

**DEVELOPMENT SERVICES**

**Commercial Final Development Plan  
Applicant's Letter**

**Date:** Tuesday, September 16, 2025

**To:**

**Applicant:** Chris Cahalan, Olsson

Email: ccahalan@olsson.com

**Engineer/Surveyor:** Olsson Engineering

Email: ccahalan@olsson.com

**Other:** OLDHAM INVESTORS LLC

Email:

**Property Owner:** Kellan Restaurant Management Corp  
Email: licenses54@krm-inc.com

**Architect:** Shaw Hofstra & Associates

Email: loisw@shawhofstra.com

**From:** Grant White, Project Manager

**Re:**

**Application Number:** PL2025232

**Application Type:** Commercial Final Development Plan

**Application Name:** Five Four Drafthouse - Oldham Village

**Location:** 101 SW OLDHAM PKWY, LEES SUMMIT, MO 64081

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**Electronic Plans for Resubmittal**

All Planning application and development engineering plan resubmittals shall include an electronic copy of the documents as well as the required number of paper copies.

Electronic copies shall be provided in the following formats:

- Plats – All plats shall be provided in multi-page Portable Document Format (PDF).
- Engineered Civil Plans – All engineered civil plans shall be provided in multi-page Portable Document Format (PDF).
- Architectural and other plan drawings – Architectural and other plan drawings, such as site electrical and landscaping, shall be provided in multi-page Portable Document Format (PDF).
- Studies – Studies, such as stormwater and traffic, shall be provided in Portable Document Format (PDF).

Please contact Staff with any questions or concerns.

**Excise Tax**

On April 1, 1998, an excise tax on new development for road construction went into effect. This tax is levied based on the type of development and trips generated. If you require additional information about this development cost, as well as other permit costs and related fees, please contact the Development Services Department at (816) 969-1200.

**Review Status:**

**Required Corrections:**

|                        |                                   |                                            |             |
|------------------------|-----------------------------------|--------------------------------------------|-------------|
| <b>Planning Review</b> | Hector Soto Jr.<br>(816) 969-1238 | Senior Planner<br>Hector.Soto@cityofls.net | Corrections |
|------------------------|-----------------------------------|--------------------------------------------|-------------|

1. LEGAL DESCRIPTION. Revise the legal description on Sheet C100 to reflect the site's lot number (Lot 4) from the recently recorded Oldham Village, 1st Plat.
2. LAND USE TABLE. The land use table on Sheet C100 identifies the subject site as 2.50 acres in size. Per the recorded plat, the subject site is actually 2.67 acres (116,244.78 sq. ft.). Revise the land use table to reflect the actual lot size.
3. FLOODPLAIN. Add a note to the plans regarding the site's location relative to the 100-year floodplain. Cite the FIRM Panel information used to make the determination.
4. LOT LINE INFORMATION. 1) The southern lot boundary labeled as 302.81' in length does not match the recorded plat showing a length of 302.98' for the same segment. Revise to reflect the correct length. 2) The arc length and radius for the front property line doesn't match the recorded plat. Revise to reflect the correct length and radius.
5. STREETS. 1) Label the ROW width for SW Oldham Pkwy. Variable ROW width can be labeled as such. 2) Revise the name of SW Fieldhouse Drive to SW Fieldhouse Crossing.
6. SIDEWALKS. Label and dimension the existing sidewalk along SW Oldham Pkwy.
7. ADA ACCESSIBLE ROUTE. Show the accessible route (with labeled slopes and cross-slopes) from the ADA parking spaces loading aisles to the building entrance.
8. EASEMENTS. Label the 10' U/E along the lot's SW Oldham Pkwy street frontage.
9. DRIVEWAYS AND DRIVE AISLES. All driveways and internal drive aisles serving two-way traffic shall have a minimum pavement width of 24' (excluding curb and gutter). This includes all internal drive aisles flanked by landscape islands on one or both sides.
10. PARKING LOT -- DESIGN. Notes near the northeast and southwest corners of the site indicate a transition from CG-2 curbing to ribbon curb. 1) The UDO requires CG-1 curbing to be used along the perimeter of the parking lot. CG-2 curbing is not allowe. 2) Ribbon curb is not allowed a permanent or temporary curbing around the perimeter of the parking lot. Temporary, straight-back asphalt curbing is allowed under the UDO along areas where a parking lot will be expanded in the future, but ribbon curb is not allowed.
11. PARKING LOT -- LANDSCAPE ISLANDS. 1) The easternmost parking bays flanked by a drive aisle on the west side have no islands on their west ends. The UDO requires landscaping islands to be located at the end of every parking bay between the last parking space and an adjacent travel aisle or driveway. Revise to meet standard. 2) Tree planting areas shall be no less than 10 feet in width. No tree shall be located less than 4 feet from the back of curb. Not all of the treed landscape islands meet the minimum 10' width requirement. Revise to meet standard.

12. RTU SCREENING. The roof plan (Sheet A5) indicates that the building will have a lowered roof with high parapets to provide the required RTU screening. Take into account the added height for the RTUs from the curbs on which they will be mounted to ensure that the parapets are of sufficient height to provide full height screening on all sides.

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| <b>Engineering Review</b> | Gene Williams, P.E.<br>(816) 969-1223 | Senior Staff Engineer<br>Gene.Williams@cityofls.net | Corrections |
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1. Sheet C702: a. Standard duty asphaltic concrete shall be KCMMB.
2. Sheet C401: a. Water meter shall be located as close to the water main as possible, and within an easement. b. Backflow vault should be placed within a non-paved area and outside any public easement. It would appear there are alternatives, and these should be explored. c. Sanitary sewer main (i.e., the public main) is not clear on the plans because it ends before the connection is shown within the street. Show the public main on the plans within the street. d. Sanitary service line shall be connected to the public main with a wye connection, not a saddle tap as indicated on the plans. e. Show how the backflow vault will be drained via the sump. You can drain the vault with a small diameter pipe connected to daylight or a storm structure, or a sump pump can be installed.
3. It appears the ADA-accessible ramps and ADA-accessible route across the commercial entrance to the site was not provided. Provide these details, and ensure "wings" are not shown for the public ADA-accessible ramps (i.e., make a straight-in approach and grade to the sidewalk using earth). You may use wings on the private portion as shown on the plans.
4. Show the extension of subgrade stabilization and aggregate base extending a minimum of 1 foot beyond the back of curb. This can be done graphically or via a note near the standard detail for curb and gutter.
5. Provide an itemized and sealed cost estimate for the sitework associated with the project.

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| <b>Traffic Review</b> | Erin Ralovo<br>(816) 969-1800 | Senior Staff Engineer<br>Erin.Ravolo@cityofls.net | No Comments |
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| <b>Fire Review</b> | Jim Eden<br>(816) 969-1303 | Assistant Chief<br>Jim.Eden@cityofls.net | Corrections |
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2. IFC 903.3.7 - Fire department connections. The location of fire department connections shall be approved by the fire code official. Connections shall be a 4 inch Storz type fitting and located within 100 feet of a fire hydrant, or as approved by the code official.

Show the location of the FDC.

3. IFC 503.2.3 - Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.

The fire lane access shall support 75,000-pounds.

Confirm

