

CITY PLAN COMMISSION STAFF REPORT

CD-CPC-2026-00037 & 38

Pure Staley



KANSAS CITY
Planning & Dev

May 20, 2026

Docket # 2.1 & 2.2

Request

Rezoning
Development Plan (Residential)

Applicant

Linsay Vogt
RL Buford

Owner

Michael Heitsman
Pure Development

Site Information

Location	10501 NE Staley Rd
Area	87 Acres
Zoning	R-80
Council District	1st
County	Clay
School District	North Kansas City

Surrounding Land Uses

North: Civic/Institutional, R-80
South: Residential, R-6
East: Undeveloped, R-7.5
West: Residential, R-6

KC Spirit Playbook Alignment

CD-CPC-2026-00036 & 37: *High*

Land Use Plan

The Shoal Creek Valley Area Plan recommends Residential Low Density for this location. The proposed plan has a high alignment with this designation. See Criteria A for more information.

Major Street Plan

Northeast Staley Road is not identified on the Major Street Plan. However, Northeast Shoal Creek Parkway is identified as a parkway at this location, which the north property line for this proposal abuts.

Approval Process



Overview

The applicant seeks to approve a rezoning and development plan, serving as a preliminary plat, in District R-80, to allow for the creation of 200 residential lots, for the purpose of single-family houses on about 87 acres generally located at the southeast corner of Northeast Staley Road and Northeast Shoal Creek Parkway.

Existing Conditions

The site is currently undeveloped with natural vegetation and existing trees. There is a regulated stream on the site that runs diagonal through west side of the site. The site has street frontage on the north, south and west side of the lot.

Neighborhood(s)

This site is not located within a registered neighborhood or homes association.

Required Public Engagement

Section 88-505-12, Public Engagement does apply to this request. The applicant hosted a meeting on April 27, 2026. A meeting summary is attached; see Attachment #3.

Project Timeline

The application was filed on March 12, 2026. Scheduling deviations have occurred due to the need for a revised traffic impact study.

Professional Staff Recommendation

Docket 2.1	Approval
Docket 2.2	Approval, Subject to Conditions

The applicant is proposing to rezone an 87 acres parcel from district R-80 (Residential dash 80) to R-7.5 (Residential dash 7.5) along with seeking approval of a development plan, also serving as a preliminary plat. The site is located at the southeast corner of Northeast Shoal Creek Parkway and Northeast Staley Road. The development plan proposes to subdivide the unplatted parcel for the purpose of residential development. The R-7.5 (Residential) zoning district will allow for the applicant to create 7,500 square foot lots, while the current zoning district would only allow for the creation of additional lots 80,000 square feet or more. The development plan proposes 200 residential lots in five phases; the development plan does not specify building footprints locations or sizes. Additionally, 17 tracts will be created for parkland, private open space and storm water detention. The lots abutting Northeast Shoal Creek Parkway will need to following the Parkway Standards for residential development, per section 88-323 of the Zoning and Development Code.

PLAN ANALYSIS

Standards	Meets	Notes
Lot and Building Standards (88-110)	Yes	
Boulevard & Parkway Standards (88-323)	Yes	

Standards	Meets	Notes
Parkland Dedication (88-408)	Yes, Subject to Conditions	The applicant will do a mix of dedication of private open space tracts and payment in lieu of parkland dedication.
Tree Preservation & Protection (88-424)	Yes, Subject to Conditions	
Parking & Loading (88-420)	Yes	
Landscaping & Screening (88-425)	Yes, Subject to Conditions	
Signs (88-445)	Yes, Subject to Conditions	Signage not reviewed, will require a sign permit and conform to 88-445 of the Zoning and Development Code.
Pedestrian Standards (88-450)	Yes	

SPECIFIC REVIEW CRITERIA

Rezoning, Zoning and Development Code Map Amendments (88-515-08)

In reviewing and making decisions on proposed zoning map amendments, the City Planning and Development Director, City Plan Commission, and City Council must consider at least the following factors:

A. Conformance with adopted plans and planning policies.

The proposed rezoning conforms to the Shoal Creek Valley Area Plan and meets the density of future land use recommendation of Residential Low Density. The request rezoning and development plan is consistent with the area plan; staff has not required an area plan amendment to the Shoal Creek Valley Area Plan.

"This project supports multiple goals outlined in the KC Spirit Playbook and the Shoal Creek Valley Area Plan. In addition to the development plan the applicant is proposing to rezone the property to R-7.5 in order to accommodate the residential density shown on the development plan. The proposed rezoning is consistent with the residential low density designation which allows residential development within R-6, R-7.5, and R-10. The project is providing a mix of housing types which helps advance the "Strong and Accessible Neighborhoods" KC Spirit Playbook Goal." – Alexis Berra, 1st District Planner, Community Planning Division

B. Zoning and use of nearby property.

The property is surrounded by residential uses to the east, west and south; primarily zoned R-6 with the exception of B3-2. The Staley Farms development also has a golf course and

accessory building within. To the North, is Staley High and Belle Prairie Elementary, zoned R-80.

C. Physical character of the area in which the subject property is located.

The physical character of the area is mostly developed with established suburban residential uses, primarily consisting of single-family housing. There is a golf course and accessory buildings associated with the use.

D. Whether public facilities (infrastructure) and services will be adequate to serve development allowed by the requested zoning map amendment.

Public facilities and services will be adequate to serve development allowed by the requested rezoning amendment. The developer is proposing to extend water and sewer to serve each proposed lot within this developer. The development will also extend multiple public streets.

E. Suitability of the subject property for the use to which it has been restricted under the existing zoning regulations.

The subject property is zoned R-80, which would only allow for a lot with a minimum of 80,000 square feet to be created. The proposed R-7.5 zoning will allow for more density, that is consistent with the surrounding properties.

F. Length of time the subject property has remained vacant as zoned.

The length of time of the subject property has remained vacant is unknown. City Staff could not find any record of any development on the subject site.

G. The extent to which approving the rezoning will detrimentally affect nearby properties.

The rezoning will not detrimentally affect the surrounding properties. The proposed development will be consistent with the surrounding land uses. An increase in traffic is expected, with Northeast Shoal Creek Parkway not fully extended to the boundaries of the site, the additional traffic could affect nearby properties.

H. The gain, if any, to the public health, safety, and welfare due to denial of the application, as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.

A denial of the application could result in the property remaining vacant or the creation of larger estate lots for housing.

Development Plan, Project Plan, or Site Plan (88-516-05)

In order to be approved, a development plan, project plan, or site plan must comply with all of the following criteria:

A. The plan must comply with all standards of the Zoning and Development Code and all other applicable city ordinances and policies.

The plan complies with the standards of the Zoning and Development Code. Refer to Criteria A of the rezoning request on page 4 of this staff report for more information.

B. The proposed use must be allowed in the district in which it is located.

The proposed density is not allowed in the R-80 zoning district but the single family residential is allowed. The applicant has requested to rezone the property to R-7.5 to allow for decreased lot sizes and reduce the lot and building standards of the Zoning and Development Code.

C. Vehicular ingress and egress to and from the site, and circulation within the site must provide for safe, efficient, and convenient movement of traffic not only within the site but on adjacent roadways.

There are three access points to the subject site. The primary points of access to the site are both off of Northeast Shoal Creek Parkway. There is an additional access point off of Staley Road, which is on the west side of the regulated stream. Public Works has reviewed and approved the traffic impact study and deemed that there is safe and adequate access to the site.

D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.

The proposed development provides sidewalks on both sides of the street and an amenity trail on the east side of the regulated stream.

E. The plan must provide for adequate utilities based on City standards for the particular development proposed.

Water and sewer main extensions are required so that each lot created can be adequately served.

F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.

Staff has requested design standards to be submitted, the applicant has requested to defer the design standards until after City Plan Commission. The private open space tracts will require project plan approval and will be reviewed to ensure the buildings are compatible with adjacent properties.

G. Landscaping, berms, fences, and/or walls must be provided to buffer the site from undesirable views, noises, lighting, or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.

Landscaping has been provided to meet the Zoning and Development Code. Project Plan approval will be required to ensure that the future development doesn't create undesirable views, noises, lighting, or other off-site negative influence to adjacent properties

H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.

The amount of impervious surface appears typical of a residential development including both driveways and parking lots depending on the building type and phase. The major of the regulated stream area will remain unpaved and preserve the vegetation within the area.

I. The plan must identify trees to be removed and trees to be preserved during the development of the subject property with the goal of saving trees that are not required to be removed for the development of the property.

A tree preservation and mitigation plan was reviewed with this application. Please refer to the tree preservation page on the plan set.

ATTACHMENTS

1. Conditions Report
2. Applicant's Submittal
3. Public Engagement Materials
4. Traffic Impact Study
5. KC Spirit Alignment

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends APPROVAL of the rezoning and APPROVAL, SUBJECT TO CONDITIONS of the Development Plan as stated in the conditions report.

Respectfully submitted,



Justin Smith

Planner



Plan Conditions

Report Date: June 03, 2026

Case Number: CD-CPC-2026-00037

Project: Pure Staley

Condition(s) by City Planning and Development Department. Contact Justin Smith at (816) 513-8823 / justin.smith@kcmo.org with questions.

1. Prior to submittal of a Final Plat for the initial phase of the development, the applicant must submit a Street Name Plan for the entire development and obtain approval from the Street Name Committee. Any subsequent amendments to the approved plan may, at the discretion of the Director of City Planning and Development, require submission and approval of a revised Street Name Plan.
2. The developer shall submit an affidavit, completed by an ISA certified arborist, an SAF certified forester, a professional engineer, or a landscape architect licensed in the State of Missouri, verifying that all trees preserved and all trees planted to meet mitigation required of the approved plan, whichever is applicable, has been installed or preserved in accordance with the plan and is healthy prior to Certificate of Occupancy.
3. That the first 30 feet of the landscape buffer tract, adjacent to the parkway right-of-way, shall be a parkway landscape easement.
4. The developer shall screen all roof and/or ground mounted mechanical and utility equipment in compliance with Section 88-425-08 of the Zoning and Development Code. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
5. That prior to issuance of the Certificate of Occupancy for each lot within the plat the developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved Street Tree Planting Plan and are healthy. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
6. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that all landscaping required of the approved plan has been installed in accordance with the plan and is healthy prior to Certificate of Occupancy. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
7. The developer shall record a covenant to maintain the "no build" landscape buffer tract, describing maintenance responsibilities. No buildings, structures, or fences may be erected within this landscaped buffer tract. Any fencing shall be located at the rear of the platted residential lot; shall be of consistent type, material, and height along the rear of the subdivision; and shall be shown on the landscape plan
8. Per TDC decision of February 23rd, 2026 - the developer shall make financial contribution and right-of-way dedications in lieu of half street improvements requirements on Staley Road in an amount to be negotiated with the City of Kansas City, Missouri, not to exceed \$500,000.00. These financial and ROW contributions shall be used towards engineering, ROW, and construction of improvements to Shoal Creek Pkwy.
9. All signage shall conform to 88-445 and shall require a sign permit prior to installation. This condition may be satisfied by an assigned City Planning and Development Building Inspector.
10. That prior to issuance of the Certificate of Occupancy for the first house built the developer must post a sign at the terminus of all stub streets indicating that the stub street is intended to be opened to through traffic when the adjacent property is developed. The sign must state "FUTURE THROUGH STREET. TO BE CONNECTED WHEN ABUTTING PROPERTY DEVELOPS."
11. That the developer or applicant provide design guidelines prior to ordinance request.

Condition(s) by City Planning and Development Department. Contact Matthew Barnes at (816) 513-8817 / matthew.barnes@kcmo.org with questions.

12. That prior to recording of the Final Plat the developer shall secure approval of a project plan from the City Plan Commission for each Private Open Space Tract.

Condition(s) by Fire Department. Contact Michael Schroeder at (816) 513-4604 / michael.schroeder@kcmo.org with questions.

Condition(s) by Fire Department. Contact Michael Schroeder at (816) 513-4604 / michael.schroeder@kcmo.org with questions.

13. Fire hydrants shall be installed and operable prior to the arrival of any combustible building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2)
14. All required fire department access roads shall be an all weather surface. Grass pavers are not permitted. (IFC-2012: § 503.2.3)
15. The developer shall provide an approved turnaround feature (i.e cul-de-sac, hammerhead) for all dead-end streets in excess of 150 feet in length. (IFC-2018: § 503.2.5)
16. The developer shall meet the fire flow requirements as set forth in Appendix B of the project International Fire Code 2018. (IFC-2018 § 507.1)
17. One and two family residential developments exceeding 30 dwelling units shall have at least two separate and approved fire apparatus access roads (IFC-2018: § D107.1)
18. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. (IFC-2018: § D106.3)
19. The turning radius for fire department access roads shall be 30 feet inside and 50 feet outside radius. (IFC-2018: § 503.2.4)
20. Fire hydrant distribution shall follow IFC-2018 Table C102.1
21. Required fire department access roads shall be designed to support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)
22. Fire hydrant(s) shall be within 400 feet on a fire access road following an approved route established by the Authority Having Jurisdiction (AHJ) of any exterior portion of a building. The use of existing fire hydrant(s) may be used to satisfy this requirement otherwise a private fire hydrant(s) or hydrant system may be required. This distance may be increased to 600 feet for R-3 and U occupancy(s) or the building(s) is fully protected by an approved automatic fire sprinkler system(s). (IFC-2018: § 507.5.1)
23. Required fire department access roads shall be a minimum unobstructed width of twenty (20) feet and 13 ft. 6 in clearance height. Check with Streets & Traffic (KCMO Public Works) or Missouri Department of Transportation (MODOT) that may have street planning regulations that supersede the Fire Code. (IFC-2018: § 503.2.1)
24. The developer shall provide Fire Department access roads prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)

Condition(s) by Parks & Recreation. Contact Angela Eley at (816) 513-7599 / angela.eley@kcmo.org with questions.

25. The developer shall be responsible for dedication of parkland, private open space in lieu of parkland, or payment of cash-in-lieu of either form of dedication, or any combination thereof in accordance with 88-408. Should the developer choose to pay cash-in-lieu of dedicating all or a portion of the required area, the amount due shall be based upon the 2025 acquisition rate of \$20,065.67 per acre. This requirement shall be satisfied prior to the recording of the plat.

Condition(s) by Parks & Recreation. Contact Virginia Tharpe at / virginia.tharpe@kcmo.org with questions.

26. The developer shall submit a streetscape plan with street tree planting plan per 88-425-03 for approval and permitting by the Parks & Recreation Department's Forestry Division prior to beginning work in the public right-of-way.
27. The developer shall be responsible for tree preservation in an easement or platted tract, mitigation planting, or payment of cash-in-lieu of preservation or mitigation planting, or any combination thereof in accordance with 88-424. Should the developer choose to pay cash-in-lieu of preservation or mitigation of all or a portion of the required area, the amount due shall be based upon the rate specified in 88-424. This requirement shall be satisfied prior to issuance of certificate of occupancy, or prior to the recording of the final plat, whichever occurs first.

Condition(s) by Public Works Department. Contact Terry Thomas at (816) 513-2510 / Terry.A.Thomas@kcmo.org with questions.

28. The developer must subordinate to the City all private interest in the area of any right-of-way dedication, in accordance with Chapter 88 and as required by the Land Development Division, prior to issuance of any construction permits within said right-of-way, and that the owner/developer shall be responsible for all costs associated with subordination activities now and in the future.

Condition(s) by Public Works Department. Contact Terry Thomas at (816) 513-2510 / Terry.A.Thomas@kcmo.org with questions.

29. That the developer make a financial and right-of-way contributions in lieu of half street improvements required on Staley Road, in an amount to be negotiated not to exceed \$500,000. This financial contribution shall be used by the city for the design and construction of improvements to Shoal Creek Parkway and other nearby roadways. The financial contribution in lieu of half street improvements required by Chapter 88, shall be made prior to recording the plat or issuance of a Temporary or Final Certificate of Occupancy as applicable. The Agreement shall be as negotiated with the Public Works Department.
30. The developer shall integrate into the existing street light system any relocated existing street lights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.
31. The developer shall submit a streetscape plan for approval and permitting by the Land Development Division prior to beginning construction of the streetscape improvements in the public right of way, and construct ADA compliant ramps at all required locations where new private drives are being added, or where existing sidewalks are modified or repaired.
32. The developer shall submit construction plans in compliance with adopted standards for all improvements required by the traffic study approved by the Public Works Department, and shall secure permits for those improvements as required by the Land Development Division, prior to recording the plat.
33. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.
34. After the City Plan Commission enters its disposition for the development plan, the developer shall not enter into any agreement that would encumber or otherwise have any impact on the proposed right-of-way dedications for the planned project without the prior written consent of the Land Development Division.
35. The developer must design and construct all interior public streets to City Standards, as required by Chapter 88 and the Land Development Division, including curb and gutter, storm sewers, street lights, and sidewalks.
36. The developer shall dedicate additional right of way [and provide easements] for NE Shoal Creek Pkwy in coordination with the Parks Department and as required by the adopted [Major Street Plan and/or Chapter 88] so as to provide a minimum of 100 feet of right of way as measured from the centerline, along those areas being platted.
37. The developer shall pay impact fees as required by Chapter 39 of the City's Code of ordinances as required by the Land Development Division.
38. The developer shall construct temporary off-site cul-de-sacs and grant a city approved temporary cul-de-sac easement, for that portion outside of the dedicated street right-of-way, to the City as required by the Land Development Division, prior to recording the plat.

Condition(s) by Water Services Department. Contact Heather Massey at (816) 513-2111 / heather.massey@kcmo.org with questions.

39. The developer shall ensure that water and fire service lines should meet current Water Services Department Rules and Regulations. Prior to issuance of Certificate of Occupancy.
<https://www.kcwater.us/wp-content/uploads/2025/02/2025-Final-Rules-and-Regulations-for-Water-Service-Lines.pdf>
40. No water service tap permits will be issued until the public water main is released for taps.

Condition(s) by Water Services Department. Contact Kirk Rome at (816) 513-0368 / kirk.rome@kcmo.org with questions.

41. The developer shall submit water main extension plans following all KC Water Rules and Regulations for water main extensions. The plans shall be developed by a Missouri PE and shall be under contract (permit) prior to final plat recording or building permit issuance. The plans shall include all interior and perimeter water mains as noted in the development plan review.

Condition(s) by Water Services Department. Contact Philip Taylor at (816) 513-0146 / philip.taylor@kcmo.org with questions.

42. The developer shall obtain the executed and recorded City approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting.
43. All Agreement and Easement documents shall be submitted using IB159 to the Infrastructure Review Application on CompassKC for review and approval by KC Water prior to issuance of any permits.

44. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri.
45. The developer shall submit covenants, conditions and restrictions to KC Water for review by the Law Department for approval and enter into covenant agreements for the maintenance of any private open space tracts with stream buffer zones or stormwater detention area tracts, prior to recording the plat.
46. The developer shall submit a Macro storm drainage study with the first Plat or Phase, from a Missouri-licensed civil engineer to the Land Development Division showing compliance with current adopted standards in effect at the time of submission, including Water Quality BMP's, to the Land Development Division for review and acceptance for the entire development area, and submit Micro storm drainage study with each subsequent Plat or Phase showing compliance with the approved Macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a Building Permit, whichever occurs first as required by the Land Development Division.
47. The developer shall grant a [BMP and/or Surface Drainage Easement] to the City as required by KC Water, prior to recording the plat or issuance of any building permits.
48. The developer shall submit a Preliminary Stream Buffer plan prior to approval of the [Special Use /Development/Rezoning] plan in accordance with the Section 88-415 requirements.
49. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by KC Water prior to issuance of a building permit to connect private system to the public sewer main and depending on adequacy of the receiving system, make other improvements may be required.
50. The developer shall show the limits of the 100-year floodplain on the final plat and show the Minimum Low Opening Elevation (MLOE) of any structure on each lot that abuts a 100-year flood prone area (including detention basins and engineered surface drainage conveyances) on any plat and plan, as required by KC Water.
51. The developer shall submit plans for grading, siltation, and erosion control to KC Water for review and acceptance, provide a copy of the Storm Water Pollution Prevention (SWPP) plan submitted to the Missouri Dept. of Natural Resources (MDNR) and secure a Site Disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
52. The developer shall secure permits to extend public sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by KC Water, prior to recording the plat or issuance of a building permit whichever occurs first. Easements shall be per the KC Water Matrix easement.
53. The developer shall submit a final stream buffer plan to KC Water for approval prior to issuance of any building permits and obtain permits for the Stream Buffer prior to removal of any mature riparian species within the buffer zones due to construction activities on the site, in accordance with the Section 88-415 requirements.
54. The developer shall grant on City approved forms, a STREAM BUFFER Easement to the City, as required by Chapter 88 and KC Water, prior to issuance of any stream buffer permits.
55. The developer shall obtain a Floodplain Development Permit from Development Services prior to beginning any construction activities with the floodplain.
56. The developer shall submit covenants, conditions and restrictions to KC Water for review by the Law Department for approval and enter into covenant agreements for the maintenance of any private open space tracts with stream buffer zones or stormwater detention area tracts, prior to recording the plat.
57. The developer shall enter into a covenant agreement for the maintenance of any storm water detention area tracts as required by KC Water, prior to recording the plat.
58. For townhouse developments, individual sanitary and water service lines are required to each unit.

PURE STALEY

DEVELOPMENT PLAN & PRELIMINARY PLAT

AN OPEN SPACE DEVELOPMENT IN

KANSAS CITY, CLAY COUNTY, MISSOURI

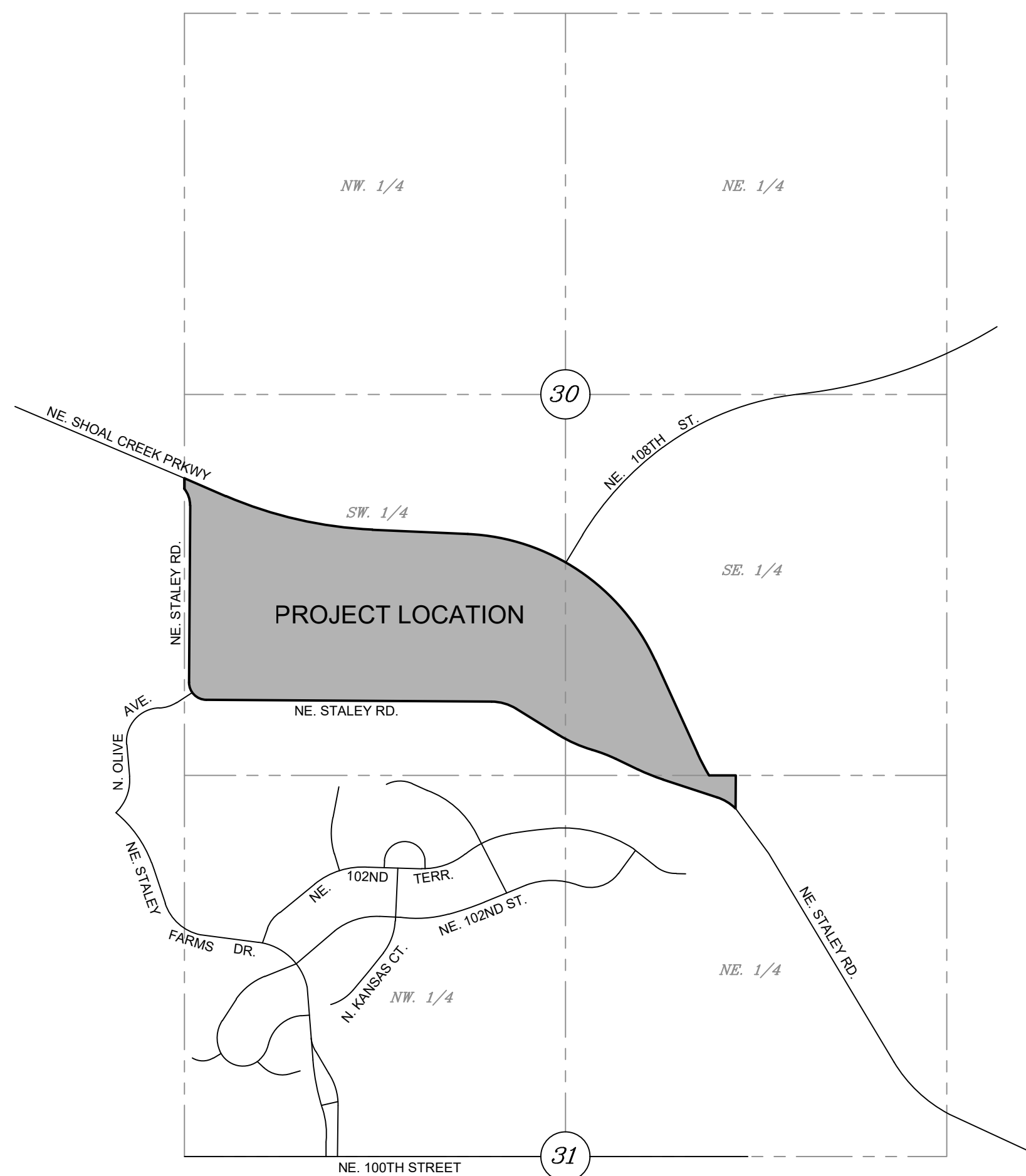
SEC. 31-52-32

PROJECT NOTES

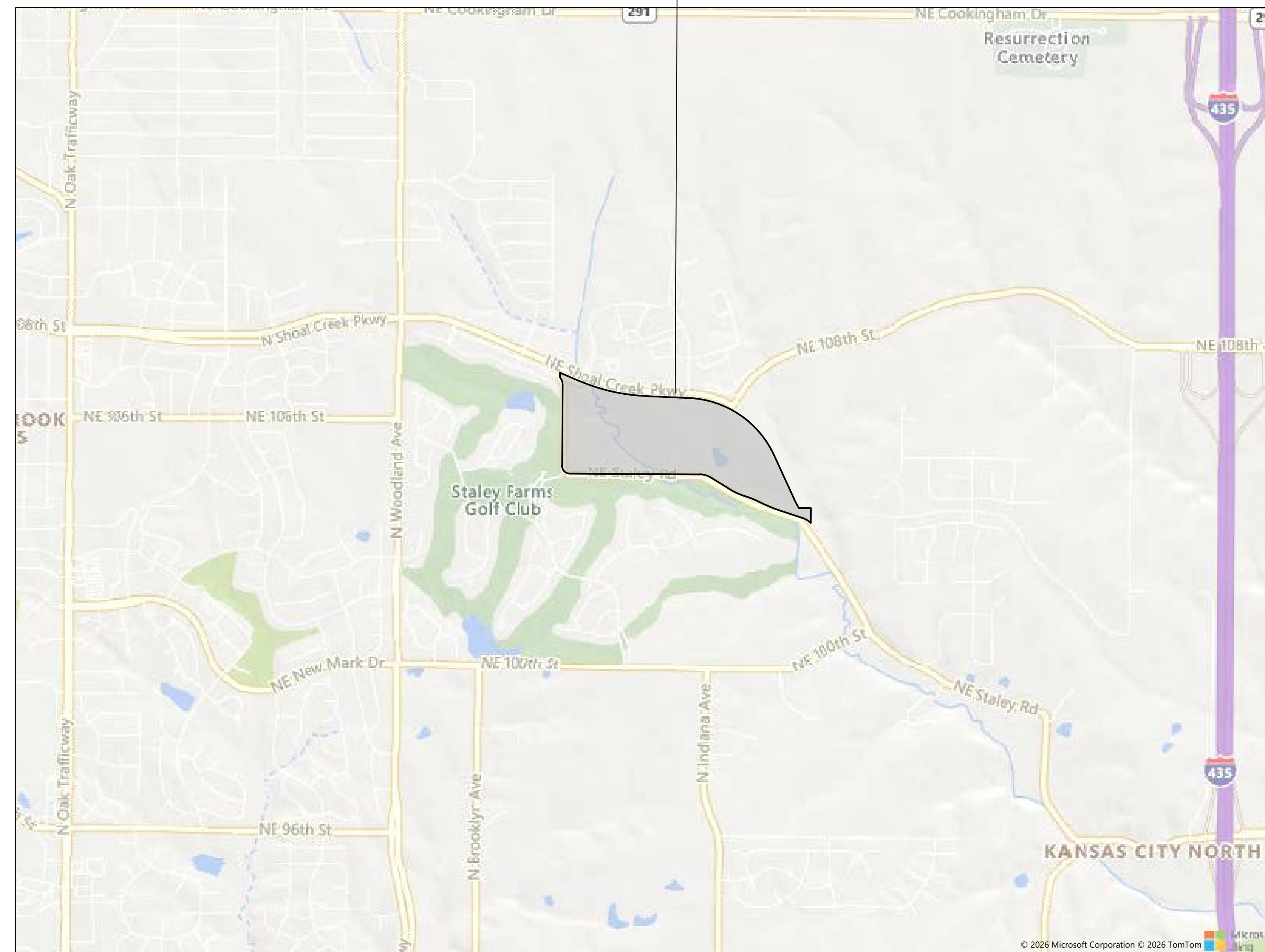
1. THIS PLAN SHALL SERVE AS A DEVELOPMENT PLAN AND PRELIMINARY PLAT.
2. EXISTING ZONING: R-80; PROPOSED ZONING: R7.5 OPEN SPACE DEVELOPMENT
3. EXISTING USE: UNDEVELOPED
4. PROPOSED USE: SINGLE-FAMILY RESIDENTIAL
5. LEGAL DESCRIPTION IS DESCRIBED IN PLAN SET.
6. EXISTING CONDITIONS AND UTILITIES ARE INDICATED ON EXISTING CONDITIONS PLAN.
7. THE CONFIGURATION OF PROPOSED LOTS, TRACTS, AND STREETS ARE AS INDICATED IN PLAN SET.
8. LAYOUT OF STREETS AND SIDEWALKS ARE TO BE AS INDICATED ON PLAN AND/OR TYPICAL STREET SECTIONS. ALL PUBLIC SIDEWALKS ARE TO BE LOCATED WITHIN RIGHT-OF-WAY.
9. THE LOCATED RIGHT-OF-WAY, ALLEY, AND ROADWAY CROSS-SECTIONS FOR PUBLIC STREETS WILL BE DESIGNED DURING FINAL PLAN PREPARATION.
10. STORMWATER DETENTION & BMPs SHALL BE PER STORM DRAINAGE STUDY. STORMWATER DETENTION IS IDENTIFIED ON THE EXISTING CONDITIONS PLAN.
11. PROPOSED CONTOURS, GRADES, AND UTILITIES ARE SUBJECT TO FINAL ENGINEERING DESIGN, AND APPROVAL BY DEVELOPMENT SERVICES, PRIVATE UTILITY COMPANIES, AND BUILDING PERMIT PLAN APPROVAL.
12. INGRESS AND EGRESS TO EACH LOT WILL BE FROM A DEDICATED PUBLIC STREET AND/OR ACCESS EASEMENT.
13. LOTS OR TRACTS ESTABLISHED BY THIS PLAN MAY BE FURTHER SUBDIVIDED BY APPLICATION FOR LOT SPLIT OR MINOR SUBDIVISION, PROVIDED BUILDINGS AND UTILITIES ARE IN CONFORMANCE WITH ALL CITY ORDINANCES.
14. THE BUILDINGS SHALL BE CONSTRUCTED WITH THE APPROPRIATE FIRE-RESISTIVE RATINGS AS REQUIRED BY CHAPTER 18, KCMO BUILDING AND REHABILITATION CODE, CODE OF ORDINANCES.
15. THE PHASES OF THE PROJECT ARE DESCRIBED IN PLAN SET. DATES OF PHASING ARE SUBJECT TO CHANGE PER MARKET DEMAND.
16. THIS PLAN SHALL SERVE AS A PRELIMINARY PLAT (SHEETS C6, C7 & C8).

VICINITY MAP

SECTIONS 30 & 31-52-32,
KANSAS CITY, CLAY COUNTY, MISSOURI



PROJECT LOCATION



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
C1	TITLE SHEET
C2	EXISTING CONDITIONS
C3	OVERALL SITE PLAN
C4	INTERNAL BICYCLE & PEDESTRIAN PLAN
C5	GRADING & UTILITY PLAN
C6	PRELIMINARY PLAT - SHEET 1 OF 3
C7	PRELIMINARY PLAT - SHEET 2 OF 3
C8	PRELIMINARY PLAT - SHEET 3 OF 3
C9	STREET TREE PLAN
C10	PRELIMINARY STREAM BUFFER PLAN
C11	TREE PRESERVATION & MITIGATION PLAN

PROJECT CONTACT LIST

PROPERTY OWNER:
PURE STALEY, LLC
 1330 BURLINGTON ST., SUITE 201
 KANSAS CITY, MO 64116
 (316) 617-2052
 MICHAEL HEITSMAN
 michael@puredesignkc.com

SURVEYOR:
R.L. BUFORD & ASSOCIATES, LLC
P.O. BOX 14069
PARKVILLE, MO 64152
(816) 741-6152
ROBERT YOUNG
rob@rlbuford.com

ENGINEER:
R.L. BUFORD & ASSOCIATES ENGINEERING, LLC
P.O. BOX 14069
PARKVILLE, MO 64152
(816) 741-6152
LINDSAY VOGT
lindsay@rlbuford.com

LOCATION MAP

NOT TO SCALE

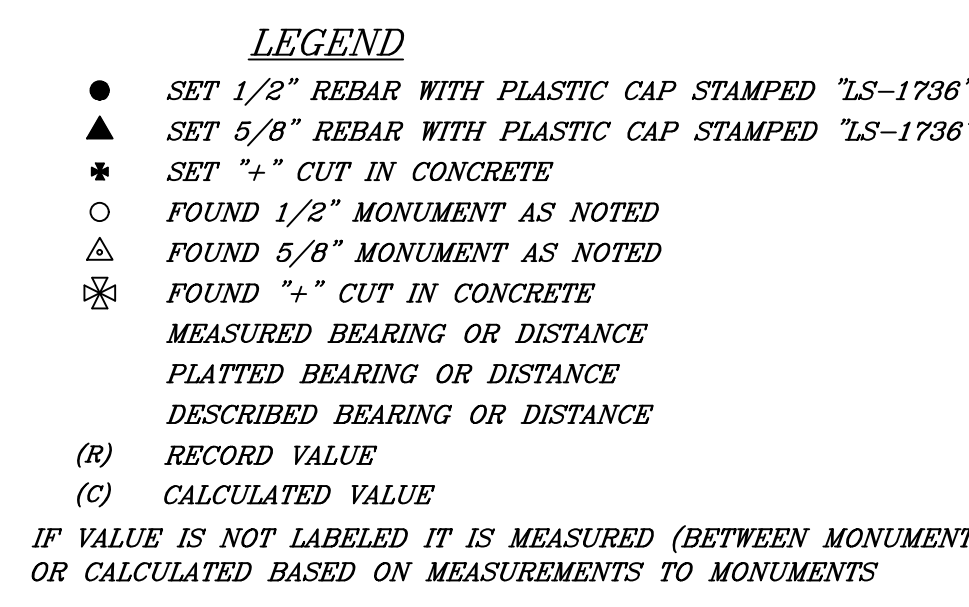
NO.	DATE:	DESCRIPTION:	REVISED BY:	CHECKED BY:
1	4/14/2026	DRC REVIEW COMMENTS	JKR	LV
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PURE SIALEY
KANSAS CITY, CLAY COUNTY, MISSOURI
DEVELOPMENT PLAN & PRELIMINARY PLAT
COVER SHEET

B
N.T. Buford & Associates Engineering, LLC
 LAND SURVEYING - CIVIL ENGINEERS - DEVELOPMENT CONSULTANTS
 R.L. BUFORD & ASSOCIATES, LLC
 rob@rbuford.com

URE STALEY, LLC

SHEET NO.
C1



A TRACT OF LAND IN THE SOUTH HALF OF SECTION 30, TOWNSHIP 92 NORTH, RANGE 32 WEST AND THE NORTHEAST QUARTER OF SECTION 31, TOWNSHIP 92 NORTH, RANGE 32 WEST IN KANSAS CITY, CLAY COUNTY, MISSOURI BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 92 NORTH, RANGE 32 WEST; THENCE EAST ALONG THE WEST LINE OF SAID QUARTER FOR A DISTANCE OF 168.00 FEET; AN ARC DISTANCE OF 173.79 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF NE SHOAL CREEK PARKWAY AND THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED; THENCE S66°47'08"E, LONG ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 316.69 FEET; THENCE SOUTHEASTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE LEFT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 2900.00 FEET, AN ARC DISTANCE OF 1045.11 FEET; THENCE S89°28'02"E, CONTINUING ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 662.16 FEET; THENCE SOUTHEASTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE LEFT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 1600.00 FEET, AN ARC DISTANCE OF 182.71 FEET; THENCE S24°31'04"E, CONTINUING ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 708.07 FEET; THENCE SOUTHEASTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE LEFT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 1600.00 FEET, AN ARC DISTANCE OF 182.71 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 30; THENCE S89°42'02"E, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 177.90 FEET TO THE SOUTHEAST CORNER OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 30; THENCE S00°19'13"W, ALONG THE EAST LINE OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 30, A DISTANCE OF 168.00 FEET; THENCE SOUTHEAST, CONTINUING ALONG THE EAST LINE OF SAID STALEY ROAD, THENCE NORTHWESTERLY, ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID NE STALEY ROAD, ALONG A CURVE TO THE LEFT, HAVING AN INITIAL TANGENT BEARING OF N45°57'24"W, A RADIUS OF 330.00 FEET, AN ARC DISTANCE OF 146.61 FEET; THENCE N71°45'22"W, CONTINUING ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 395.40 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE RIGHT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 1477.54 FEET, AN ARC DISTANCE OF 186.10 FEET; THENCE SOUTHEAST, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE LEFT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 1076.61 FEET, AN ARC DISTANCE OF 173.79 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 936.70 FEET, AN ARC DISTANCE OF 255.86 FEET; THENCE N58°10'33"W, CONTINUING ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 342.63 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE LEFT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 330.00 FEET, AN ARC DISTANCE OF 182.71 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 30; THENCE S89°42'02"E, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE RIGHT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 1200.00 FEET, AN ARC DISTANCE OF 184.49 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF SAID NE STALEY ROAD; THENCE N02°14'E, ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID NE STALEY ROAD, A DISTANCE OF 1227.04 FEET; THENCE NORTHWESTERLY, CONTINUING ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE LEFT BEING TANGENT TO THE PREVIOUSLY DESCRIBED CURVE HAVING A RADIUS OF 180.00 FEET, AN ARC DISTANCE OF 131.95 FEET TO A POINT ON THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 30; THENCE S00°19'13"W, ALONG THE WEST LINE OF SAID SECTION 30, A DISTANCE OF 67.79 FEET TO THE POINT OF BEGINNING. THIS DESCRIPTION WAS PREPARED BY ROBERT G. YOUNG, PLS.-2007000698 ON AUGUST 22, 2025.



R.L. Buford & Associates Engineering, LLC
 LAND SURVEYING & ENGINEERING CONSULTANTS
 1600 E. BURLINGAME AVENUE, SUITE 100
 RICHMOND, TEXAS 75406
 (817) 741-4152
 rbuford@rlbuford.com

P.O. BOX 14089, PARKVILLE, MO 64151 (816) 791-4152

FOR	SEC. 31-55-32	COUNTY	JOB NO.
PURE STALEY, LLC	31-55-32	CLAY	L-25222
	PLAN DATE	CHECKED BY	DRAWN BY

NOTES (SECTION 88-517-04.27):

- EXISTING ZONING: R80; PROPOSED ZONING: R7.5 OPEN SPACE DEVELOPMENT
- TOTAL AREA: 94.13 AC.
- PROPOSED R/W: 12.27 AC.
- NET LAND AREA: 49.34 AC.
- PROPOSED USE: SINGLE-FAMILY RESIDENTIAL.
- N/A
- N/A
- N/A
- N/A
- SEE DATA TABLE
- N/A
- N/A
- N/A

TABLE OF TRACTS			
TRACT	PHASE	USE	PARKLAND DEDICATION
A	1	DETENTION	1.03
B	1	DETENTION	1.41
C	1	P.O.S. / PARKLAND	4.37
D	1	L.S. BUFFER	1.57
E	1	PARKLAND	1.05
F	2	DETENTION	0.66
G	2	DETENTION	0.65
H	2	DETENTION	0.84
I	2	P.O.S. / PARKLAND	3.04
J	2	P.O.S.	1.04
K	3	P.O.S. / PARKLAND	0.04
L	4	P.O.S. / PARKLAND	4.40
M	4	DETENTION	0.64
N	4	L.S. BUFFER	1.68
O	5	L.S. BUFFER	2.70
P	5	P.O.S. / PARKLAND	7.20
Q	5	DETENTION	1.03
TOTAL			33.55

GENERAL NOTES

- LAYOUT OF STREETS AND SIDEWALKS ARE AS INDICATED ON PLAN AND/OR TYPICAL STREET SECTIONS. ALL PUBLIC SIDEWALKS ARE TO BE LOCATED WITHIN RIGHT-OF-WAY.
- ALL PROPOSED RIGHT-OF-WAY WIDTHS AND ROADWAY CROSS-SECTIONS FOR PUBLIC STREETS WILL BE DESIGNED DURING FINAL PLAN PREPARATION.
- THE TRAIL WITHIN THE OPEN SPACE TRACTS IS TO BE USED FOR PRIVATE OPEN SPACE AND PARKLAND. THE TRAIL WILL BE 6' WIDE AND 5,018 LINEAR FEET. THE PARKLAND CALCULATION IS BASED ON THE LENGTH OF TRAIL X 50' = 5.76 ACRES. THE POOL AND CLUBHOUSE ON TRACT L IS TO BE USED FOR PARKLAND CONTAINING 1.05 ACRES.
- STORMWATER DETENTION & BMPs SHALL BE PER STORM DRAINAGE STUDY. STORMWATER STUDY WILL IDENTIFY DETENTION, VOLUME CONTROL, AND TREATMENT AREAS.
- PROPOSED CONTOURS, GRADES, AND UTILITIES ARE SUBJECT TO FINAL ENGINEERING DESIGN, AND APPROVAL BY DEVELOPMENT SERVICES, PRIVATE UTILITY COMPANIES, AND BUILDING PERMIT PLAN APPROVAL.
- INGRESS AND EGRESS TO EACH LOT WILL BE FROM A DEDICATED PUBLIC STREET AND/OR ACCESS EASEMENT.
- LOTS OR TRACTS ESTABLISHED BY THIS PLAN MAY BE FURTHER SUBDIVIDED BY APPLICATION FOR LOT SPLIT OR MINOR SUBDIVISION, PROVIDED BUILDING WALLS AND OPENINGS ON OR ADJACENT TO PROPERTY LINES SHALL BE CONSTRUCTED WITH THE APPROPRIATE FIRE-RESISTIVE RATINGS AS REQUIRED BY CHAPTER 18, KCMO BUILDING AND REHABILITATION CODE, CODE OF ORDINANCES.
- PROJECT PHASES ARE AS DESCRIBED IN PLAN SET. DATES AND SEQUENCE OF PHASING ARE SUBJECT TO CHANGE PER MARKET DEMAND.
- ALL DEVELOPMENT SHALL COMPLY WITH PARKWAY & BOULEVARD STANDARDS OF SECTION 88-323 OF THE KCMO ZONING AND DEVELOPMENT CODE.

LOT AREA AND SETBACK REQUIREMENTS

MINIMUM LOT AREA PER UNIT = 6,700 SQ. FT.
MINIMUM LOT AREA = 6,000 SQ. FT.
AVERAGE LOT AREA PROVIDED = 10,747 SQ. FT.

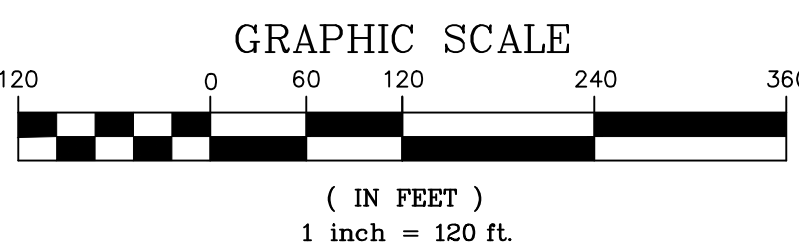
MINIMUM LOT WIDTH = 50'
LOT WIDTH PROVIDED = 90' / 75' / 52' REFER TO PLAN

FRONT SETBACK MIN. = 15% OF DEPTH
MIN. GARAGE = 25'
MAX. REQUIRED = 25'
PROVIDED = 25'

REAR SETBACK MIN. = 25% OF DEPTH - 30'
MAX. REQUIRED = 30'
PROVIDED = 30'

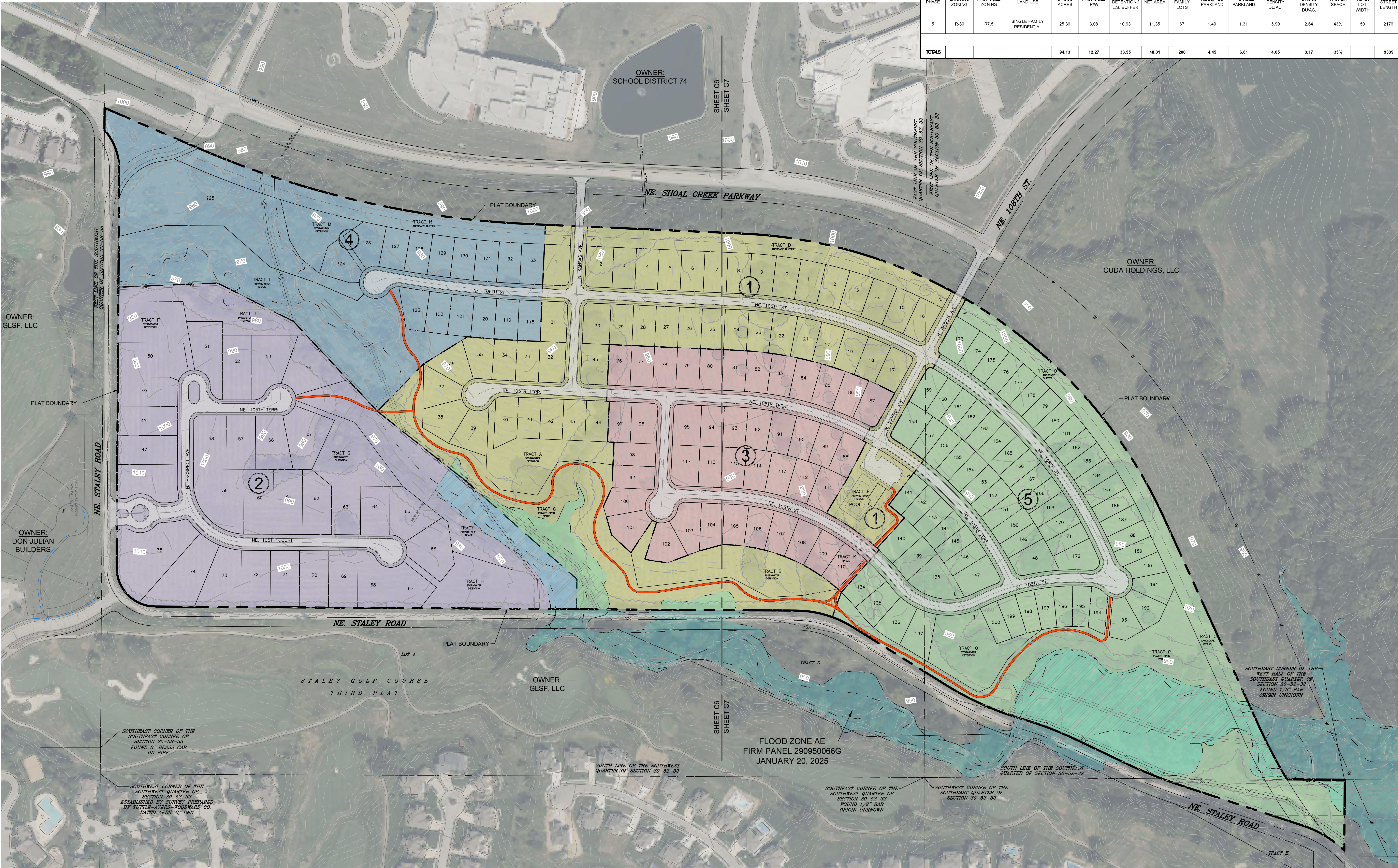
SIDE SETBACK MIN. = 10% LOT WIDTH - 4.5'
PROVIDED - 10% LOT WIDTH - REFER TO PLAN FOR LOT SIZES

MAXIMUM BUILDING HEIGHT - 35'



PHASE	EXISTING ZONING	PROPOSED ZONING	LAND USE	GROSS ACRES	PROPOSED R/W	OPEN SPACE / DETENTION / L.S. BUFFER	NET AREA	SINGLE FAMILY LOTS/UNITS	REQUIRED PARKLAND AC.	PROVIDED PARKLAND AC.	AVERAGE NET DENSITY DUAC	AVERAGE GROSS DENSITY DUAC	% OPEN SPACE	SINGLE FAMILY LOT WIDTH	TOTAL STREET LENGTH	COMMENCE / COMPLETION DATES
1	R-80	R7.5	SINGLE FAMILY RESIDENTIAL	22.40	3.25	9.43	9.72	45	0.98	4.76	4.17	2.32	27%	70	3188	2026-2027
2	R-80	R7.5	SINGLE FAMILY RESIDENTIAL	21.44	2.33	6.43	12.68	30	0.67	0.30	2.37	1.40	30%	70	1595	2026-2027
3	R-80	R7.5	SINGLE FAMILY RESIDENTIAL	11.28	2.04	0.04	9.2	42	0.87	0.14	4.67	2.87	24%	70	1720	2028-2029
4	R-80	R7.5	SINGLE FAMILY RESIDENTIAL	13.65	1.57	6.72	5.36	16	0.44	0.30	3.12	1.35	46%	70	660	2030-2031
5	R-80	R7.5	SINGLE FAMILY RESIDENTIAL	25.36	3.08	10.93	11.35	67	1.49	1.31	5.90	2.84	43%	50	2176	2033-2034
TOTALS				94.13	12.27	33.55	48.31	200	4.45	6.81	4.05	3.17	35%	9339		

REVISED BY:		CHECKED BY:	
JCR		LY	
DESCRIPTION:		DATE:	
DPC REVIEW COMMENTS		4/14/2026	
NO.	1	NO.	2
2	3	NO.	4
3	5	NO.	6
4	7	NO.	

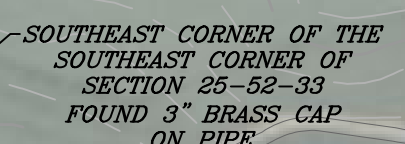


PURE STALEY
KANSAS CITY, CLAY COUNTY, MISSOURI
DEVELOPMENT PLAN & PRELIMINARY PLAT
OVERALL SITE PLAN



EAST LINE OF THE SOUTHWEST
QUARTER OF SECTION 30-52-32

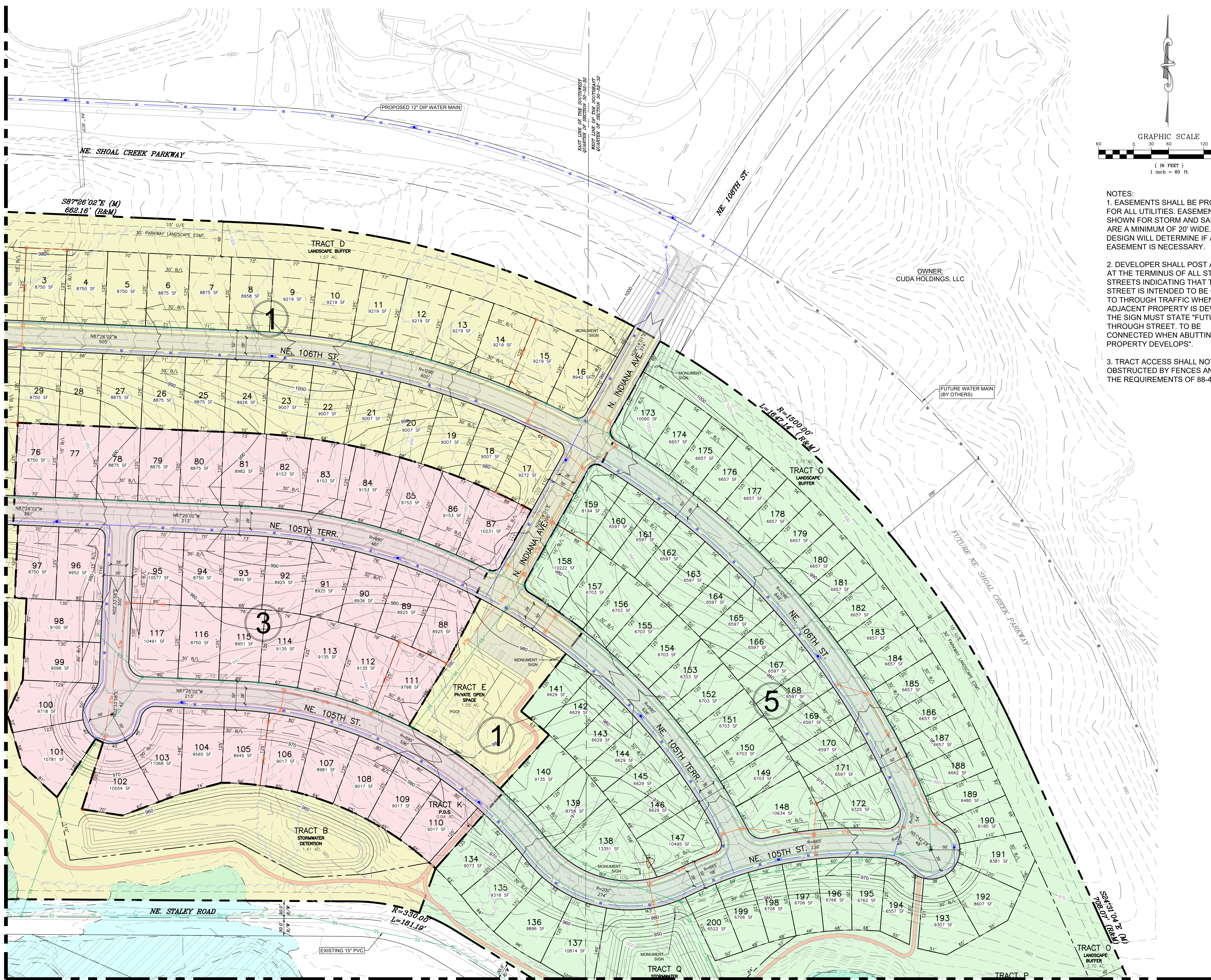
WEST LINE OF THE SOUTHEAST
QUARTER OF SECTION 30-52-32



SHEET NO.
C4

SHEET C6

SHEET C6



SHEET C8

SHEET C8

REVISIONS			
NO.	DATE	DESCRIPTION	CHECKED BY
1	4/14/2026	PRELIMINARY PLAN & PRELIMINARY PLAT	LY
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PURE STALEY
KANSAS CITY, CLAY COUNTY, MISSOURI
DEVELOPMENT PLAN & PRELIMINARY PLAT
PRELIMINARY PLAT - SHEET 2 OF 3

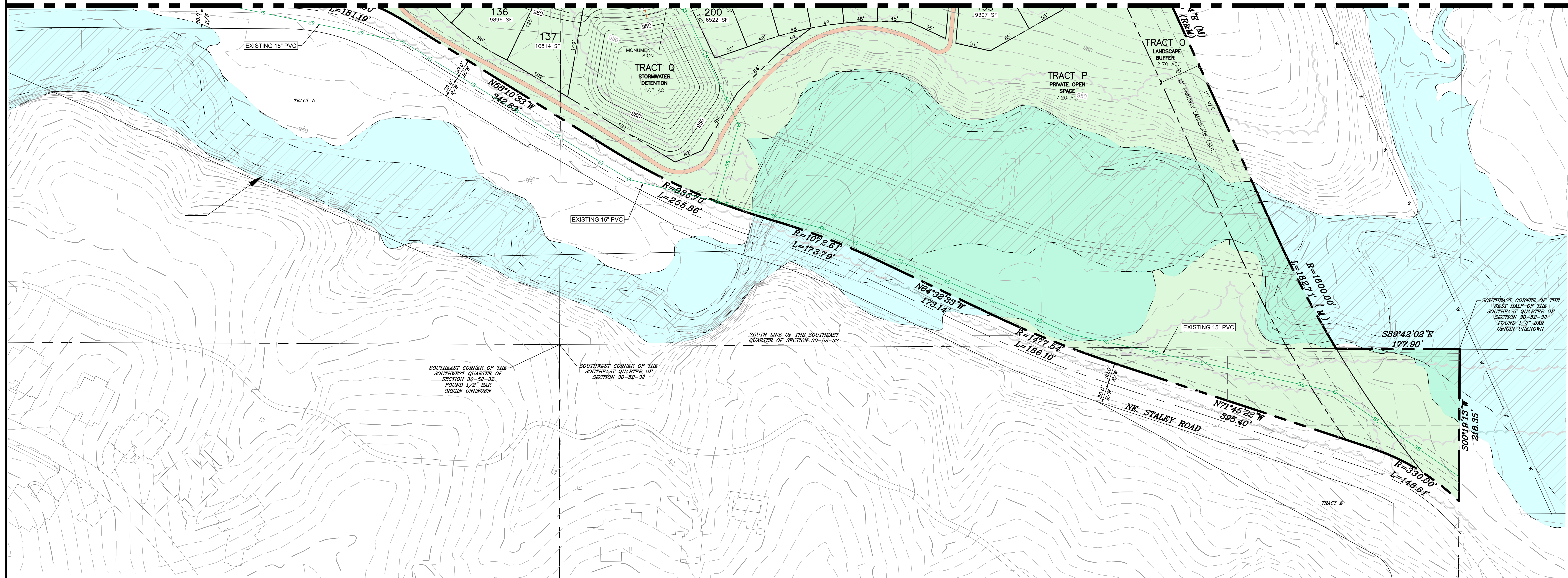
R.L. Buford & Associates Engineering, LLC
LAND SURVEYING & ENGINEERING CONSULTANTS
P.O. BOX 14085, PARKVILLE, MO. 64152 (816) 741-6152
CLAY COUNTY, MISSOURI
PROJECT NO. 25-222
PLAN DATE JAN. 2026
CHECKED BY LY
DRAWN BY JAR

FOR
PURE STALEY, LLC

SHEET NO. C7

2. DEVELOPER SHALL POST A SIGN AT THE TERMINUS OF ALL STUB STREETS INDICATING THAT THE STUB STREET IS INTENDED TO BE OPENED TO THROUGH TRAFFIC WHEN THE ADJACENT PROPERTY IS DEVELOPED. THE SIGN MUST STATE "FUTURE THROUGH STREET. TO BE CONNECTED WHEN ABUTTING PROPERTY DEVELOPS".

SHEET C7



<i>REVISIONS</i>			
NO.	DATE:	DESCRIPTION:	REVISED BY:
1	4/14/2026	DRG REVIEW COMMENTS	JNR
2			LV
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PURE STALEY
KANSAS CITY, CLAY COUNTY, MISSOURI
DEVELOPMENT PLAN & PRELIMINARY PLAT
PRELIMINARY PLAT - SHEET 3 OF 3

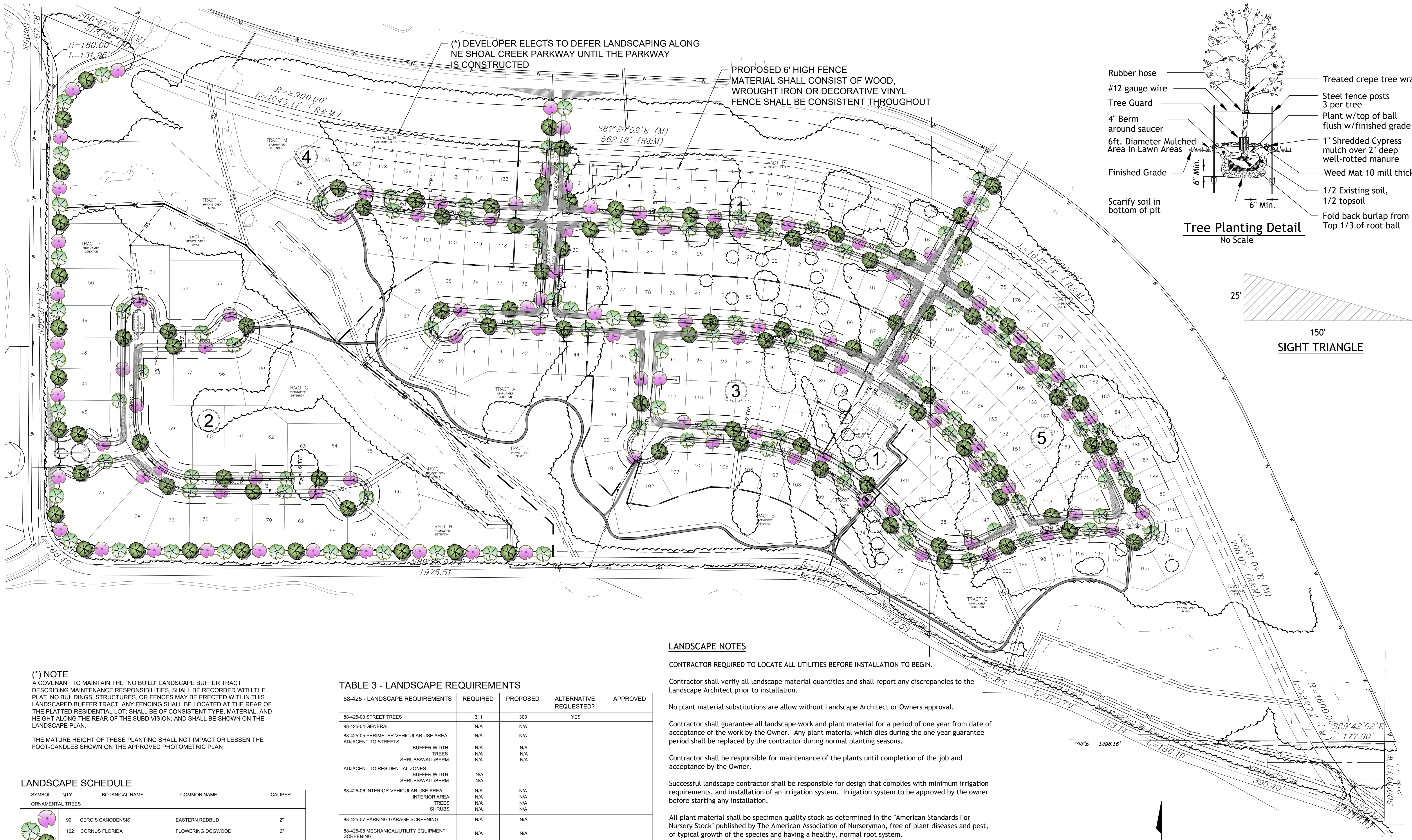
RL Buford & Associates Engineering, LLC
 LAND SURVEYING ENGINEERING CONSULTANTS
 R.L. BUFORD & ASSOCIATES, LLC
 cee@rlbuford.com

P.O. BOX 14088, PARKVILLE, MO. 64152 (816) 741-6152

FOR **PURE STALEY, LLC**

SEC. - TWP. - R.	COUNTY	JOB NO.
CLAY	CLAY	L-25222
PLAT 55A	PLAT 55A	DATE OF
		MEASUREMENT
		BY
		DATE
		BY
		DATE

SHEET NO. C8



(*) NOTE
A COVENANT TO MAINTAIN THE "NO BUILD" LANDSCAPE BUFFER TRACT, DESCRIBING MAINTENANCE RESPONSIBILITIES, SHALL BE RECORDED WITH THE PLAT. NO BUILDINGS, STRUCTURES, OR FENCES MAY BE ERECTED WITHIN THIS LANDSCAPED BUFFER TRACT. ANY FENCING SHALL BE LOCATED AT THE REAR OF THE PLATTED RESIDENTIAL LOT; SHALL BE OF CONSISTENT TYPE, MATERIAL, AND HEIGHT ALONG THE REAR OF THE SUBDIVISION; AND SHALL BE SHOWN ON THE LANDSCAPE PLAN.

THE MATURE HEIGHT OF THESE PLANTING SHALL NOT IMPACT OR LESSEN THE FOOT-CANDLES SHOWN ON THE APPROVED PHOTOMETRIC PLAN

LANDSCAPE SCHEDULE

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	CALIPER
ORNAMENTAL TREES				
	99	CERCIS CANADENSIS	EASTERN REDBUD	2"
	102	CORNUS FLORIDA	FLOWERING DOGWOOD	2"
	99	AMELANCHIER ARBOREA	DOWNY SERVICEBERRY	2"

TABLE 3 - LANDSCAPE REQUIREMENTS

88-425 - LANDSCAPE REQUIREMENTS	REQUIRED	PROPOSED	ALTERNATIVE REQUESTED?	APPROVED
88-425-03 STREET TREES	311	300	YES	
88-425-04 GENERAL	N/A	N/A		
88-425-05 PERIMETER VEHICULAR USE AREA ADJACENT TO STREETS	N/A	N/A		
BUFFER WIDTH	N/A	N/A		
TREES	N/A	N/A		
SHRUBS/WALL/BERM	N/A	N/A		
ADJACENT TO RESIDENTIAL ZONES	N/A	N/A		
BUFFER WIDTH	N/A	N/A		
SHRUBS/WALL/BERM	N/A	N/A		
88-425-06 INTERIOR VEHICULAR USE AREA	N/A	N/A		
INTERIOR AREA	N/A	N/A		
TREES	N/A	N/A		
SHRUBS	N/A	N/A		
88-425-07 PARKING GARAGE SCREENING	N/A	N/A		
88-425-08 MECHANICAL/UTILITY EQUIPMENT SCREENING	N/A	N/A		
88-425-09 OUTDOOR USE SCREENING	N/A	N/A		

ALTERNATIVE REQUEST: COUNT THE EXISTING TREES ALONG NE STALEY ROAD TOWARD THE REMAINING 76 TREES TO BE PLANTED.

LANDSCAPE NOTES

CONTRACTOR REQUIRED TO LOCATE ALL UTILITIES BEFORE INSTALLATION TO BEGIN.

Contractor shall verify all landscape material quantities and shall report any discrepancies to the Landscape Architect prior to installation.

No plant material substitutions are allow without Landscape Architect or Owners approval.

Contractor shall guarantee all landscape work and plant material for a period of one year from date of acceptance of the work by the Owner. Any plant material which dies during the one year guarantee period shall be replaced by the contractor during normal planting seasons.

Contractor shall be responsible for maintenance of the plants until completion of the job and acceptance by the Owner.

Successful landscape contractor shall be responsible for design that complies with minimum irrigation requirements, and installation of an irrigation system. Irrigation system to be approved by the owner before starting any installation.

All plant material shall be specimen quality stock as determined in the "American Standards For Nursery Stock" published by The American Association of Nurseryman, free of plant diseases and pest, of typical growth of the species and having a healthy, normal root system.

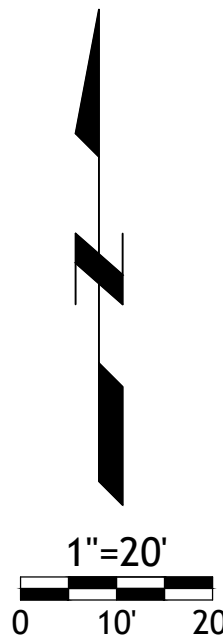
Sizes indicated on the plant list are the minimum, acceptable size. In no case will sizes less than specified be accepted.

All shrub beds within lawn areas to receive a manicured edge.

All shrub beds shall be mulched with 3" of shredded cedar mulch.

All sod areas to be fertilized & sodded with a Turf-Type-Tall Fescue seed blend.

All seed areas shall be hydro-seeded with a Turf-Type-Tall Fescue seed blend.



PURE STALEY
KANSAS CITY, MO

STREET TREE PLAN

OCHS LAND PLANNING
533 LAKE FOREST
BONNER SPRINGS, KS 66012
913-961-6578 garrettochs@gmail.com

SHEET 1 OF 1

DATE: 4-20-26

STREAM BUFFER NOTES:

1. A FINAL STREAM BUFFER PLAN SHALL BE PROVIDED FOR EACH PHASE WHEN APPLICABLE. THIS PLAN INCLUDES:
 - a) BUFFER ZONES DETERMINED PER SECTION 88-415-03
 - b) FINAL IMPACTS AND MITIGATION PER SECTION 88-415-05
2. FINAL STREAM BUFFER PLANS SHALL FOLLOW ALL REGULATIONS OF SECTION 88-415.
3. DETERMINED OUTER ZONE SHALL BE A MIN. 75' PLUS AREAS OF MATURE RIPARIAN VEGETATION AND/OR SLOPES EXCEEDING 12% TO A MAXIMUM OF 150' IF UNDISTURBED OR 250' IF DISTURBED.

PRELIMINARY STREAM BUFFER CALCULATIONS:
STREAM SIDE ZONE:
TOTAL STREAM SIDE ZONE: 4.89 AC.
DISTURBED AREA: 0.18 AC. - TRAIL & UTILITY CROSSINGS

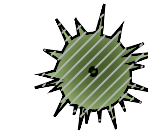
MIDDLE ZONE:
TOTAL MIDDLE ZONE: 6.21 AC.
DISTURBED AREA: 0.02 AC. - UTILITY CROSSINGS

OUTER ZONE:
TOTAL OUTER ZONE AREA: 15.91 AC.
DISTURBED AREA: 4.46 AC. OR 28% OF TOTAL OUTER ZONE

STREAM BUFFER DESIGN TABLE

ZONE	EXISTING (AC.)	DISTURBED (AC.)	MITIGATION (AC.)
STREAMSIDE ZONE	4.89	0.18	0.18
MIDDLE ZONE	6.21	0.02	0.02
OUTER ZONE	15.91	4.46 OR 28% *	-
TOTAL	27.01	4.66	0.20

MITIGATION RATE 4:1 = 0.80 ACRES
MITIGATION AREA PROVIDED = 0.80 ACRES



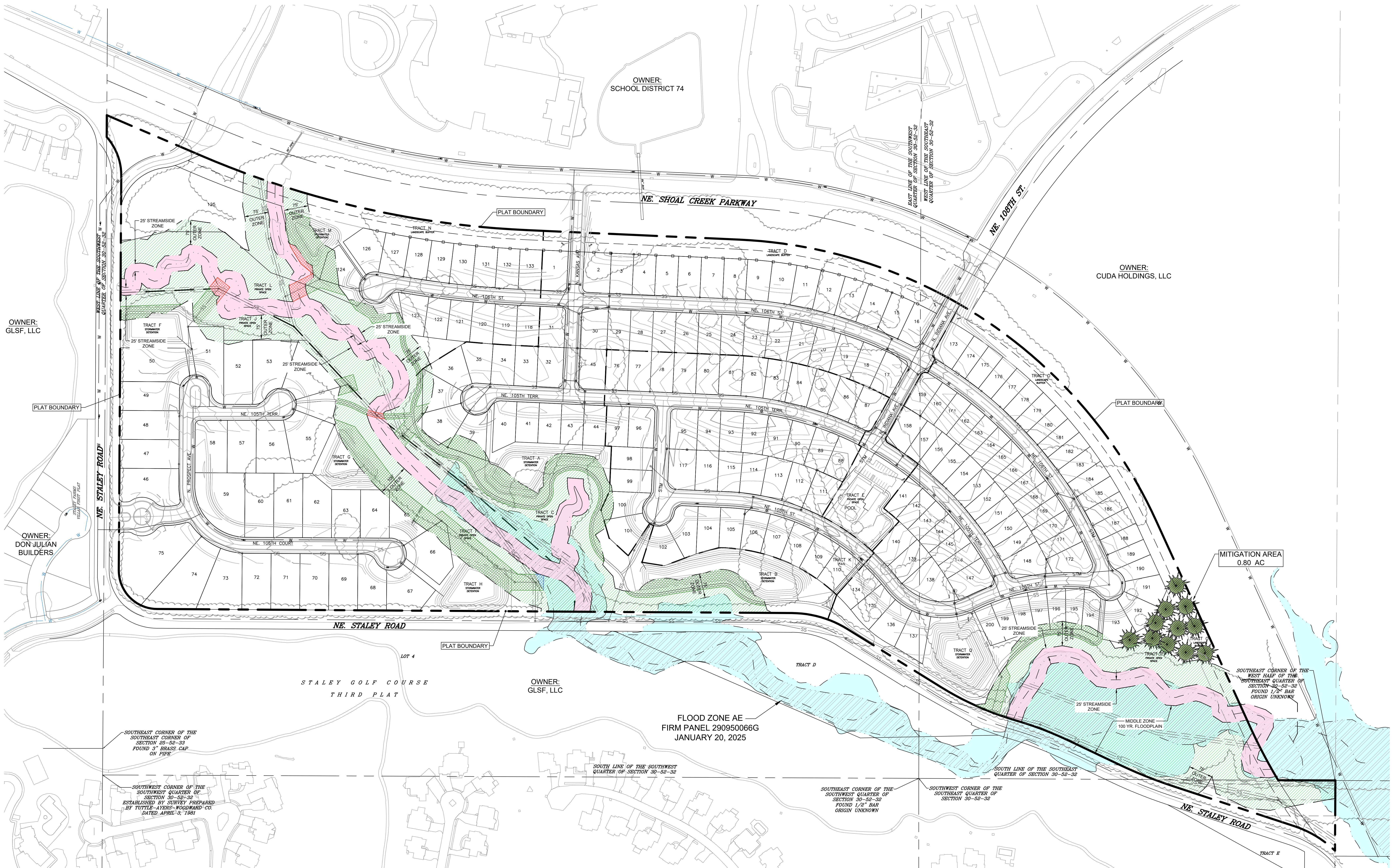
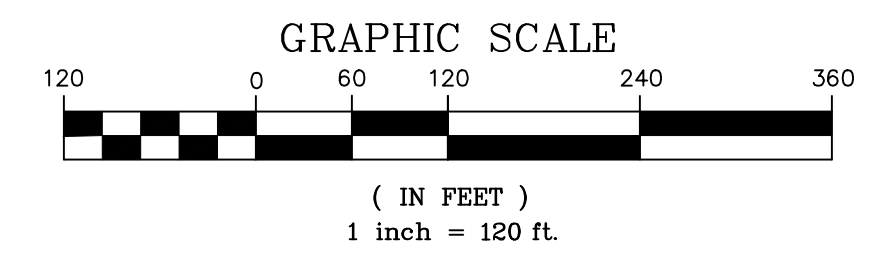
DENOTES TREE TO BE PLANTED

EXISTING LEGEND

- STREAM SIDE ZONE
- MIDDLE ZONE
- OUTER ZONE

DISTURBED LEGEND

- STREAM SIDE ZONE
- MIDDLE ZONE
- OUTER ZONE



PURE STALEY
KANSAS CITY, CLAY COUNTY, MISSOURI
DEVELOPMENT PLAN & PRELIMINARY PLAT
PRELIMINARY STREAM BUFFER PLAN

R.L. Buford & Associates Engineering, LLC
LAND SURVEYING & ENGINEERING CONSULTANTS
P.O. BOX 14085, PARKVILLE, MO. 64112 (816) 741-6152
R.L. BUFORD & ASSOCIATES, LLC
rob@rbuford.com

FOR
PURE STALEY, LLC

SHEET NO.
C10

DATE: 12/22/22
CHECKED BY: LY
DRAWN BY: JR

DATE: 12/22/22
CHECKED BY: LY
DRAWN BY: JR

NO.	DATE	DESCRIPTION	REVISIONS	CHECKED BY:
1				
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Public Meeting Notice

Please join Pure Development and RL Buford and Associates Engineering for a meeting about Pure Staley case numbers CD-CPC-2026-00037 and CD-CPC-2026-00038 proposed for the following address: 10501 NE Staley Road, Kansas City, Missouri 64156

Meeting Date: Monday April 27th, 2026

Meeting Time: 5:00 - 6:00 pm

Meeting Location: Microsoft Teams Meeting <https://teams.live.com/free>

Meeting ID: 936 359 528 059 8 Passcode: bY3sx2

Project Description: We are proposing to rezone from R-80 to R-7.5 Open Space to construct a development of 200 single family homes.

If you have any questions, please contact:

Name: Michael Heitsman

Phone: 316-617-2052

Email: michael@puredesignkc.com

You are receiving this notice in accordance with city code that requires a public meeting with neighborhoods for certain types of development projects. You can read more about the process requirements at kcmo.gov/publicengagement



If you would like further information on this proposed project, please visit the city's planning and permitting system, Compass KC, at Compasskc.kcmo.org. You may search by project type and address/case number to find project details.

Sincerely,

Lindsay Vogt

RL Buford and Associates Engineering

Meeting Sign-In Sheet

Project Name and Address

Pure Staley

10501 NE Staley Rd.

[illegible]



CITY OF
KANSAS CITY,
MISSOURI

CITY PLANNING & DEVELOPMENT

Public Meeting Summary Form

Project Case # CD-CPL-2026-00036
CD-CPL-2026-00037

Meeting Date: 4/27/26

Meeting Location: online - Teams

Meeting Time (include start and end time): 5:00-6:00

Additional Comments (optional):

no attendees besides project team



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

Pure Staley

Traffic Impact Study

April 19, 2026

Prepared for:
Pure Staley, LLC

Prepared by:
Lindsay Vogt, PE



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Intersection Sight Distance	2
Proposed Conditions	2
Trip Generation	3
Trip Distribution	3
Right Turn Lane Analysis	4
Left Turn Lane Analysis	5
Traffic Signal Warrants	6
Crash History	6
Conclusion	6

Appendix

Figure 1 Turning Movement Counts (Existing + Proposed AM)

Figure 2 Turning Movement Counts (Existing + Proposed PM)

Figure 3 Aerial Layout

Figure 4 Site Layout

Introduction

This document was prepared to analyze the potential traffic impacts of the proposed Pure Staley development in Kansas City, Missouri. The site is bounded by Staley Road on the west and south, and Shoal Creek Parkway on the north as shown in Figure 3. The proposed layout of the site is shown in Figure 4. There are 3 new intersections proposed with this development. This analysis is being conducted in coordination with another traffic impact study being conducted simultaneously by the city of Kansas City to evaluate the traffic at the intersection of Falcon Drive at Shoal Creek Parkway.

Existing Conditions

Shoal Creek Parkway is a two-lane roadway in the vicinity of this development. It is a divided four lane parkway to the west of Maple Woods Parkway, with expansion plans to the east in the conceptual phase but no funding currently. The city is actively studying the area and working with the community to determine safety and capacity improvements. The developer is willing to collaborate with the city on the realignment of the intersection of Falcon Drive at Shoal Creek Parkway to better accommodate the traffic at Staley High School. There are sidewalks and streetlights along the north side and turn lanes at the intersections.

Staley Rd is local two-lane road with a speed limit of 35 mph, no passing zones and no shoulders or sidewalks. The intersection of Staley at Olive is in a horizontal curve, with a stop sign on Olive Avenue. There is an intersection warning sign in advance of the intersection with an advisory speed of 25 mph. The intersection of Staley at Falcon Drive is in a horizontal curve, with a stop sign on Falcon Drive. During field observations, that stop sign was missing, and the intersection operated as an all way stop condition when vehicles were present at every approach.

NE 108th Street is a two-lane roadway that currently dead ends at Shoal Creek Parkway. The speed limit on 108th St. is 35 mph and there are shoulders and sidewalks. At the intersection there are turn lanes for the future extension of Shoal Creek Parkway. Currently, southbound 108th St. is stop controlled, but with the right turn the only available movement, most vehicles do not come to a complete stop, and the intersection more accurately operates as a free-flowing intersection with the Eastbound left turn and Southbound right turn being the only available movements at this time.

AADT data was obtained from MoDOT and outlined below in Table 1.

Table 1: MoDOT AADT (2024)

AADT	AM	PM	DAILY
NE Shoal Creek Pkwy EB	520	250	2620
NE Shoal Creek Pkwy WB	234	401	2584
NE Staley Rd NB	367	114	1496
NE Staley Rd SB	180	311	1538
NE 108 th St. EB	102	205	1097
NE 108 th St. WB	180	105	1033

Intersection turning movements counts were collected in traffic observation conducted in Spring 2026 and shown in Figures 1 and 2 in the Appendix. Observed turning movement counts were used at study intersections. For proposed intersections without count data, peak hour volumes were estimated using AADT data and observed turning movement patterns from adjacent intersections. Minor adjustments were made to maintain reasonable progression of through volumes along the corridor.

Due to the future planned extension of Shoal Creek Parkway and potential vacation of Staley Road to the east of Olive Avenue, we did not analyze the future scenario.

Staley High School, the district activities complex and Bell Prairie Elementary School are on the north side of Shoal Creek Parkway. These are accessed by the two existing intersections on Shoal Creek Parkway. There is an additional intersection on 108th that is currently used for the Bell Prairie car rider drop-off and pick-up only. School buses for both the high school and Bell Prairie use Stadium drive.

During our traffic observations, there were no pedestrians or bicyclists.

Intersection Sight Distance

Intersection sight distance is the distance the driver of a vehicle approaching an intersection needs to have an unobstructed view of the entire intersection, including any traffic control devices, and sufficient lengths along the intersecting major roadway to permit the driver on the approaching roadway to anticipate and avoid potential collisions. Based on our preliminary design, sight distance for the new proposed intersections is:

NE Staley Rd. @ NE 105th Court:

Northbound: 469'

Southbound: 645'

NE Shoal Creek Parkway @ N. Kansas Ave:

Eastbound: 1000'+

Westbound: 1000'+

NE Shoal Creek Parkway @ N. Indiana Ave/NE 108th St.:

Eastbound: 1000'+

Westbound: n/a

Using Table 233.2.1 Intersection Sight Distance from MoDOT's Engineering Policy Guide, the required minimum sight distance for 35 MPH is 390'. Therefore, with sufficient sight distance no improvements are recommended at the proposed intersections.

Proposed Conditions

Pure Staley is a proposed development of 200 single family homes located in Kansas City, Missouri. There will be three total access points for the development. One access will be on Staley Rd, and that will only serve the 30 estate lots. The other two access points will be on Shoal Creek Parkway (SCP) for the remaining 170 lots. The proposed site layout is shown in Figure 4.

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 Pure Staley. Land Use Code 210 was used for the Single-Family homes. The estimated AM and PM Peak Hour traffic volumes are shown below in Table 2.

Table 2: Trips Generated, Peak Hour

USE	UNITS	DAILY	AM	IN	OUT	PM	IN	OUT
Single Family SCP (ITE 210)	170	1603	119	30	89	160	101	59
Single Family Staley (ITE 210)	30	283	21	5	16	28	18	10
TOTAL	200	1886	140	35	105	188	119	69

Trip Distribution

Based on the proposed layout of the subdivision, we have assumed that the peak hour trips will be evenly distributed between the two entrances on Shoal Creek Parkway. Additionally, using existing traffic flows and general observation of the surrounding areas, we have assumed the following distributions:

105th Court

- 80% to and 20% from Northbound Staley Road
- 20% to and 80% from Southbound Staley Road

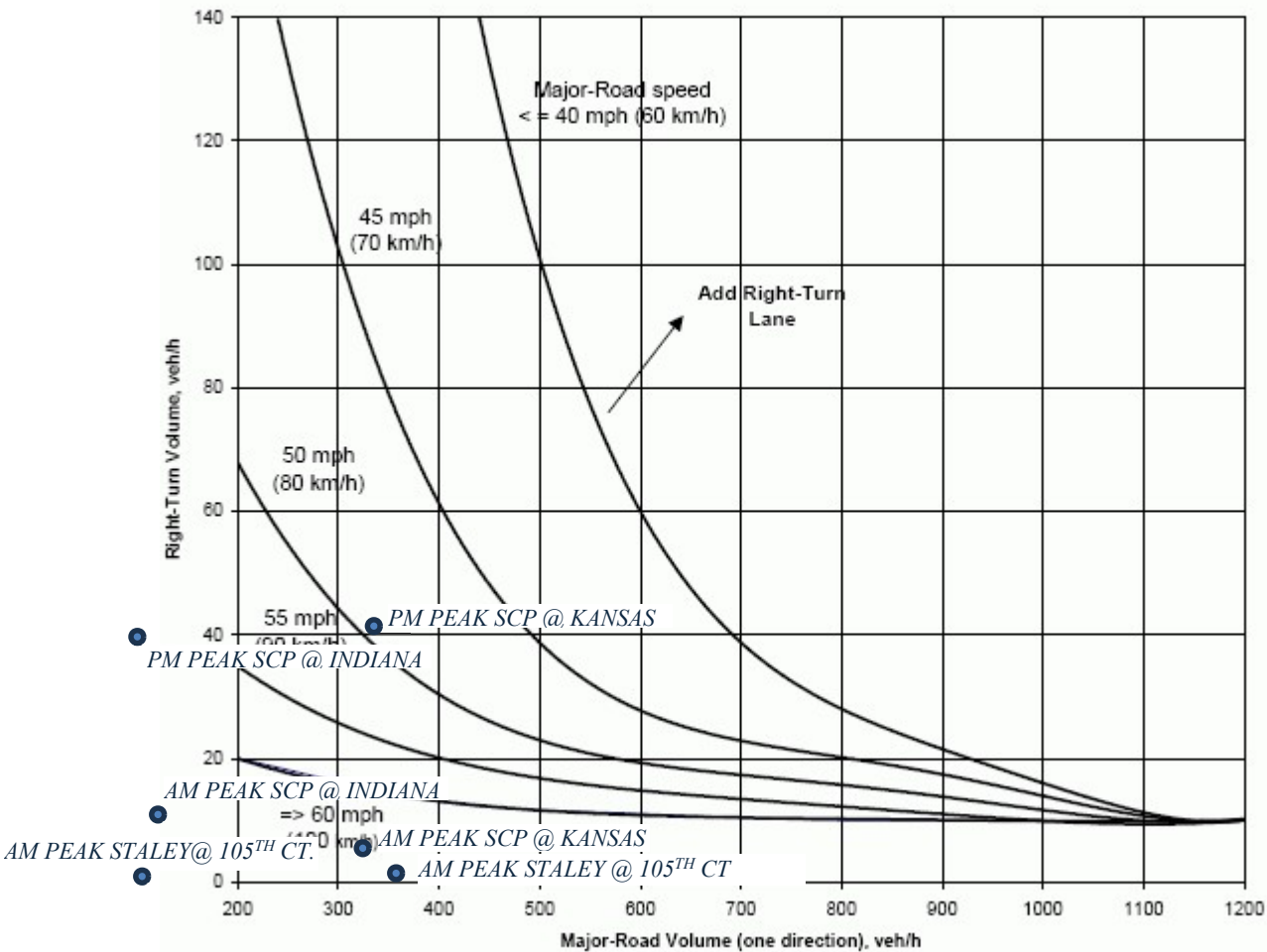
N. Kansas Avenue/N. Indiana Avenue

- 80% to and 20% from Westbound Shoal Creek Parkway
- 20% to and 80% from Eastbound Shoal Creek Parkway/108th St.

Right Turn Lane Analysis

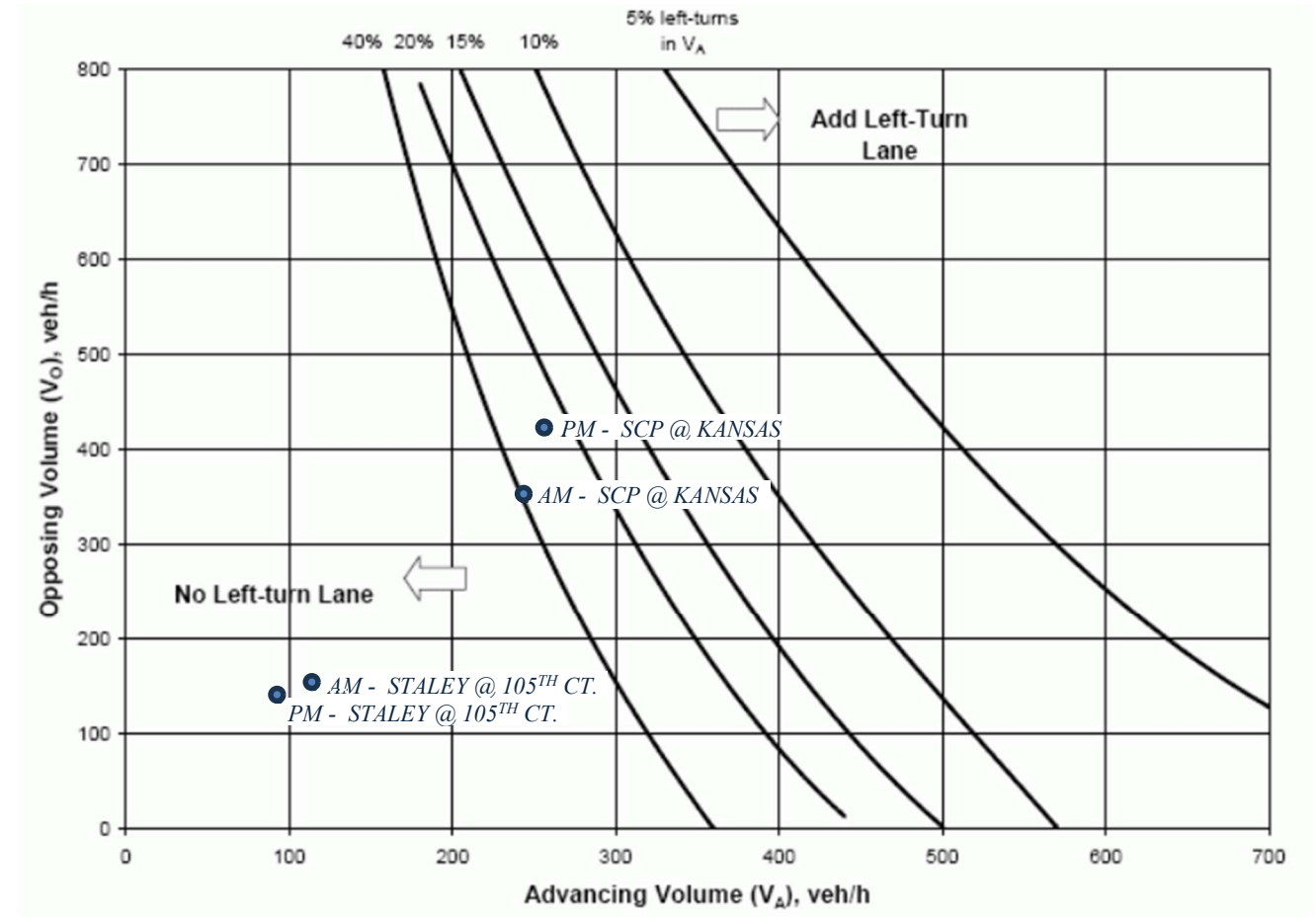
The intersections of Shoal Creek Parkway at Indiana and Kansas were evaluated for an eastbound right turn lane. The intersection of Staley Rd at 105th Ct. was evaluated for a northbound right turn lane. The peak hour counts in Figures 1 and 2 and the right turn lane guidelines outlined in MoDOT's EPG Section 940 were used to conduct this evaluation. Based on the evaluation, none of the intersections reviewed meet the criteria for a right turn lane.

940.9.8 Right Turn Lane Guidelines for Two-Lane Roadways



Left Turn Lane Analysis

The intersections of Shoal Creek Parkway at Kansas was evaluated for a westbound left turn lane. The intersection of Staley Road at 105th Ct. was evaluated for a southbound left turn lane. The peak hour counts in Figures 1 and 2 and the right turn lane guidelines outlined in MoDOT's EPG Section 940 were used to conduct this evaluation. Based on the evaluation, neither of the intersections reviewed meet the criteria for a left turn lane.



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 intersections of Shoal Creek Parkway at Indiana and Shoal Creek Parkway at Kansas or Staley Rd at 105th Court to satisfy any of the 9 warrants. The intersection of Shoal Creek Parkway at Falcon Drive is being evaluated by GBA.

Crash History

Crash history was reviewed for the Shoal Creek Parkway corridor between Falcon Drive and the intersection at 108th St. as well as Staley Road from Falcon Dr. to approximately NE 100th St. using the State of Missouri STARS reporting system.

- Shoal Creek Parkway
 - 2021: No crashes
 - 2022: 3 Property Damage Only (PDO)
 - 2023: 2 PDO
 - 2024: 2 PDO
 - 2025: No crashes
- Staley Road
 - 2021: No crashes
 - 2022: No crashes
 - 2023: 2 PDO, 1 Injury
 - 2024: No crashes
 - 2025: No crashes

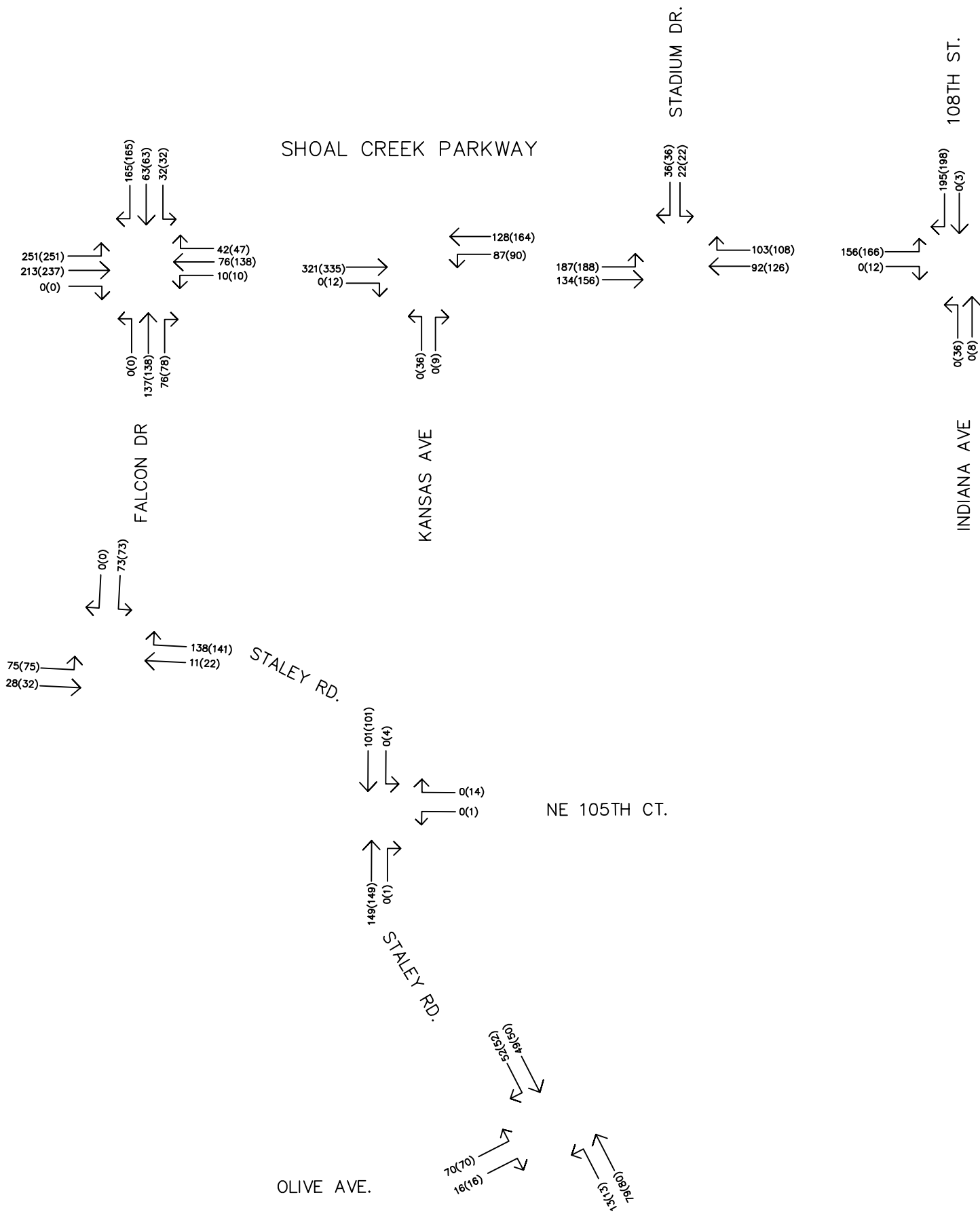
Conclusion

This study examined the potential traffic impacts associated with the proposed Pure Staley residential development.

The new intersection of Staley Rd. at NE 105th Court that will be constructed with this development should be stop controlled, with stop signs on NE 105th Court. The new intersection of Shoal Creek Parkway at Kansas Avenue should be stop controlled with stop signs on Kansas Avenue. The modified intersection of Shoal Creek Parkway at NE 108th St./ Indiana Avenue should become a 3- way stop until the future Shoal Creek Parkway is full constructed and at that time, the stop sign should be removed on Shoal Creek Parkway.

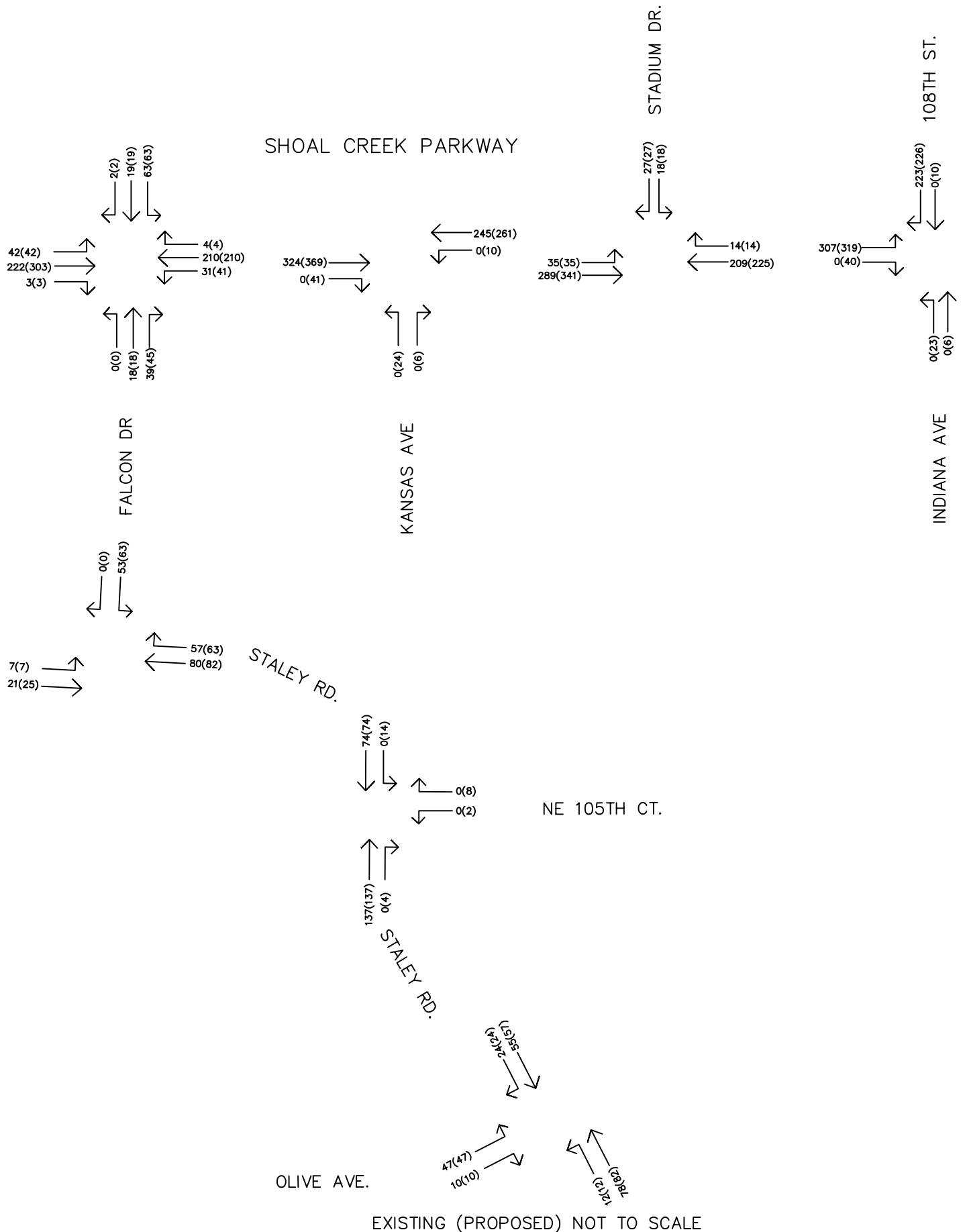
We agree with the city's recommendation that Staley Road should be realigned to come into the intersection of Falcon Dr. at Shoal Creek Parkway at a 90-degree angle to alleviate traffic concerns at that intersection.

FIGURE 1 PURE STALEY AM TURNING MOVEMENT COUNTS



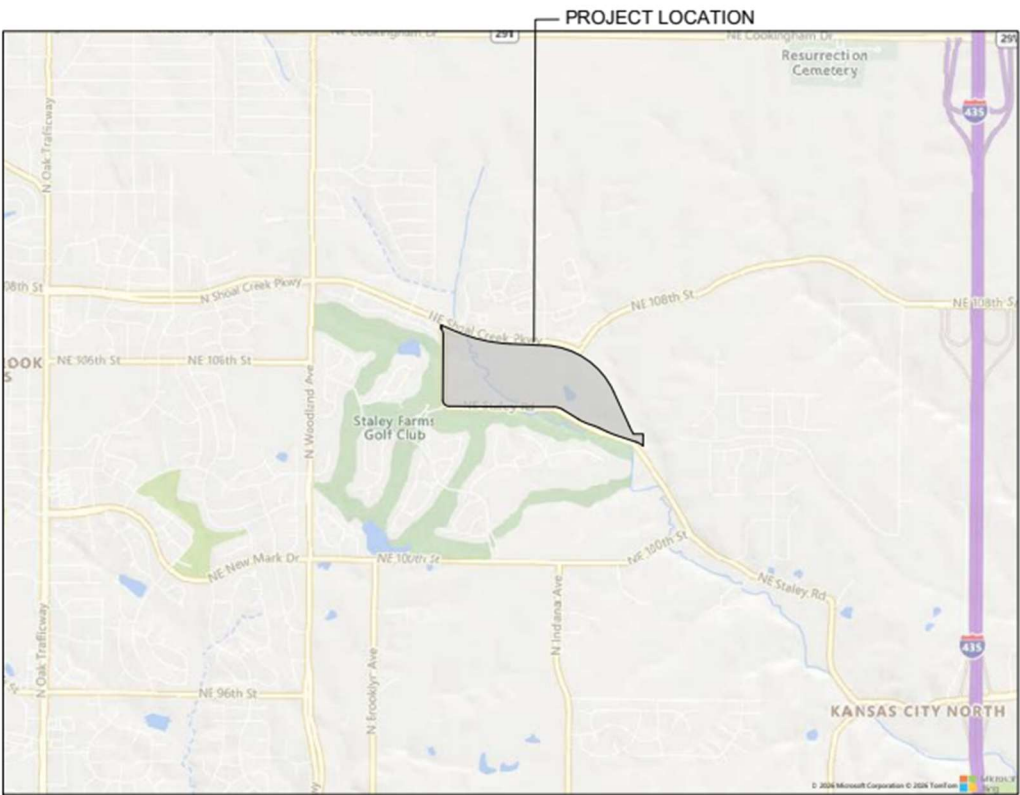
EXISTING (PROPOSED) NOT TO SCALE

FIGURE 2 PURE STALEY PM TURNING MOVEMENT COUNTS



EXISTING (PROPOSED) NOT TO SCALE

Figure 3: Aerial Layout - Pure Staley



SUMMARY

Area Plan Alignment:

High, Medium, Low

KC Spirit Playbook Alignment:

High, **Medium**, Low, N/A

CC- Connected City

DO - Diversity & Opportunity

HAC- History, Arts & Culture

HE - Healthy Environment

PAA - People of All Ages

POS - Parks & Open Spaces

SAN - Strong & Accessible Neighborhoods

SC - Smart City

SEG - Sustainable & Equitable Growth

WDC - Well Designed City

Evaluation	Goal	Notes
High	SAN SEG	SAN: Project is providing a diversity of housing types SEG: Effectively uses existing infrastructure
Medium	WDC HE	WDC: Design Guidelines will be provided prior to Council HE: Project provides trails throughout the site
Low		

Alignment Comments:

This project supports multiple goals outlined in the KC Spirit Playbook and the Shoal Creek Area Plan. In addition to the development plan the applicant is proposing to rezone the property to R-7.5 in order to accommodate the residential density shown on the development plan. The proposed rezoning is consistent with the residential low density designation which allows residential development within R-6, R-7.5, and R-10. The project is providing a mix of housing types which helps advance the "Strong and Accessible Neighborhoods" KC Spirit Playbook goal.