wed Aug 19, 2026
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Vehicles)
All Movements
ID: 1425284, Location: 39.354068, -94.538383





R.L. Buford & Associates Engineering, LLC

LAND SURVEYORS – CIVIL ENGINEERS – DEVELOPMENT CONSULTANTS

OFFICE: 201 MAIN STREET, SUITE 6, PARKVILLE, MO 64152

MAILING: PO BOX 14069, PARKVILLE, MO 64152

(816) 741-6152

DATE: July 27, 2026

TO: Tom Degenhardt, PE, LS, PTOE
Road and Bridge Director
Clay County Road and Bridge

FROM: Lindsay Vogt, PE

RE: Whispering Creek Farm
Development, NE 144th St.
Traffic Safety Analysis



Whispering Creek Farm is a proposed development of 30 single family lots on NE 144th St. near Mt. Olivet Rd. in Smithville, Missouri. The proposed entrance to the subdivision is just west of a vertical curve, which could cause some sight distance concerns for the traffic entering and exiting the development. The traffic along NE 144th St. is estimated to be less than 100 vehicles per day. According to the 12th Edition of ITE TripGen, this development would be generating approximately 136 entering trips and 137 exiting trips per day.

The developer wishes to make this entrance safe for all vehicles, with the main concern being westbound vehicles on NE 144th St. not having adequate time to slow down if a car was turning right onto westbound 144th St. from Whispering Creek Farm or turning left from eastbound 144th st into Whispering Creek Farm. According to our preliminary design, the intersection sight distance for the new proposed entrance to Whispering Creek Farm does not satisfy the requirements for the posted speed of 35 MPH as displayed in the table below. However, it does meet the requirements for stopping sight distance at 35 MPH. Both requirements are satisfied with the proposed advisory speed of 25 MPH.

Sight Distance: 144th St. @ Whispering Creek Farm

	Stopping Sight Distance	Intersection Sight Distance	Intersection Sight Distance (Right Turn)
Design/Measured	276'	290'	290'
Required 35 MPH	250'	390'	335'
Required 25 MPH	155'	280'	240'

To help increase the safety of these movements, we would propose the installation of warning signs when this entrance is constructed. Those signs would be maintained by the Homeowners' association and would require routine testing to ensure the safety and accuracy of the warning system. We propose a standard intersection ahead warning sign with a flashing beacon and 25 MPH advisory speed for westbound 144th St. Additionally, we would recommend the installation of a dynamic warning sign

visible to both eastbound 144th vehicles turning left and southbound Whispering Creek Farms vehicles exiting the development. This sign would include either induction loops in the pavement or a video camera system to detect the westbound vehicles.

It is our belief that this intersection can be safely constructed with the combination of the intersection advisory signs, advisory speed of 25 MPH, and dynamic warning system.



Planning and Zoning Commission Procedural Summary

MEETING DATE: 10/13/2026

DEPARTMENT: Development

AGENDA ITEM: Smithville Plaza Apartments Conceptual Plan

REQUESTED COMMISSION ACTION:

A motion to approve the findings for the Smithville Plaza Apartments Conceptual Plan

SUMMARY OF PROCEDURE:

The application is to approve a conceptual plan for the R-3 zoning at the Smithville Plaza Apartments located at 119 N. 169 Hwy. The original application was reviewed by the Board of Aldermen and sent back to this body to reconsider the density and parking levels.

A draft findings of fact for ALL conceptual plans are presented, and listed below:

Conceptual Development Plan Findings:

- a. That the Commission has reviewed the conceptual development plan with consideration of the issues contained in Subsection 400.200 (B)(3) (site plan standards); and*
- b. That the conceptual development plan is in conformance with the comprehensive land use plan and other appropriate sections of the Code of Ordinances; and*
- c. That the conceptual development plan provides for an organized and unified system of land use intensities which are compatible with the surrounding areas; and*
- d. That the proposed development adequately protects the health, safety and general welfare of future and existing residents and property owners in and around the development.*

The motion to approve (listed above) must be seconded, and if seconded, discussion on the matters of the public hearing and any documents provided may be discussed.

The findings aren't subject to modification, so discussion should focus upon whether the proposed findings are supported by the evidence presented at the public hearing and any discussion items herein.

When discussion is complete, the chair shall call for a vote.

ATTACHMENTS:

- | | |
|--|---|
| ☒ Ordinance | ☐ Contract |
| ☐ Resolution | ☒ Plans |
| ☒ Staff Report | ☐ Minutes |
| ☐ Other: | |



STAFF REPORT

August 21, 2026

Conceptual Plan Rezoning of Parcel Id # 05-617-00-02-002.01

Application for a Planned Development Overlay District Conceptual Plan

Code Sections:

400.200.B Planned Development Overlay District Classification
Amendments

Property Information:

Address: 119 N 169 HWY
Owner: 101US169 LLC
Current Zoning: B-3 & R-3
Proposed Zoning: R-3P conforming to the Conceptual Plan

Public Notice Dates:

1st Publication in Newspaper: September 19, 2026
Letters to Property Owners w/in 185': September 19, 2026

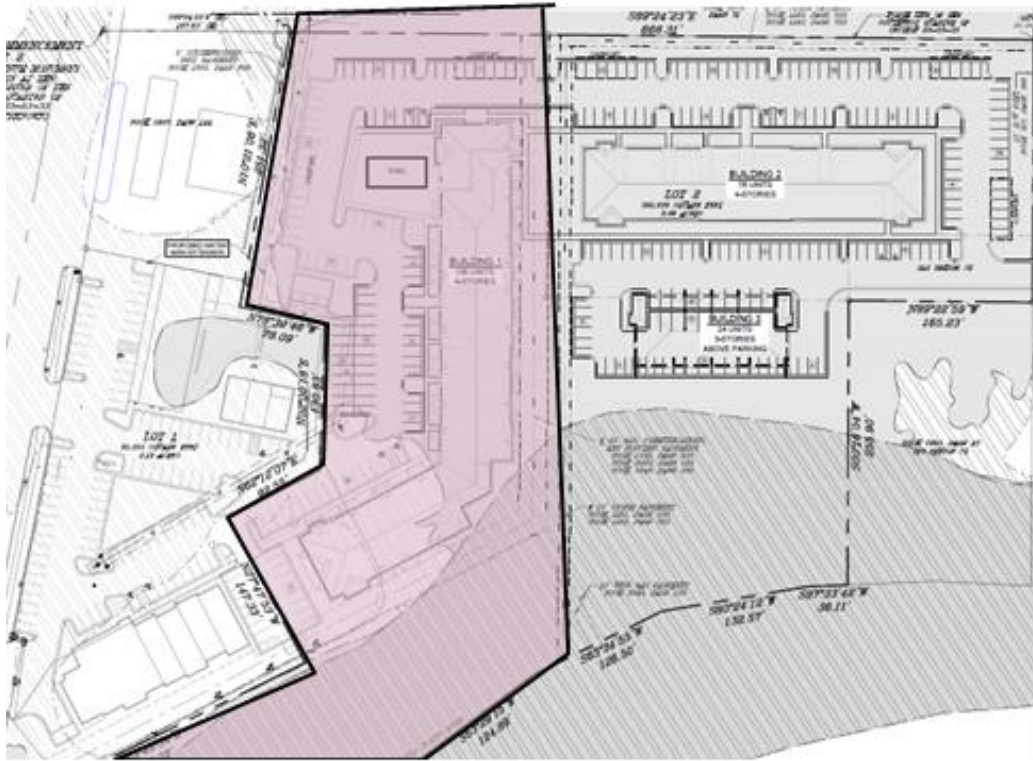
GENERAL DESCRIPTION:

The applicant has submitted a rezoning request to change the B-3 and R-3 portion of the subject parcel to R-3 and then create a conceptual plan for development of a 200-unit apartment complex on the entire parcel. The subject parcel lies immediately east of the Smithville Plaza Retail development that fronts upon 169 Highway, and west of Bridge Street: south of the 169 Self Storage facility and north of Smith's Fork of the Little Platte River. The parcel lies west and north of the Patterson House Museum as well.

The proposal includes 3 separate, 4-story buildings, with the smallest of the buildings to house 3 stories of apartments above a parking structure, and the other two buildings a full 4 stories of apartments.

EXISTING ZONING:

The existing zoning is R-3 on the east side of the extension of the Mill Street right of way line, easterly to the Bridge Street right of way line. The remaining of the parcel is currently zoned B-3 (shown in pink below).



In reviewing conceptual development plans for a Planned Development Overlay District, the Commission shall consider the requirements in the site plan review provisions in Sections 400.390 to 400.440 when evaluating the following:

TOPOGRAPHY

To ensure the site is suitable for development, and buildings are located and arranged in appropriate areas.

The parcel is generally flat, with a portion of the site adjacent to the river within the floodplain, including a portion within the floodway. The chosen layout is such that any of the floodplain restrictions to development are substantially mitigated to avoid the floodway entirely and limited fill in portions of the floodplain. With properly executed floodplain development permits, the buildings are located and arranged in appropriate areas. The proposed layout also substantially reduces any stormwater detention requirements within the floodplain.

PARKING

To ensure the proposed development contains an adequate amount of parking and is located in an appropriate area or adequately screened. Generally, the parking should conform to the required number of spaces appropriate to the development type as contained in Sections 400.450 to 400.480. The Commission may allow a deviation from these parking requirements should the applicant show an adequate amount of parking exists.

The current city parking standards were created in the 1960's and have remained unchanged since that time. Our Conceptual Plan code allows deviations IF the applicant can show an adequate amount of parking exists. During predevelopment conversations, staff noted that the oldest apartment complex in town is south of the river from this project at Fairview and Main Streets, constructed in the late 1980's. Those apartments have a total of 41 off-street parking spaces for 24 units, denoting a parking density ratio of 1.71 spaces per unit. The applicant was instructed at that time that any request to deviate below that ratio would need to have separate justifications via studies or national standards.

The applicant has submitted a site plan that provides 294 parking spaces (with additional co-location spaces in the retail area to the west) for a total of 200 units within 3 distinct buildings. This results in a parking density ratio of 1.47 spaces per unit. To justify this lower number of spaces, the applicant's traffic engineer evaluated the density requirements of both the International Traffic Engineers (ITE) and the Urban Planning Institute (UPI) and their studies and historical averages. The ITE numbers are also used in calculating the number of trips generated for each potential land use.

Those entities have numbers associated with the standard parking densities required for the various land uses. In the current application, the ITE land use code is 221, which applies to multifamily housing located in units with between 3 and 10 floors. The application indicates all buildings will be 4 stories high, but one will only have 3 stories of residential uses above one story of parking.

In a suburban setting, the ITE indicates a range between 1.26 and 1.36 spaces per unit, and the UPI recommends a parking density of no less than 1.46 (1.17 in urban settings). These recommendations translate into between 252 and 272 spaces for the ITE and 292 spaces for the UPI. The applicant has proposed 294 spaces, which exceeds both national recommendations.

SETBACKS

To ensure buildings provide for adequate light, air, and privacy protection by providing appropriate proportion between buildings, and adequate separation between buildings and adjoining properties.

Building separation exceeds the standard setback requirements in R-3 districts and is in full compliance with the fire codes.

ARCHITECTURE

To ensure the architectural theme is compatible and consistent throughout the project and is reasonably compatible with surrounding developments.

The proposed architectural theme is surrounded by truly commercial buildings and one historical building zoned commercially, but remains reasonably compatible with surrounding development.

SITE PLAN

To ensure the location and arrangement of buildings, signs and other structures are appropriate for the site, existing and proposed streets, drives and public ways are arranged appropriately and to ensure site drainage has been adequately addressed.

The layout addresses the site drainage by laying out the buildings in a way to particularly avoid any floodways and the only floodplain construction will include a building with three stories of residential units above a ground level parking lot. The access into and through the site are addressed in the TIS and anticipates a 60-40 split of traffic between 169 through the retail area and via Bridge Street to the east directly.

LANDSCAPING

To ensure the development provides adequate landscaping to provide a pleasant environment, to enhance the building's appearance; to ensure existing significant trees are adequately protected.

The landscaping plan addresses some plantings along the south façade of the western building similar to the retail area to the east, but leaves much of the remaining south facades open for view to and from the river. The eastern and western portions of the site will include substantial plantings to improve both the on-site and off-site views. The north façade will have limited plantings to address breaks in the parking area that faces the rear of the storage units to the north.

OTHER MATTERS

Any other feature or issue associated with the State zoning and planning enabling legislation or the Comprehensive Plan for the City of Smithville for which the Commission feels is appropriate and relevant to the development of the site.

The location of this project does address the Comprehensive plan goal of improving the density of housing near the core downtown retail and entertainment area.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed district based upon the change meets the Comprehensive Plan recommendations.

Respectfully Submitted,

Zoning Administrator



STAFF REPORT

October 9, 2026

Conceptual Plan Rezoning of Parcel Id # 05-617-00-02-002.01

Application for a Planned Development Overlay District Conceptual Plan

Code Sections:

400.200.B Planned Development Overlay District
Classification Amendments

Property Information:

Address: 119 N 169 HWY
Owner: 101US169 LLC
Current Zoning: B-3 & R-3
Proposed Zoning: R-3P conforming to the Conceptual Plan

Public Notice Dates:

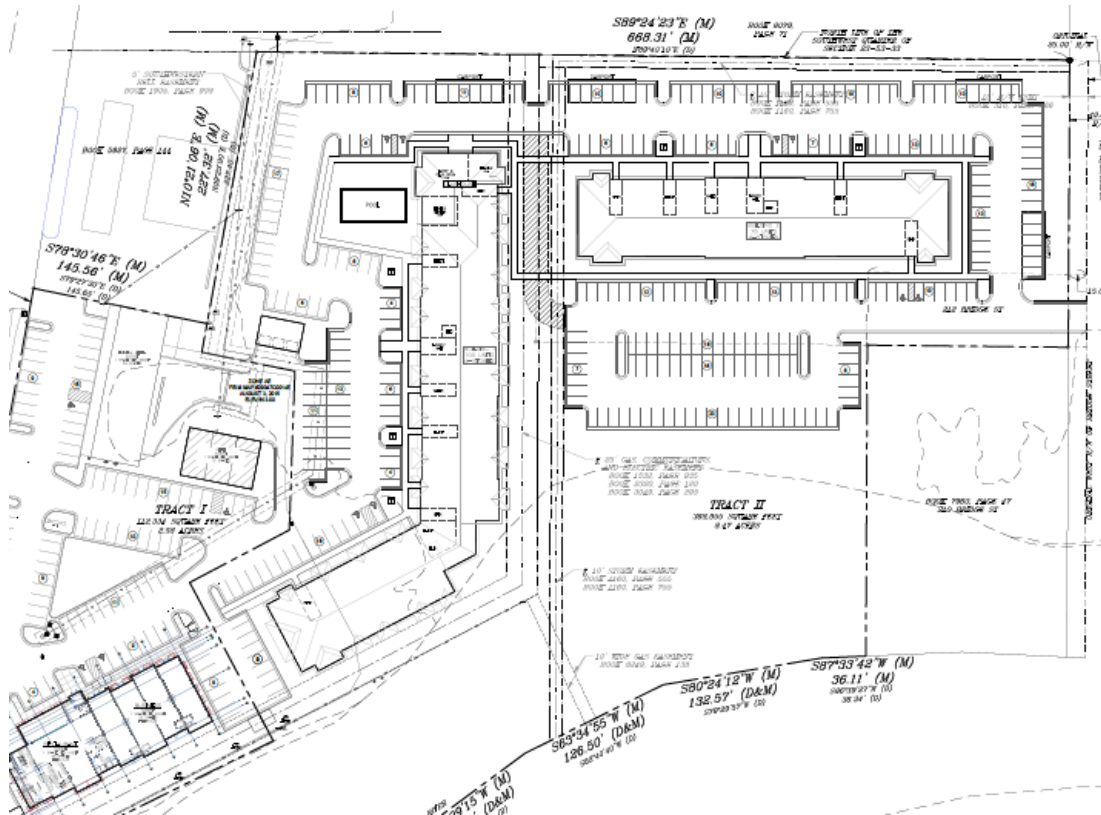
1st Publication in Newspaper: September
19, 2026
Letters to Property Owners w/in 185': September 19, 2026

GENERAL DESCRIPTION:

The applicant submitted for rezoning and a conceptual plan that was heard at the September Planning Commission meeting. It was recommended that both the rezoning and conceptual plan be approved by the Board of Aldermen. At the September 29, Board of Aldermen meeting, the matter was sent back to this body to reconsider the density of the units and the parking. The applicant has revised the original submission by deleting building 3 and increasing the parking spaces that were previously unavailable under that building. The updated plan now has 176 units in the buildings, with 300 parking spaces. They also reduced the number of 3 bedroom units and the submitted plan has a total of 298 bedrooms in the 176 units

The proposal includes 3 separate, 4-story buildings, with the smallest of the buildings to house 3 stories of apartments above a parking structure, and the other two buildings a full 4 stories of apartments.

EXISTING ZONING: The zoning was approved to change to R-3 on the east side of the extension of the Mill Street right of way line, making the entire parcel now R-3. The new updated layout and parking are shown below:



In reviewing conceptual development plans for a Planned Development Overlay District, the Commission shall consider the requirements in the site plan review provisions in Sections 400.390 to 400.440 when evaluating the following:

TOPOGRAPHY

To ensure the site is suitable for development, and buildings are located and arranged in appropriate areas.

The parcel is generally flat, with a portion of the site adjacent to the river within the floodplain, including a portion within the floodway. The chosen layout is such that any of the floodplain restrictions to development are substantially mitigated to avoid the floodway entirely and limited fill in portions of the floodplain. With properly executed floodplain development permits, the buildings are located and arranged in appropriate areas. The proposed layout also

substantially reduces any stormwater detention requirements within the floodplain.

PARKING

To ensure the proposed development contains an adequate amount of parking and is located in an appropriate area or adequately screened. Generally, the parking should conform to the required number of spaces appropriate to the development type as contained in Sections 400.450 to 400.480. The Commission may allow a deviation from these parking requirements should the applicant show an adequate amount of parking exists. See 400.200.B.3.b.

The current city parking standards were created in the 1960's and have remained unchanged since that time. The 1966 standard was for 3 spaces per unit. Our Conceptual Plan code allows deviations IF the applicant can show an adequate amount of parking exists. During predevelopment conversations, staff noted that the oldest apartment complex in town is south of the river from this project at Fairview and Main Streets, constructed in the late 1980's. Those apartments have a total of 41 off-street parking spaces for 24 units, denoting a parking density ratio of 1.71 spaces per unit. The applicant was instructed at that time that any request to deviate below that ratio would need to have separate justifications via studies or national standards.

The applicant has submitted a revised site plan that now provides 300 parking spaces (with additional co-location spaces in the retail area to the west available) for a total of 176 units within 2 distinct buildings. This results in a parking density ratio of 1.7 spaces per unit. To justify this lower number of spaces, the applicant's traffic engineer evaluated the density requirements of both the International Traffic Engineers (ITE) and the Urban Planning Institute (UPI) and their studies and historical averages. The ITE numbers are also used in calculating the number of trips generated for each potential land use.

Those entities have numbers associated with the standard parking densities required for the various land uses. In the current application, the ITE land use code is 221, which applies to multifamily housing located in units with between 3 and 10 floors. The application indicates all buildings will be 4 stories high, but one will only have 3 stories of residential uses above one story of parking.

In a suburban setting, the ITE indicates a range between 1.26 and 1.36 spaces per unit, and the UPI recommends a parking density of no less than 1.46 (1.17 in urban settings). These recommendations translate into between 252 and 239 spaces for the ITE and 257 spaces for the UPI. The applicant has proposed 300 spaces, which exceeds both national recommendations by not less than 17%.

SETBACKS

To ensure buildings provide for adequate light, air, and privacy protection by providing appropriate proportion between buildings, and adequate separation between buildings and adjoining properties.

Building separation exceeds the standard setback requirements in R-3 districts and is in full compliance with the fire codes.

ARCHITECTURE

To ensure the architectural theme is compatible and consistent throughout the project and is reasonably compatible with surrounding developments.

The proposed architectural theme is surrounded by truly commercial buildings and one historical building zoned commercially but remains reasonably compatible with surrounding development.

SITE PLAN

To ensure the location and arrangement of buildings, signs and other structures are appropriate for the site, existing and proposed streets, drives and public ways are arranged appropriately and to ensure site drainage has been adequately addressed.

The layout addresses the site drainage by laying out the buildings in a way to particularly avoid any floodways and the only floodplain construction will include a building with three stories of residential units above a ground level parking lot. The access into and through the site are addressed in the TIS and anticipates a 60-40 split of traffic between 169 through the retail area and via Bridge Street to the east directly. With the reduced number of units, the existing TIS is more than sufficient for evaluating the traffic impacts.

LANDSCAPING

To ensure the development provides adequate landscaping to provide a pleasant environment, to enhance the building's appearance; to ensure existing significant trees are adequately protected.

The landscaping plan addresses some plantings along the south façade of the western building similar to the retail area to the east but leaves much of the remaining south facades open for view to and from the river. The eastern and western portions of the site will include substantial plantings to improve both the on-site and off-site views. The north façade will have limited plantings to address breaks in the parking area that faces the rear of the storage units to the north.

OTHER MATTERS

Any other feature or issue associated with the State zoning and planning enabling legislation or the Comprehensive Plan for the City of Smithville for which the Commission feels is appropriate and relevant to the development of the site.

The location of this project does address the Comprehensive plan goal of improving the density of housing near the core downtown retail and entertainment area.

STAFF RECOMMENDATION:

Staff recommends APPROVAL of the proposed district based upon the change meets the Comprehensive Plan recommendations.

Respectfully Submitted,

Zoning Administrator

A New Multifamily Development for:

Smithville Plaza Apartments

101 US Highway 169 Smithville, Missouri

July 8, 2026

UNIT MATRIX:

Smithville Plaza Apartments
Unit Mix

10/1/2026

Summary								
	Type	Beds	HUD Net SF	HUD gross/Market Net SF	Total Units	Total SF	% of BR Type	% of Total
Total / Average 1BR		1	651	696	66	45,936	100%	38%
Total / Average 2BR		2	899	966	98	94,684	100%	56%
Total / Average 3BR		3	1,174	1,245	12	14,940	100%	7%
Total / Average Project			825	884	176	155,560		100%

By Floorplan								
By Floorplan	Type	Beds	HUD Net SF	HUD gross/Market Net SF	Total Units	Total SF	% of BR Type	%
A1	1BR/1BA	1	651	696	66	45,936	100%	38%
Total / Average 1BR			651	696	66	45,936	100%	38%
B1	2BR/2BA	2	920	986	78	76,908	118%	44%
B1m	2BR/2BA	2	809	872	8	6,976	12%	5%
B2	2BR/2BA	2	823	900	12	10,800	18%	7%
Total / Average 2BR			899	966	98	94,684	100%	56%
C1	3BR/2BA	3	1,174	1,245	12	14,940	18%	7%
Total / Average 3BR			1,174	1,245	12	14,940	100%	7%

Pricing Info	
Total Building Gross Area (Sq. Ft.)	199,656
Efficiency	78%
Building Footprint Area (Sq. Ft.)	49,914
Bathrooms	286
Windows	474

* HUD GROSS AREA (MARKET NET AREA) IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM THE EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE, INCLUDING BREEZEWAY WALLS AND GARAGE WALLS. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE CLOSETS OR FIREPLACE CHASES.

* HUD NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM THE INTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE, INCLUDING BREEZEWAY WALLS AND GARAGE WALLS. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE CLOSETS OR FIREPLACE CHASES.

* MARKET GROSS AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM THE EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE, INCLUDING BREEZEWAY WALLS AND GARAGE WALLS. IT DOES INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE CLOSETS OR FIREPLACE CHASES.

Summary	Building 1					
	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total	
1BR	12	9	9	9	39	
2BR	12	15	15	15	57	
3BR	1	1	1	1	4	
Total	25	25	25	25	100	

By Floor	Building 1					
By Floorplan	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total	
A1	12	9	9	9	39	
Total 1BR	12	9	9	9	39	
B1	10	13	13	13	49	
B1m	1	1	1	1	4	
B2	1	1	1	1	4	
Total 2BR	12	15	15	15	57	
C1	1	1	1	1	4	
Total 3BR	1	1	1	1	4	

Building 1	
Total Building Gross Area	120,380
Efficiency	73%
Building Footprint Area	30,095
Building Footprint Perimeter	1,166
Building Height - Truss Bearing	42

Summary	Building 2					
	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total	
1BR	9	6	6	6	27	
2BR	8	11	11	11	41	
3BR	2	2	2	2	8	
Total	19	19	19	19	76	

By Floor	Building 2					
By Floorplan	Floor 1 Units	Floor 2 Units	Floor 3 Units	Floor 4 Units	Total	
A1	9	6	6	6	27	
Total 1BR	9	6	6	6	27	
B1	5	8	8	8	29	
B1m	1	1	1	1	4	
B2	2	2	2	2	8	
Total 2BR	8	11	11	11	41	
C1		2	2	2	8	
Total 3BR	2	2	2	2	8	

Building 2	
Total Building Gross Area	79,276
Efficiency	86%
Building Footprint Area	19,819
Building Footprint Perimeter	784
Building Height - Truss Bearing	42

DRAWING INDEX:			
SHEET NUMBER & NAME		PERMIT APPL.	REV. #1
C100	COVER SHEET		
AC100	ARCHITECTURAL SITE PLAN		
A101	BUILDING 1 FLOOR PLANS		
A102	BUILDING 1 ROOF PLANS		
A103	BUILDING 2 FLOOR PLANS		
A104	BUILDING 2 ROOF PLANS		
A201	A1 UNIT PLAN		
A202	B1 UNIT PLAN		
A203	B1m UNIT PLAN		
A204	B2 UNIT PLAN		
A205	C1 UNIT PLAN		
A501	BUILDING 1 ELEVATIONS		
A502	BUILDING 1 ELEVATIONS		
A503	BUILDING 2 ELEVATIONS		
A701	WALL SECTIONS		
DESIGN CRITERIA			
1. ALL WORK SHALL CONFORM TO THE FOLLOWING CODES:			
1.1.	2018 INTERNATIONAL BUILDING CODE		
1.2.	2018 INTERNATIONAL ENERGY CONSERVATION CODE		
1.3.	2018 INTERNATIONAL PLUMBING CODE		
1.4.	2017 NATIONAL ELECTRIC CODE		
1.5.	2018 INTERNATIONAL MECHANICAL CODE		
SYMBOLS LEGEND			
ROOM 100 DIRECTION DETAIL # PAGE LOCATION A6.0.01 ROOM NAME ROOM NUMBER BUILDING SECTION KEY DETAIL AREA DETAIL # PAGE LOCATION A6.0.01 DETAIL KEY BUILDING # CATEGORY A6.0.01 FLOOR/PAGE # BEAM #			

A New Multi-family Development for:

Smithville Plaza Apartments

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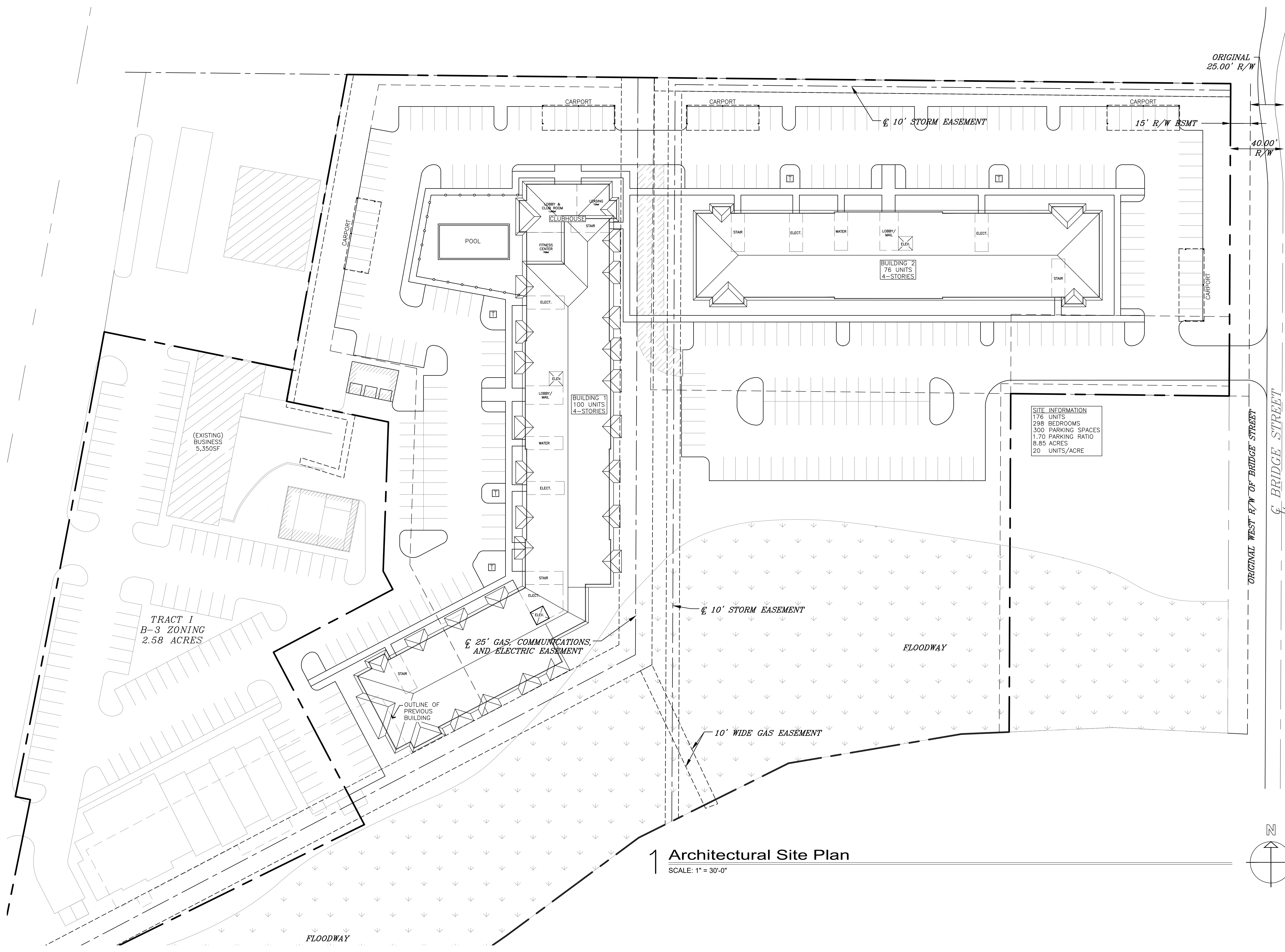
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COVER SHEET

PROJECT: 25-038

DATE: July 2, 2026

SHEET NUMBER:
C100

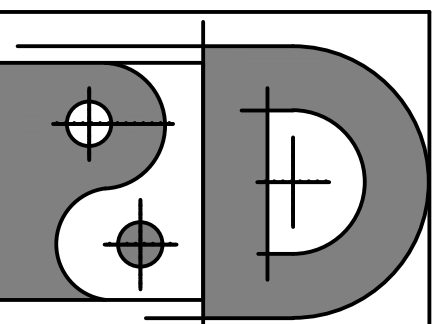


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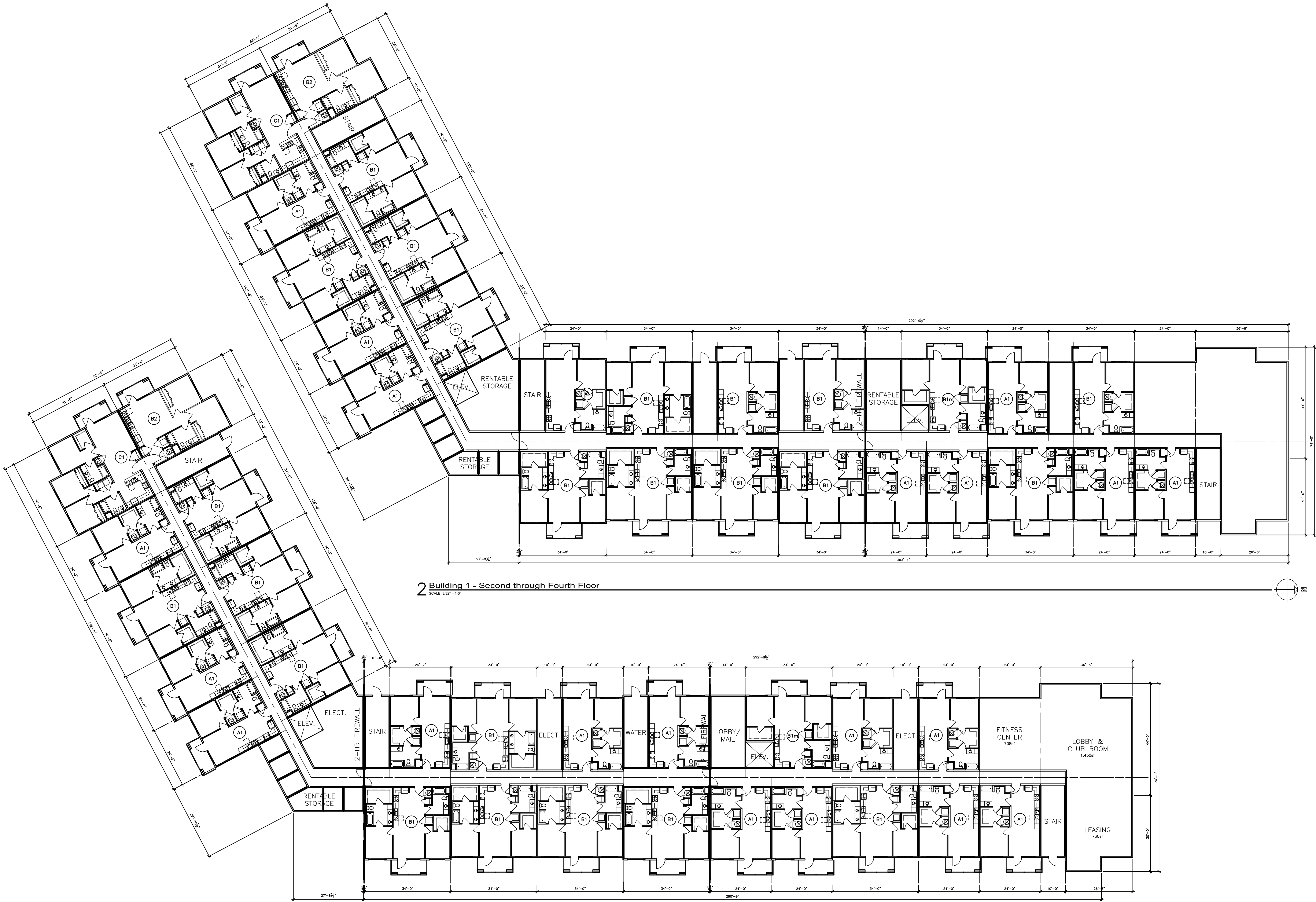
ARCHITECTURAL
SITE PLAN

PROJECT:
25-032

DATE:
July 2, 2026

SHEET NUMBER:
AC101

1 Architectural Site Plan
SCALE: 1" = 30'-0"



2 Building 1 - Second through Fourth Floor
SCALE: 3/32" = 1'-0"

1 Building 1 - Ground Floor
SCALE: 3/32" = 1'-0"

Not for Construction

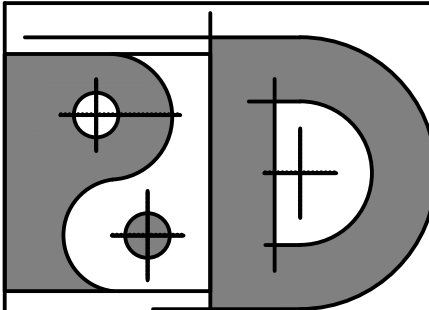
A New Multi-family Development for:

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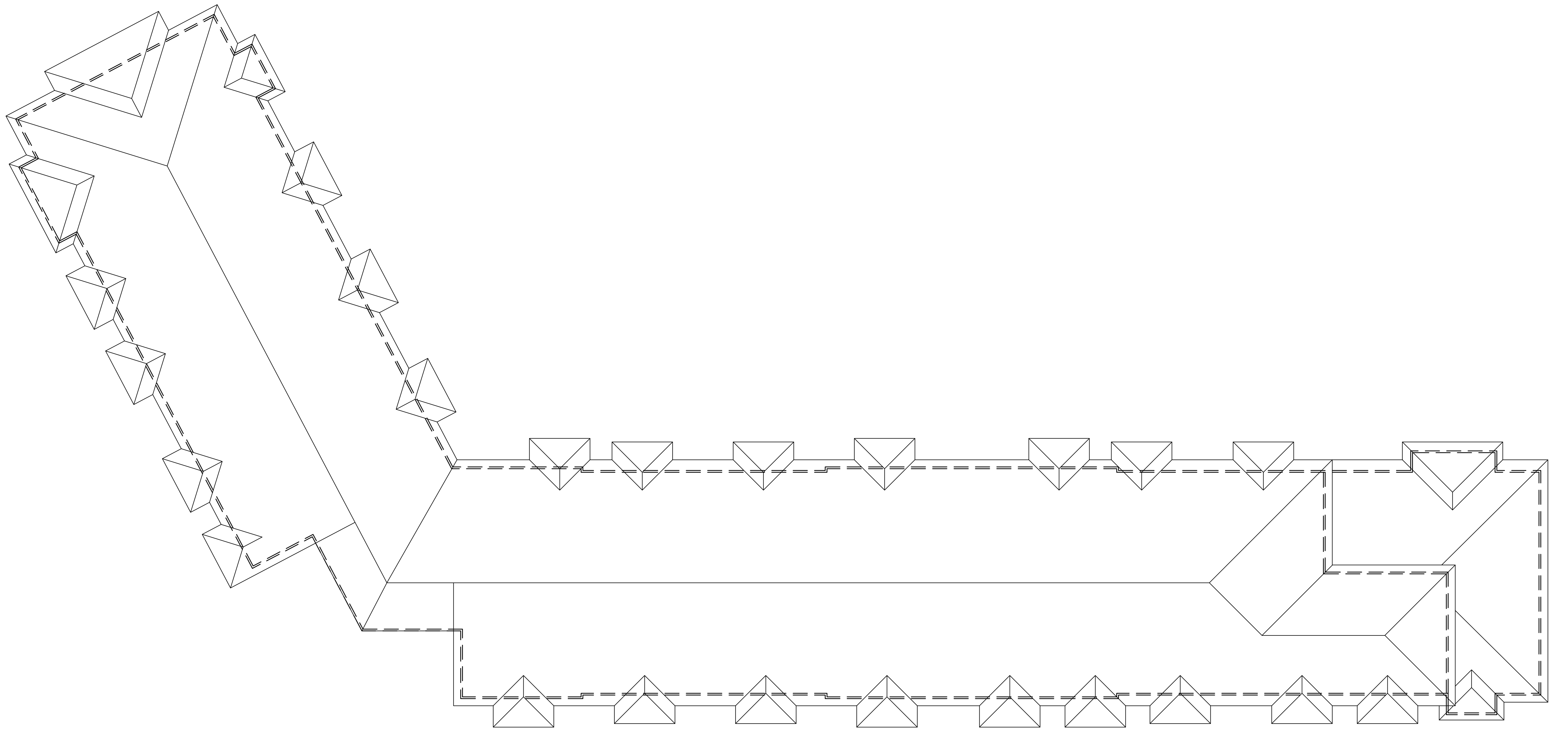
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BUILDING 1
FLOOR PLANS

PROJECT: 25-032
DATE: July 2, 2026
SHEET NUMBER:

A101

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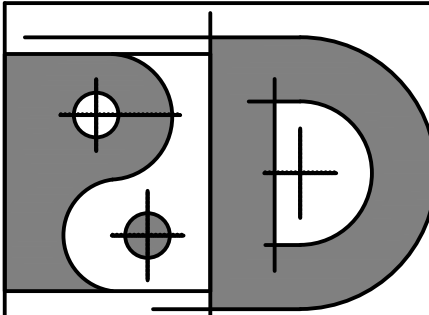


1 Building 1 - Roof Plan
SCALE: 3/32" = 1'-0"

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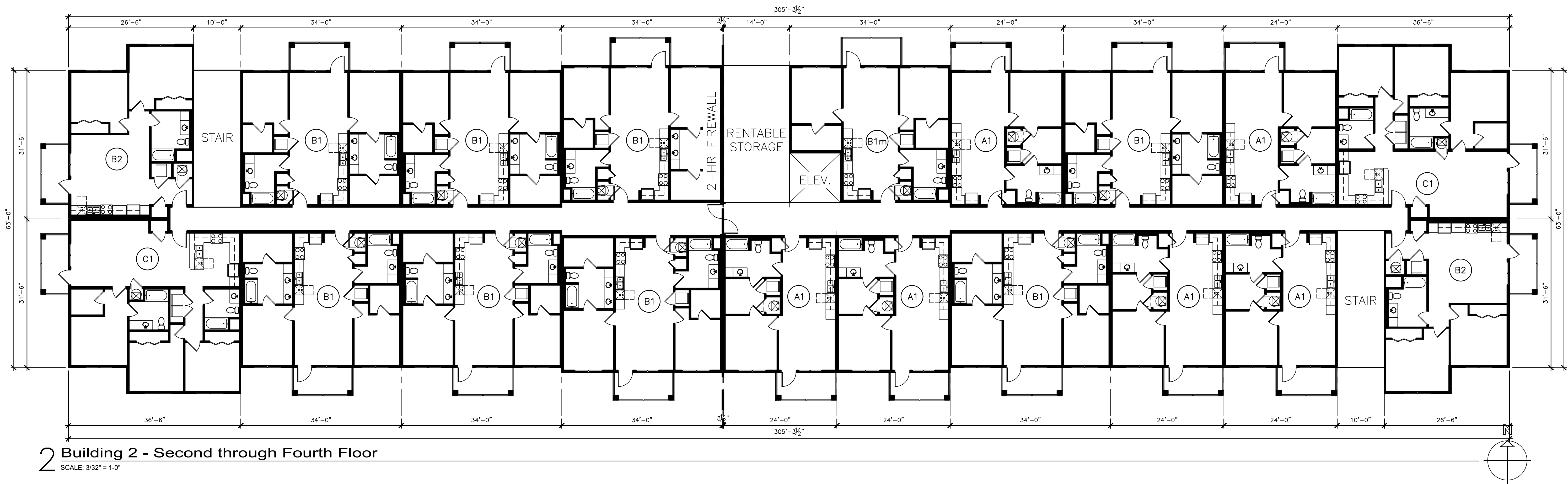
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BUILDING 1 ROOF PLAN	
PROJECT: 25-032	DATE: July 2, 2026
SHEET NUMBER: A102	

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2 Building 2 - Second through Fourth Floor
SCALE: 3/32" = 1'-0"

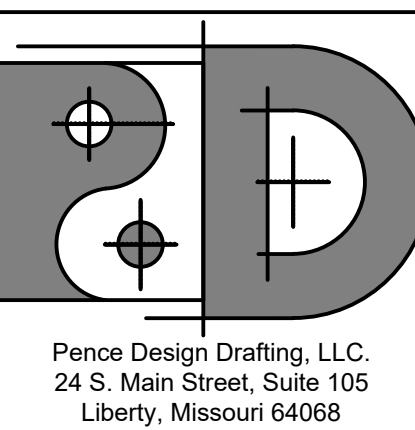


1 Building 2 - Ground Floor
SCALE: 3/32" = 1'-0"

Not for Construction

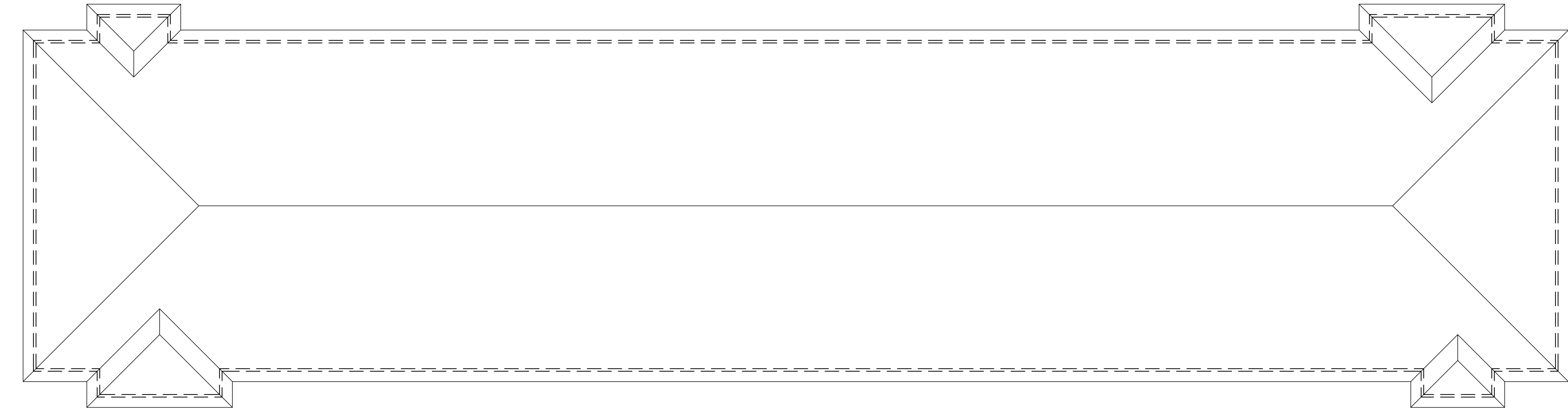
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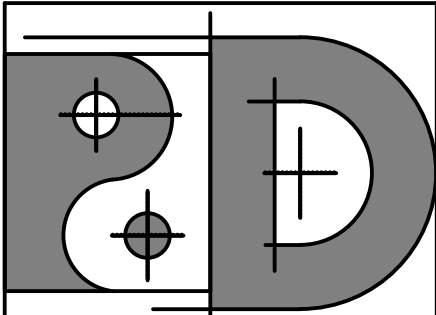


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BUILDING 2 FLOOR PLANS	
PROJECT:	DATE:
25-032	July 2, 2026
SHEET NUMBER:	
A103	



1 Building 2 - Roof Plan
SCALE: 3/32" = 1'-0"



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BUILDING 2
ROOF PLAN

PROJECT: 25-032
SHEET NUMBER:

DATE: July 2, 2028

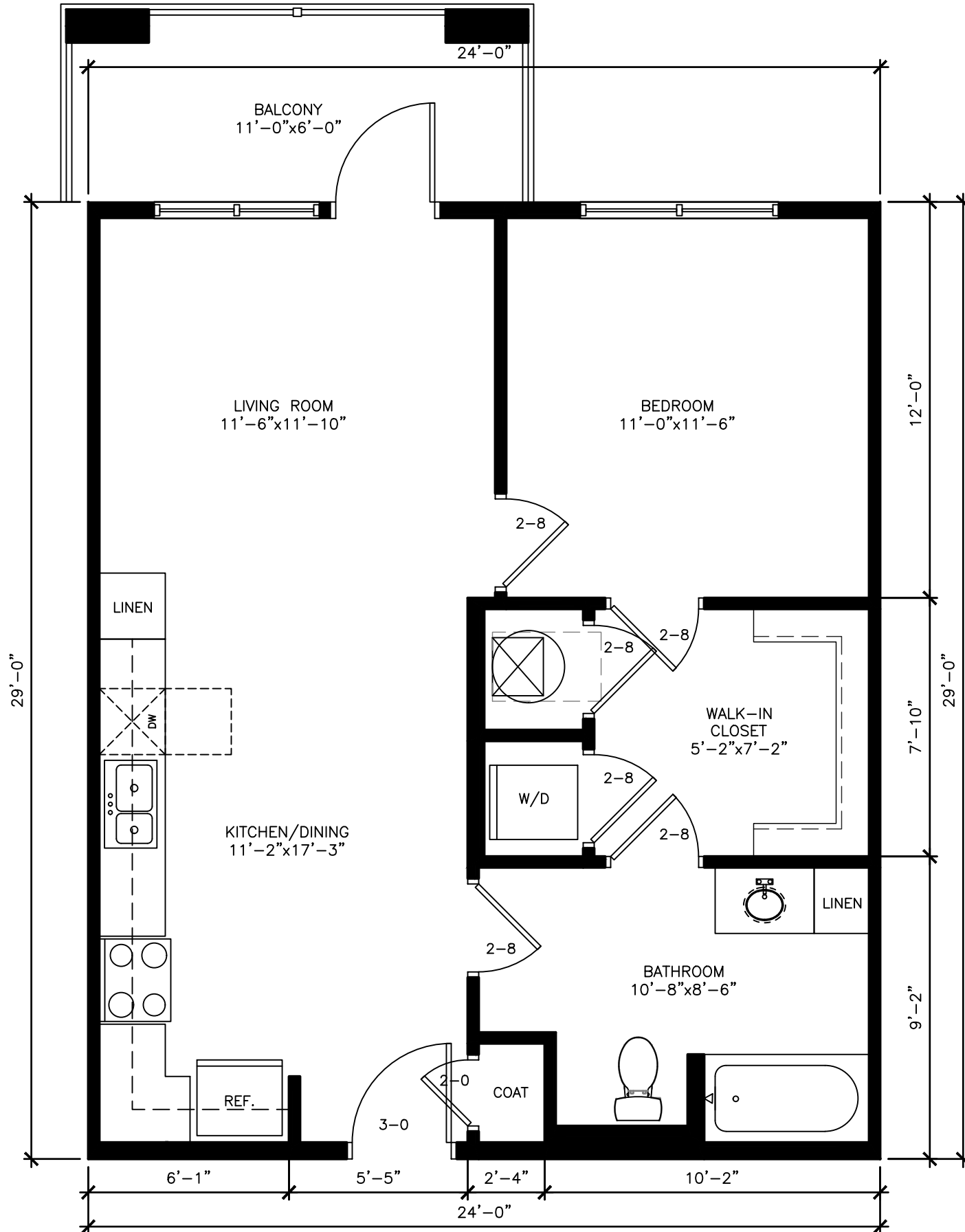
A104

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1 Unit "A1" Layout
SCALE: 1/4" = 1'-0"

HUD NET - 651 SF
HUD GROSS - 696 SF

UNIT
A1

PROJECT:
25-032

SHEET NUMBER:

DATE:
February 3, 2026

A201

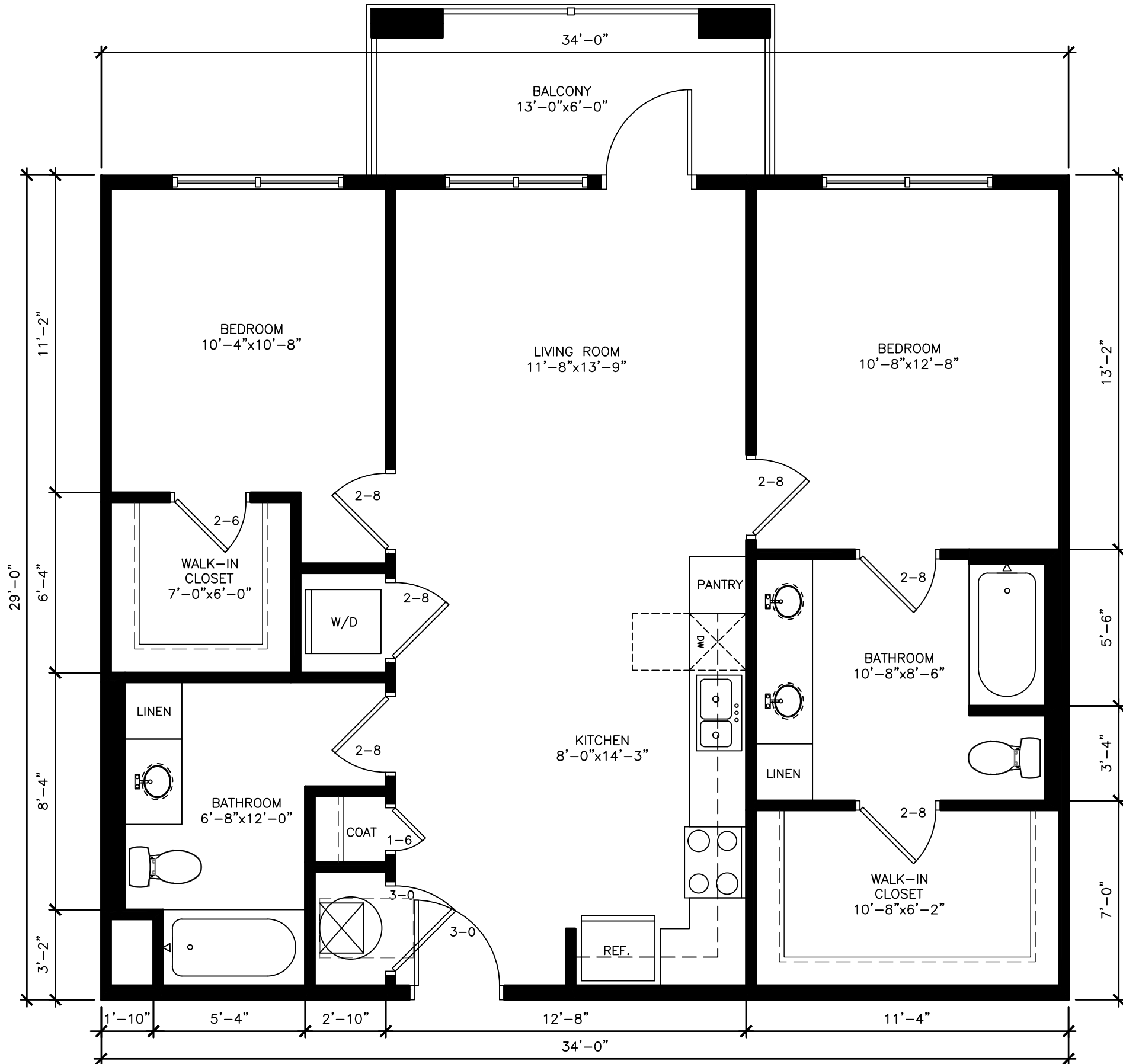
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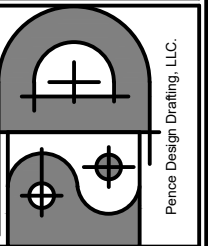
1 Unit "B1" Layout

SCALE: 1/4" = 1'-0"

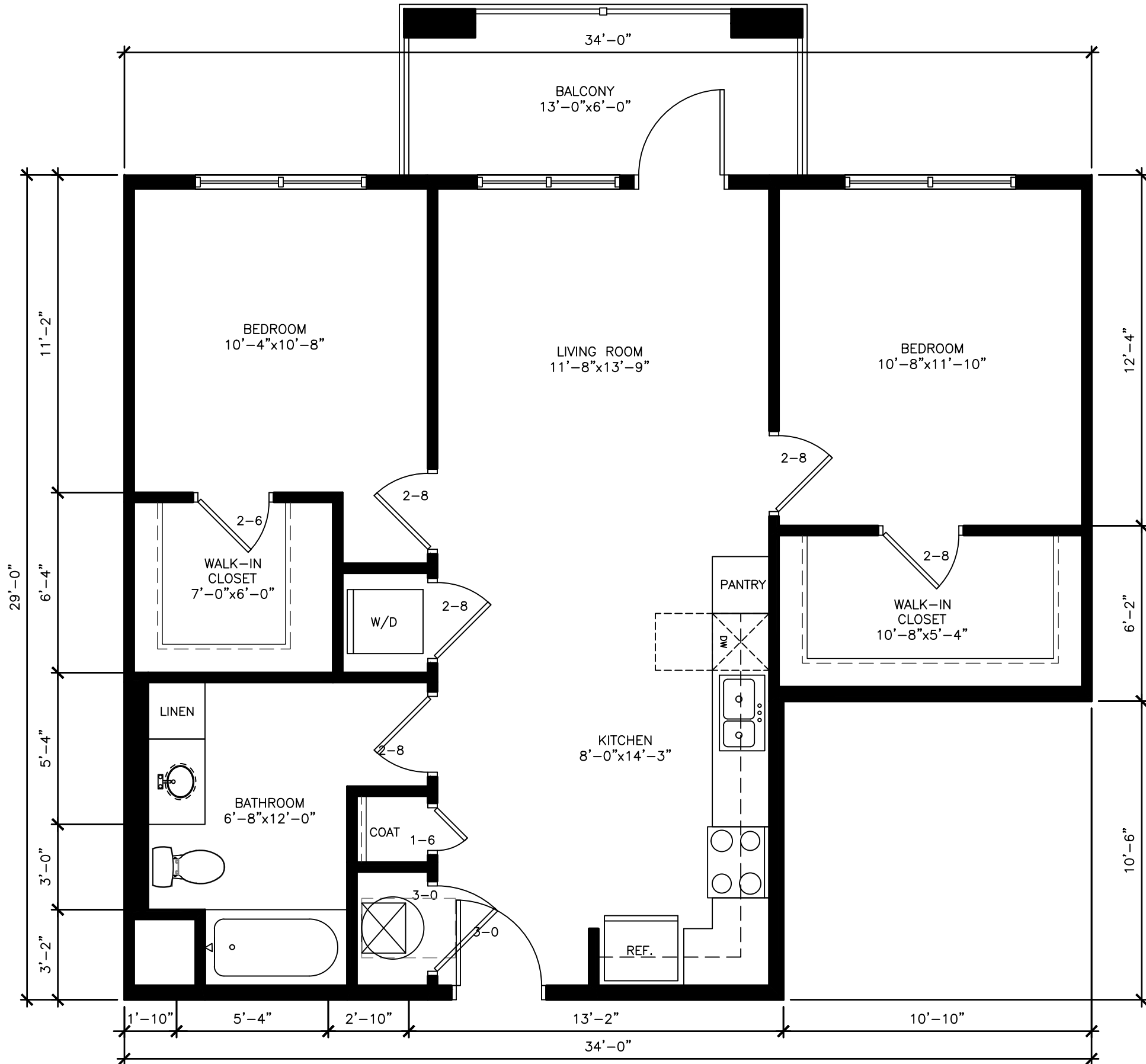
HUD NET - 920 SF
HUD GROSS - 986 SF

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UNIT B1	PROJECT: 25-032	DATE: February 3, 2026	SHEET NUMBER: A202
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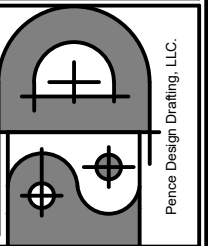
1 Unit "B1m" Layout

SCALE: 1/4" = 1'-0"

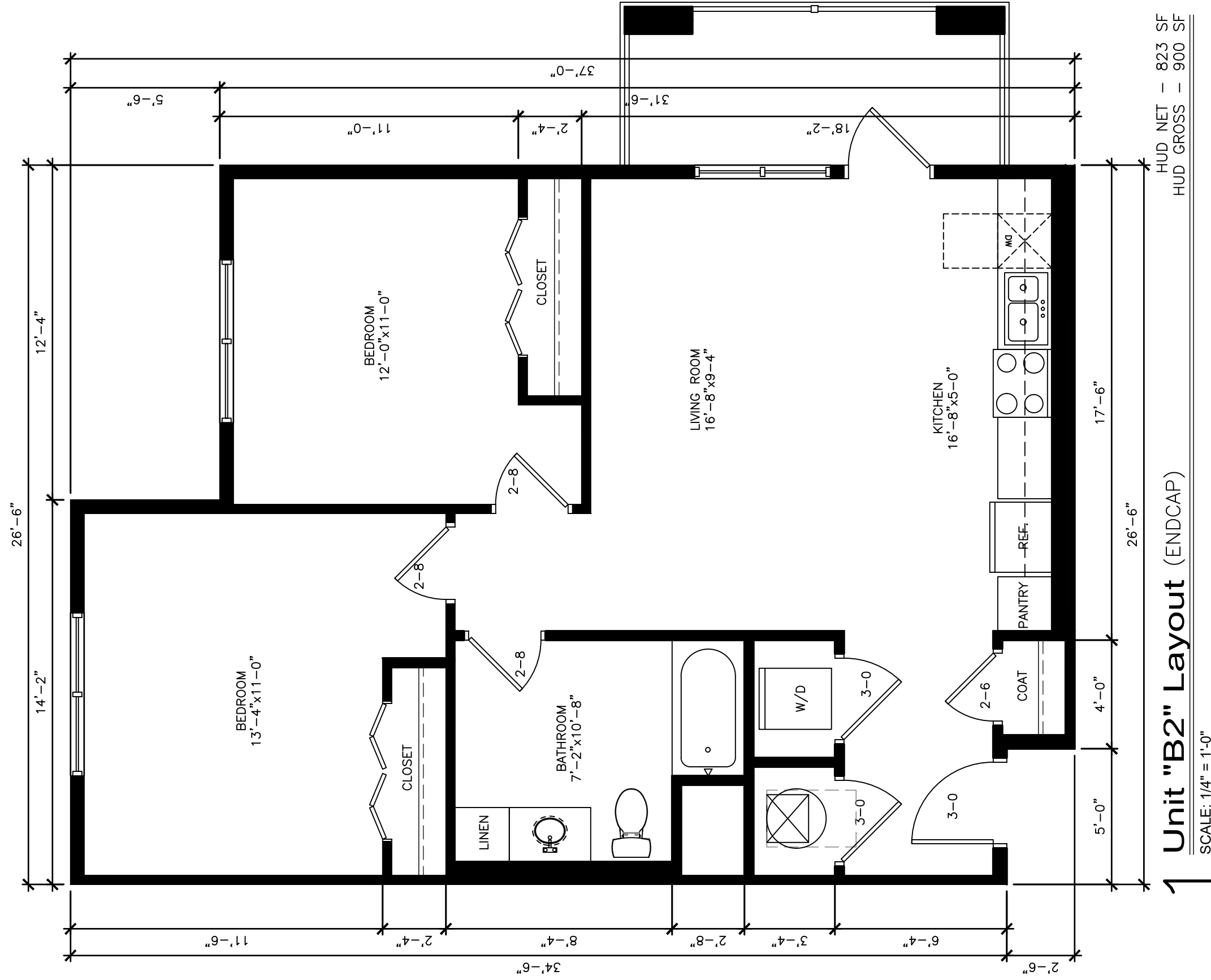
HUD NET - 809 SF
HUD GROSS - 872 SF

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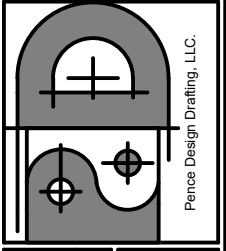
UNIT B1m	PROJECT: 25-002	DATE: February 3, 2026	SHEET NUMBER: A203
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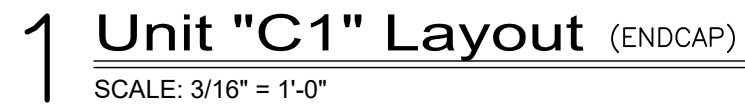


1 Unit "B2" Layout (ENDCAP)

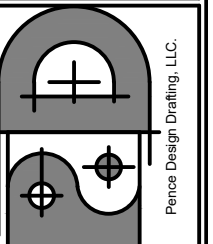
SCALE: 1/4" = 1'-0"

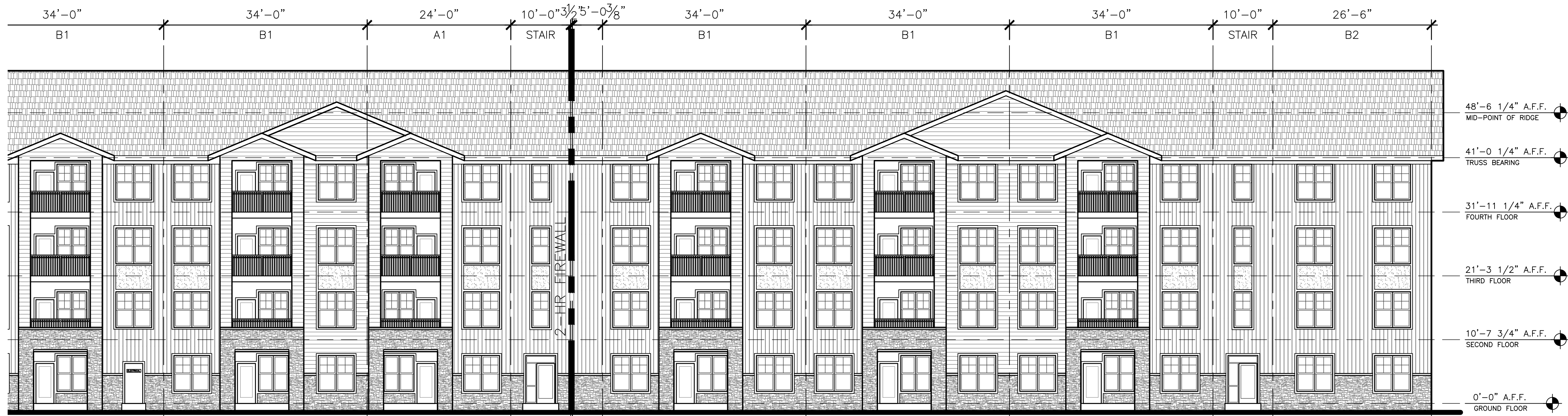
HUD NET - 823 SF
HUD GROSS - 900 SF





HUD NET	-	1,174	SF
HUD GROSS	-	1,245	SF





2 Building 1 Northwest Elevation
SCALE: 3/32" = 1'-0"



1 Building 1 West Elevation
SCALE: 3/32" = 1'-0"

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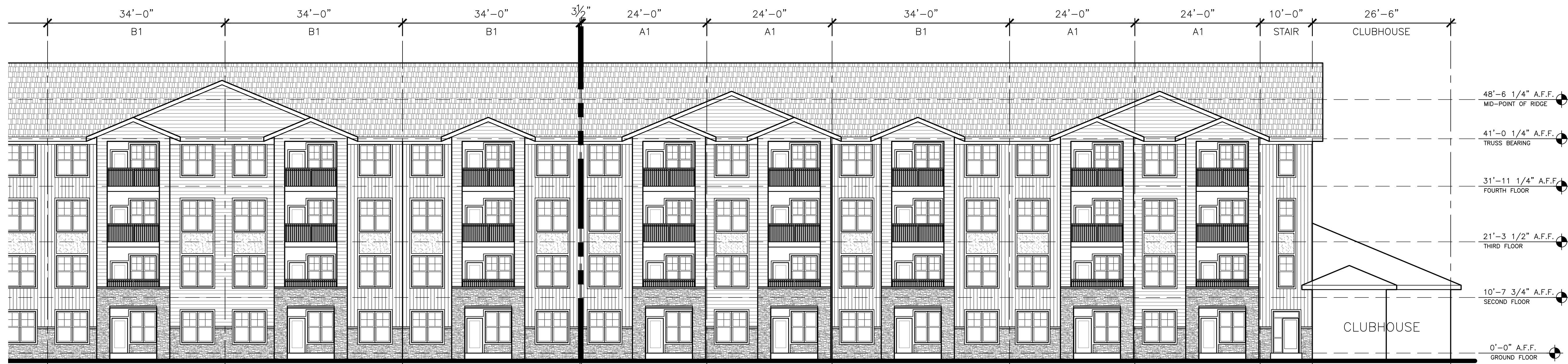


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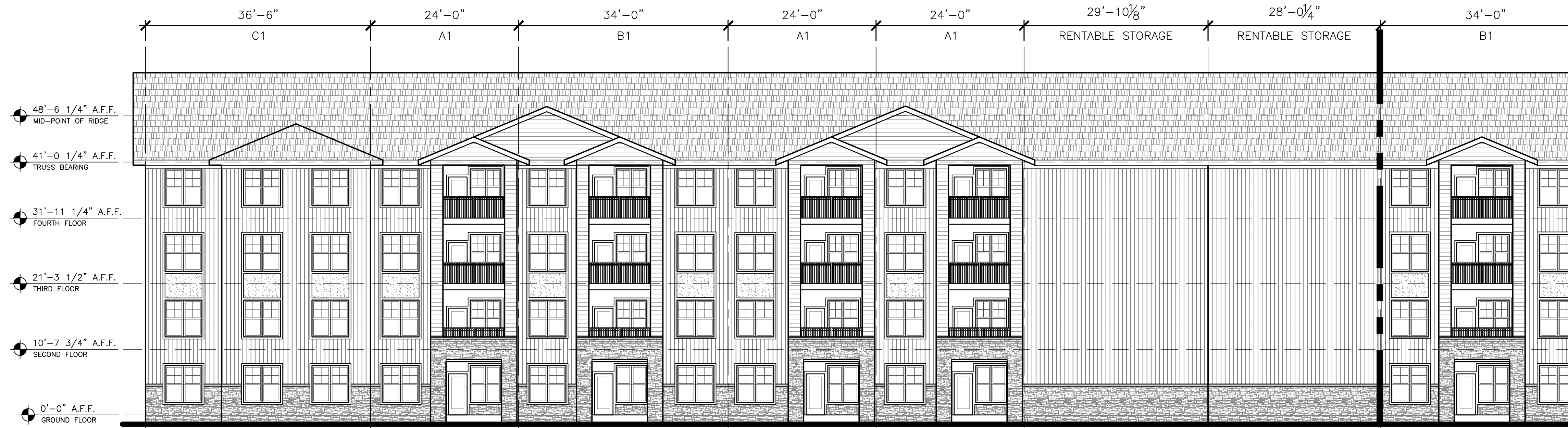
**BUILDING 1
ELEVATIONS**

PROJECT: 25-032
DATE: July 2, 2026
SHEET NUMBER:

A501



2 Building 1 Southeast Elevation
SCALE: 3/32" = 1'-0"



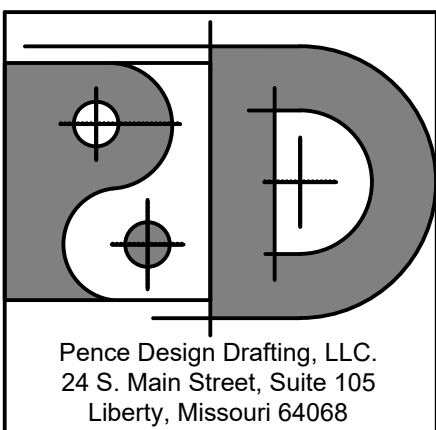
1 Building 1 Southeast Elevation
SCALE: 3/32" = 1'-0"

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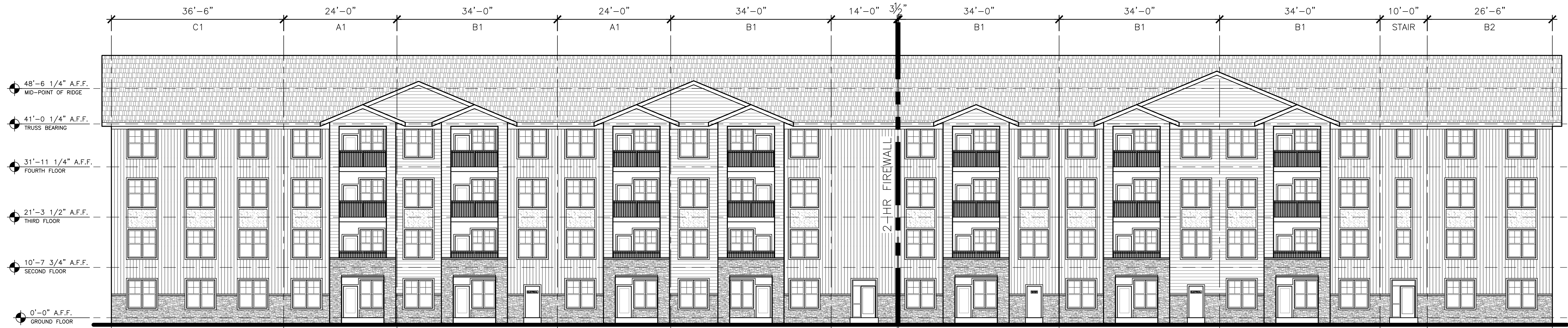


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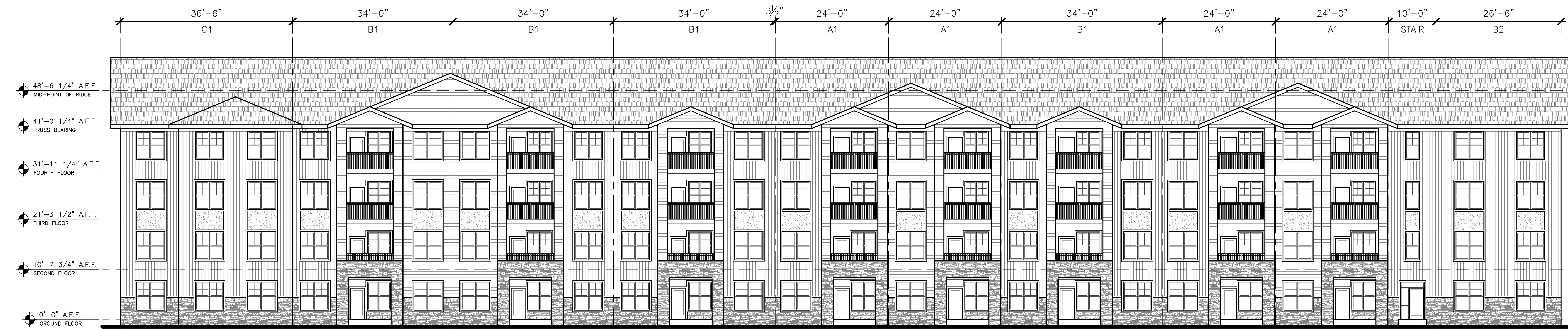
BUILDING 1
ELEVATIONS

PROJECT: 25-032 DATE: July 2, 2026
SHEET NUMBER:

A502



2 Building 2 North Elevation
SCALE: 3/32" = 1'-0"



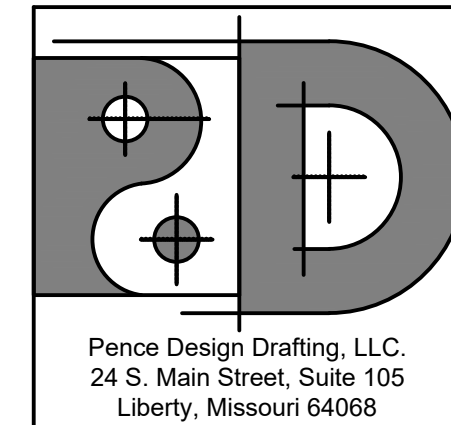
1 Building 2 South Elevation
SCALE: 3/32" = 1'-0"

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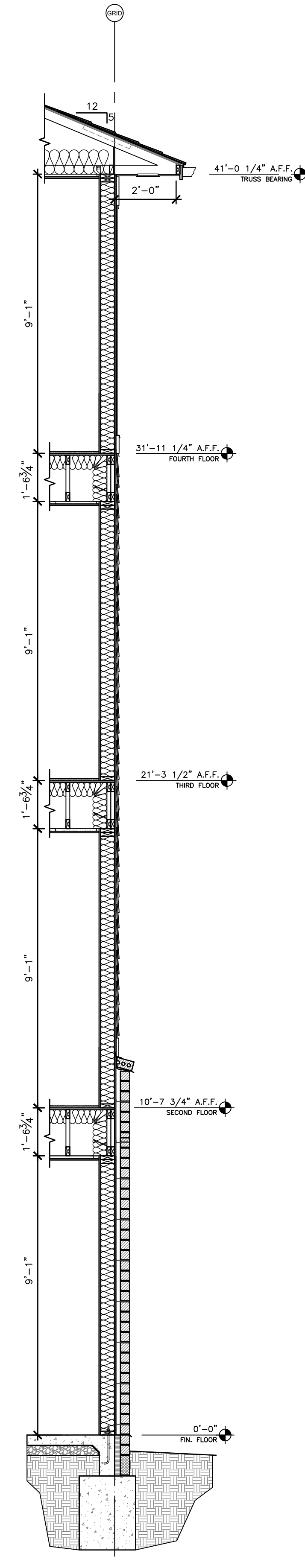
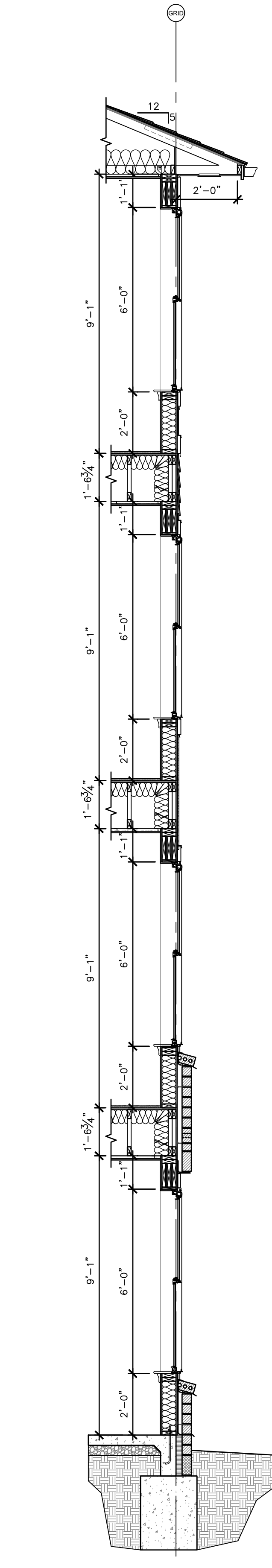
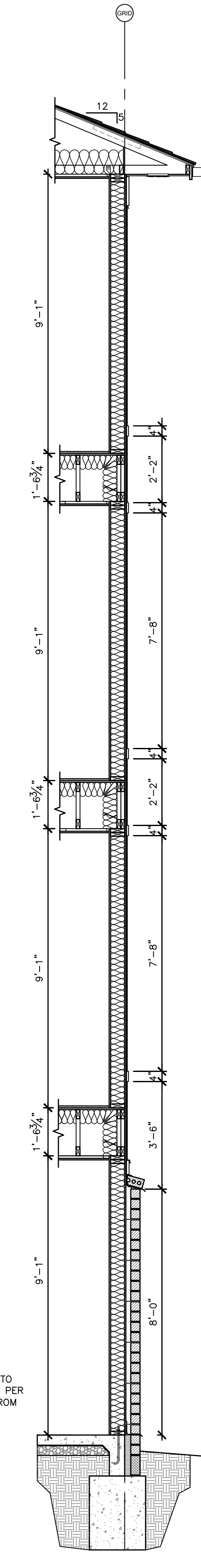
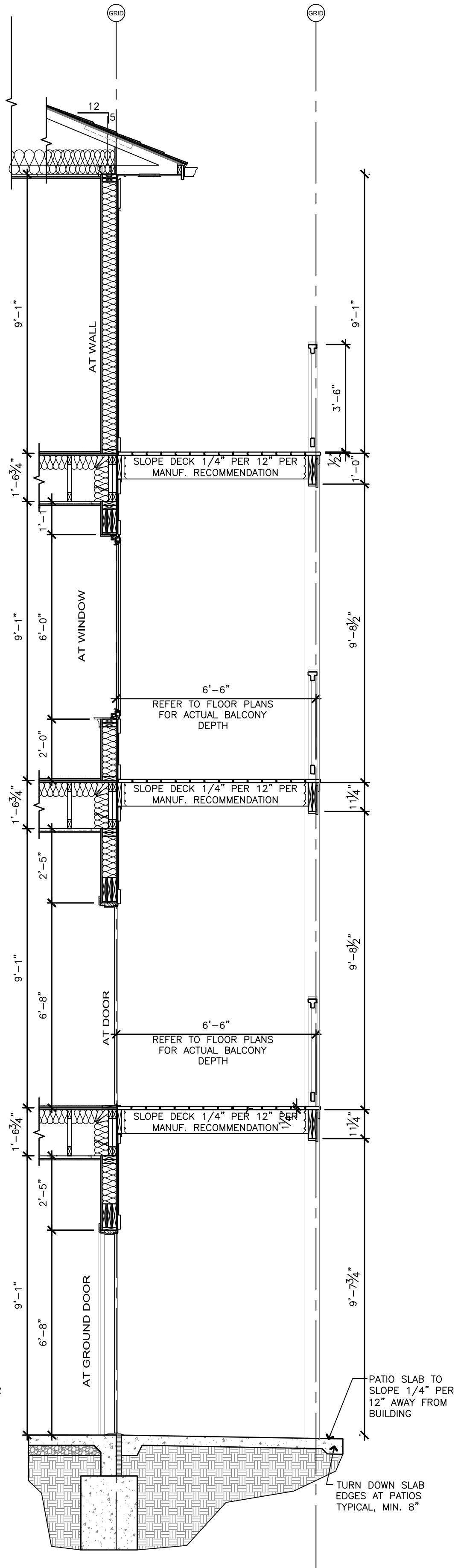
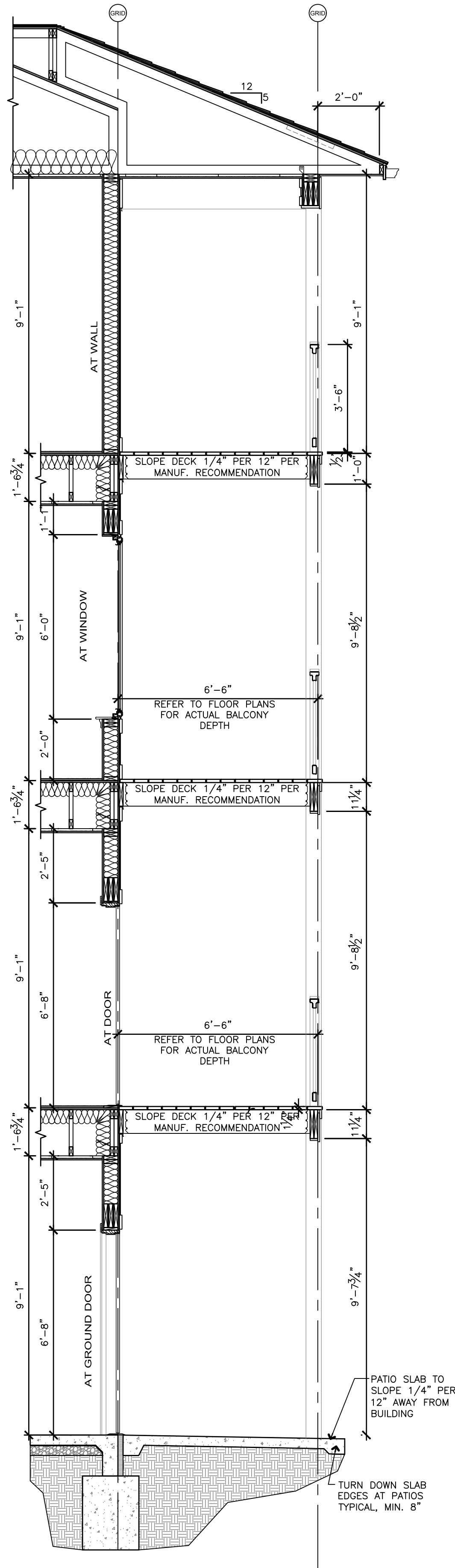
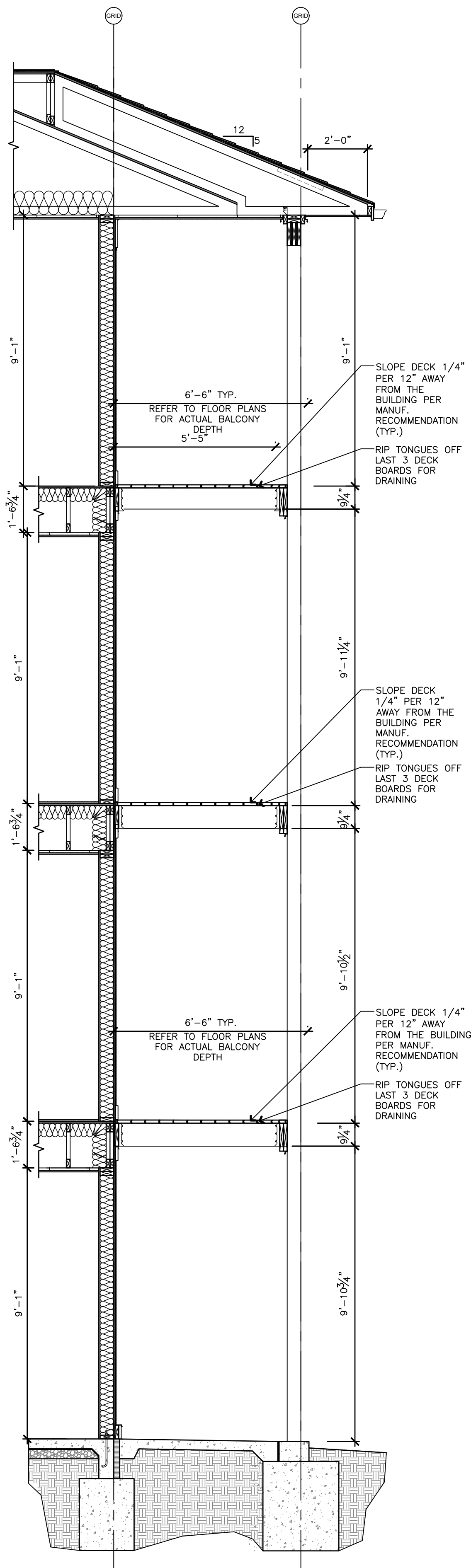
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BUILDING 2
ELEVATIONS

PROJECT: 25-032 DATE: July 2, 2026
SHEET NUMBER:

A503



GENERAL NOTES

FOUNDATION/SLAB SYSTEM:

REINFORCED CONCRETE FOOTING AND STEM WALL WHERE GRADE DICTATES WITH 4" REINFORCED CONCRETE SLAB ON VAPOR BARRIER SYSTEM OVER GRADE. REINFORCEMENT: RE-STRUCTURAL AND CIVIL GRADING PLANS. FOOTINGS SHALL EXTEND BELOW FROST LINE AND OUTSIDE FACE OF FOUNDATION PERIMETER SHALL HAVE 2" ROD INSULATION TO FOOTING. CONCRETE PATIOS, SIDEWALKS AND DRIVES AT BUILDING EDGE SHALL HAVE 1/2" EXPANSION JOINT MATERIAL WITH POURABLE URETHANE SEALANT.

EXTERIOR WALL SYSTEM: 1/2" U536 TYP.

WALLS SHALL BE 2X6 SPACED AS INDICATED ON STRUCTURAL PLANS. ON TREATED 2X6 BASE PLATE SET IN BED OF MASTIC AT SLAB LOCATIONS. RE-STRUCTURAL FOR ANCHOR BOLTING REQUIREMENTS. WALLS SHALL BE SHEATHED WITH 3/4" EXTERIOR WALL SHEATHING WITH GROUT, DRAINAGE, WEATHER STRIPS ON EXTERIOR FACE AND 5/8" TYPE "X" GYPSUM ON INTERIOR FACE. INSULATE WALL CAVITY WITH INSULATION UNFACED OR FRICTION FIT, R=VALUE PER SPECS. REFER TO STRUCTURAL FOR HEADER REQUIREMENTS AT WINDOW AND DOOR OPENINGS.

FLOOR/CEILING ASSEMBLY: 1/2" U546 TYP.

WOOD FLOOR TRUSS SYSTEM PER STRUCTURAL LAYOUT WITH 3/4" TONGUE AND GROOVE PLYWOOD DECKING. INSTALL SOUND BATT INSTALLATION IN FLOOR CAVITY TIGHT TO FLOOR DECKING AND INSULATE. PERMITTER TRUSS CAVITY TO MATCH WALL CONDITIONS. CEILINGS SHALL BE 5/8" TYPE "X" GYPSUM ON RESILIENT CHANNELS AT 24" ON CENTER. DECKING SHALL BE COVERED IN SELF-LEVELING UNDERLAYER SYSTEM. FINE MEASURES TO ADJUST DOOR HEADERS TO ACCOUNT FOR SELF-LEVELING SYSTEM.

ROOF/CEILING ASSEMBLY: 1/2" P522 TYP.

WOOD ROOF TRUSS SYSTEM PER STRUCTURAL LAYOUT WITH 5/8" PLYWOOD ROOF DECKING TYPICAL AND 3/4" TREATED WOOD SHEATHING ON VERTICAL, SURFACES AND BACK OF PARAPETS. PITCHED TRUSSES SHALL BE COVERED IN ARCHITECTURE FIBERGLASS SHINGLES ON 30 POUND FELT WITH ASSOCIATED ICE SHIELD AS INDICATED ON ROOF DETAIL. PROVIDE PREFINISHED METAL Drip EDGE STARTER STRIP AND PREFINISHED METAL GUTTER OVER CEMENTITIOUS FASCIA LAPPED OVER CEMENTITIOUS SOFT PANELS. FLAT ROOF AREAS SHALL BE COVERED WITH ROD INSULATION TAPERED TO DRAIN FRAMS OR SCUPPERS. INSULATION SYSTEM IS NOT INTENDED FOR BUILDING INSULATION. FLAT ROOF SYSTEM SHALL BE SINGLE PLY ROF MEMBRANE WITH MEMBRANE FLASHING AT PARAPET LOCATIONS. WAP MEMBRANE FLASHING OVER ROOF PARAPETS AND ROOF TRANSITION INTERSECTIONS. PARAPETS SHALL BE COVERED WITH PREFINISHED METAL COPING WITH CONTINUOUS CONCEALED CLEAT ON EXPOSED FACES. USE STAINLESS STEEL SCREWS AND NEOPRENE WASHERS AT CONTINUOUS CLEAT ON ROOF SIDE AT 24" ON CENTER MAXIMUM. ROOF TRUSSES SHALL BE COVERED WITH BATT OR BLOWN INSULATION TO ACHIEVE R LISTING INDICATED IN SPECS. PROVIDE VENT BAFFLES AT THE PERIMETER. CEILING SHALL BE CLAD 5/8" TYPE "X" GYPSUM BOARD ON RESILIENT CHANNELS AT 24" ON CENTER MAXIMUM. AT EXTERIOR ROOF PROJECTIONS USE 5/8" EXTERIOR FINISH BOARD TYPE "C" REFER TO SPECIFICATION FOR FINISHES AND PAINTING REQUIREMENTS.

WALL SIDING SYSTEMS:

SIDING SHALL BE CEMENTITIOUS PLANK OR PANELS AS INDICATED ON ELEVATIONS WITH 5/4" OR 4/4" CEMENTITIOUS TRIM REQUIRED IN CONSTRUCTION DETAILS. PROVIDE 2" FLASHINGS AT HORIZONTAL SANDING, CORNERS, SEAL JOINTS AND PAINT PER ELEVATIONS AND SPECIFICATIONS.

WINDOWS AND EXTERIOR DOORS:

REFER TO DOOR AND WINDOW SCHEDULE FOR EXACT TYPE AND SIZE AS WELL AS SPECIFIC FLASHING REQUIREMENTS. UNLESS NOTED OTHERWISE, WINDOWS ARE VINYL WITH INSULATED GLASS, WITH GYPSUM LININGS AND JAMBS AND A PAINTED WOOD SILL AND SKIRT. EXTERIOR METAL DOOR TO BE INSULATED & HAVE FULLY WELDED FAMES. ALUMINUM STOREFRONT SYSTEMS ARE THERMALLY BROKEN WITH INSULATED GLAZING. SHIM AND SEAL AND RETURN GYPSUM AT HEADS AND JAMBS TYPICAL. DOORS SHALL HAVE 1/2" ADA COMPLAINT SADDLE THRESHOLDS SET IN MASTIC.

***MASONRY VENEER:**

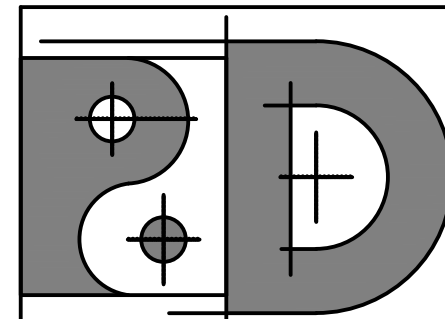
MASONRY VENEER INDICATED ON ELEVATIONS SHALL BE HELD 6" OFF FACE OF STUD TYPICAL AND SHALL BE INSTALLED USING MASONRY VENEER ANCHORS AT 16" ON CENTER MAXIMUM HORIZONTAL AND VERTICAL. PROVIDE ANCHORS WITHIN 8" OF TOP OR SIDES, TYPICAL 16" ON CENTER MAXIMUM HORIZONTAL AND VERTICAL. PROVIDE ANCHORS AT 16" ON CENTER MAX AT FOUNDATION LINE BELOW SLAB ELEVATION AND ABOVE AND BELOW OPENINGS WITHIN DAMS. PROVIDE ROWLOCK SILLS WITH 20 MIL PLY FLASHING AND WEEPS TYPICAL AND INSTALL STEEL FLASHING AT DAMS AND JAMBS. PROVIDE ROOF EDGE ABOVE CUT AS REQUIRED TO COURSE WITH RUNNING BONES BEYOND. PAINT LINTELS TO MATCH MASONRY TYPICAL. MASON MAY USE 4" BLOCK AT FOUNDATION IN LIEU OF FOUNDATION 2" BELOW FINISHED GRADE.

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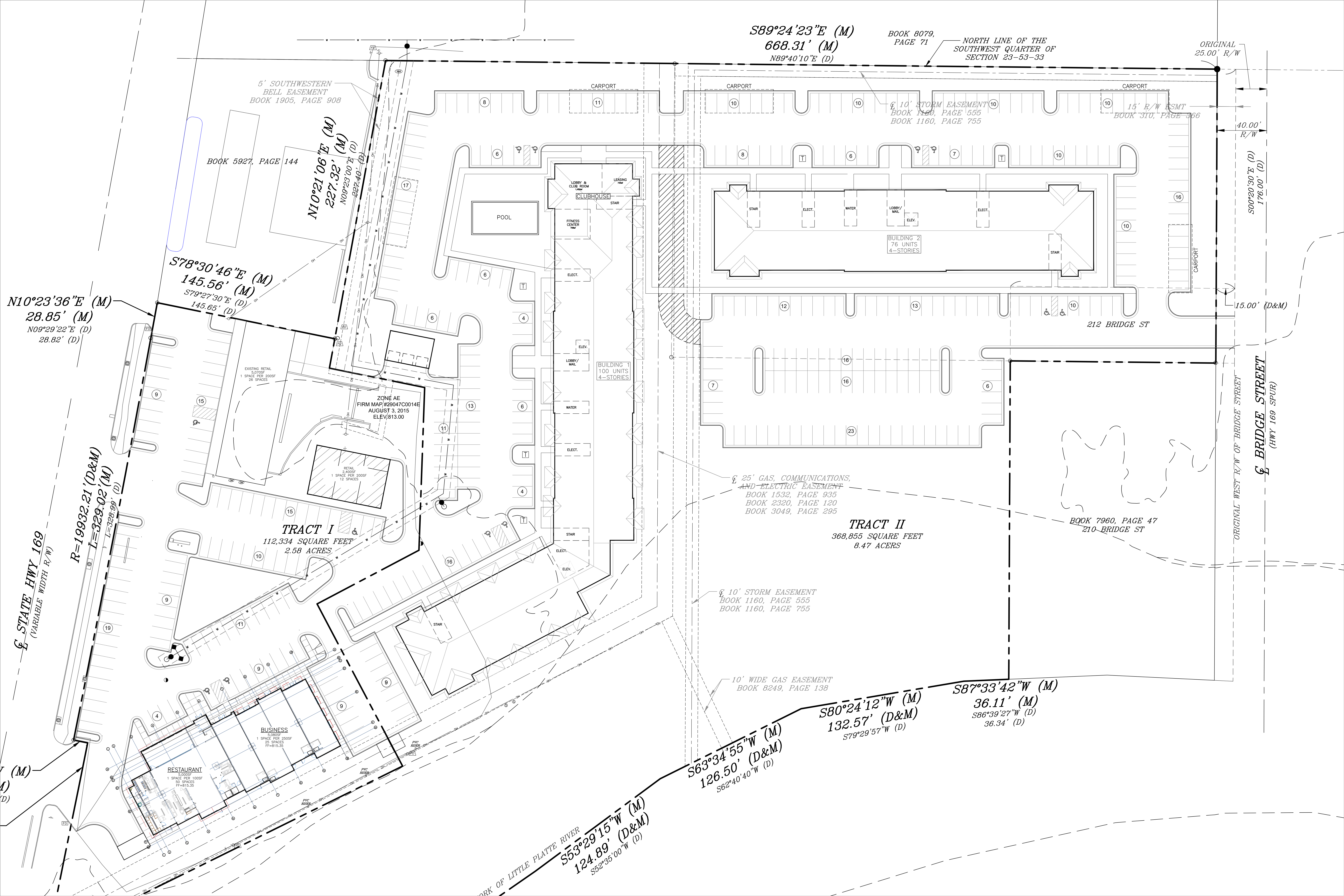
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TYPICAL WALL SECTIONS

PROJECT:	DATE:
25-032	July 2, 2026
SHEET NUMBER:	

A701



S89°24'23"E (M)
668.31' (M)
N89°40'10"E (D)

BOOK 8079,
PAGE 71

NORTH LINE OF THE
SOUTHWEST QUARTER OF
SECTION 23-53-33

ORIGINAL
25.00' R/W

5' SOUTHWESTERN
BELL EASEMENT
BOOK 1905, PAGE 908

BOOK 5927, PAGE 144

N10°21'06"E (M)
227.32' (M)
N09°23'00"E (D)
227.40' (D)

S78°30'46"E (M)
145.56' (M)
S79°27'30"E (D)
145.65' (D)

N10°23'36"E (M)
28.85' (M)
N09°29'22"E (D)
28.82' (D)

STATE HWY 169
(VARIABLE WIDTH R/W)
R=19932.21' (D&M)
L=329.02' (M)
L=328.99' (D)

ZONE AE
FIRM MAP #29047C0014E
AUGUST 3, 2015
ELEV: 813.00

TRACT I
112,334 SQUARE FEET
2.58 ACRES

TRACT II
368,855 SQUARE FEET
8.47 ACERS

25' GAS, COMMUNICATIONS,
AND ELECTRIC EASEMENT
BOOK 1532, PAGE 935
BOOK 2320, PAGE 120
BOOK 3049, PAGE 295

10' STORM EASEMENT
BOOK 1160, PAGE 555
BOOK 1160, PAGE 755

10' WIDE GAS EASEMENT
BOOK 8249, PAGE 138

BOOK 7960, PAGE 47
210 BRIDGE ST

BRIDGE STREET
(HWY 169 SPUR)

S80°24'12"W (M)
132.57' (D&M)
S79°29'57"W (D)
S63°34'55"W (M)
126.50' (D&M)
S62°40'40"W (D)

S87°33'42"W (M)
36.11' (M)
S86°39'27"W (D)
36.34' (D)

WORK OF LITTLE PLATTE RIVER
S53°29'15"W (M)
124.89' (D&M)
S52°35'00"W (D)

Smithville Plaza Apartments

October 13, 2026

Project Facts

- 176 apartment units
- 298 bedrooms
- 300 parking spaces (30 covered spaces)
- 1.70 overall parking ratio ¹
 - o Parking for 1-Bedroom Units: 66 units x 1.5 = 99 spaces
 - o Parking for 2-Bedroom Units: 98 units x 1.75 = 172 spaces
 - o Parking for 3-Bedroom Units: 12 units x 2 = 24 spaces
 - o Total = 296 spaces
 - o Provided = 300 spaces
- 19.8 units per acre
- Two 4-story apartment buildings
- Building materials to be Smart Siding, Smart Trim, Simulated Stone Veneer, Architectural Fiberglass Shingles, Aluminum Storefront, Aluminum Windows and Aluminum Railings.
- Building colors to be Earth-tone

Development Data

Building	Existing Zoning	Proposed Zoning	Land Use	Parking		Floor Count	Unit Count	Parking Ratio
				Required	Provided			
1	R-3	R-3-P	Multi-family	300	170	4	100	1.70
2	R-3	R-3-P	Multi-family	228	130	4	76	1.71
Total				528	300		176	1.70

¹ Research at the Urban Land Planning Institute has found that a parking ratio of 1.46 stalls per unit is recommended for a suburban setting, and 1.17 stalls per unit in an urban setting. Refer to pg. 1, section #3 Proposed Development in the Smithville Plaza Traffic Impact Study, dated August 28, 2026, and prepared by Priority Engineers, Inc.