



Neighborhood Meeting

Meeting was held September 18, 2025 at Summit Park Church. Notes and attendance sheet has been uploaded

Planning Review Comments

1. Street ROW widths have been provided on the Preliminary Plat provided within the submittal
2. Easements widths have been provided on the Preliminary Plat provided within the submittal
3. Existing conditions surveys for the site have been provided
4. Lot information has been provided on the Preliminary Plat provided within the submittal
5. Sidewalks have been added to the front of both sides of all streets and extensions have been made to each lot
6. Building footprint dimensions have been provided on C.100 – C.104
7. Site lighting will comply with all necessary UDO Sections and provided with each Final Development Plan
8. Phasing has been depicted on C.101, illustrating 4 phases
9. Development table on C.101 has been updated to depict FAR
10. Apartment Breakdown has been added to C.101
 - a. Lot 2
 - i. 320 Total Units
 1. 25 Studio Units
 2. 181 – 1 bedroom / 1 bathroom
 3. 24 – 1 bedroom / 1.5 bathroom
 4. 90 – 2 bedroom / 2 bathroom
 - b. Lot 3
 - i. 250 Total Units
 1. 20 Studio Units
 2. 145 – 1 bedroom / 1 bathroom
 3. 14 – 1 bedroom / 1.5 bathroom
 4. 71 – 2 bedroom / 2 bathroom
 11. No comment provided
 12. Rezoning has been added to the Preliminary Plat sheets
 13. Land use note has been added to C.101
 14. HIGHWAY 50 LIES BETWEEN 10' AND 30' BELOW THE COSTCO FINISHED FLOOR ELEVATION. THE GRADE CHANGE EFFECTIVELY SCREENS THE SITE. IN ADDITION, THE RIGHT OF WAY BETWEEN HIGHWAY 50 AND THE COSTCO SITE IS HEAVILY WOODED, WHICH ALSO SCREENS THE SITE FROM VIEW. THE NW CORNER OF THE PROPERTY WILL BE THE MOST VISIBLE FROM THE INTERSECTION OF 50 & 291. COSTCO IS PROVIDING PLANTS OVERALL ABOVE THE CITY REQUIREMENTS AND WILL USE THE SURPLUS TO SCREEN THIS AREA.
 15. Noted and a variety of trees will be utilized in the final landscape plan



16. COSTCO MEMBERS TYPICALLY PURCHASE LARGE QUANTITIES OF BULKY AND HEAVY ITEMS THAT REQUIRE CARTS TO TRANSPORT THEM TO THEIR VEHICLES. ADDING LONGITUDINAL ISLANDS IN THE PARKING LOT CREATES BARRIERS TO MEMBERS TRANSPORTING THEIR PURCHASES TO THEIR VEHICLES. TO MEET THE CITY'S INTENT TO BREAK UP THE PARKING LOT, WE HAVE ADDED ADDITIONAL PARKING LOT ISLANDS TO THE LARGER EXPANSE OF PARKING ON THE EAST SIDE OF THE SITE, AND PROVIDED ADDITIONAL PLANTS ABOVE CITY REQUIREMENTS TO THE PARKING LOT AND SITE PERIMETER.
17. Any site deviations are listed on C.101
18. COSTCO'S TRASH IS CONTAINED IN AN ENCLOSED COMPACTOR ATTACHED TO THE BUILDING TO EFFECTIVELY SCREEN THE SERVICE AREA AND TRASH COMPACTORS, WE ARE PROPOSING PLANTING A GROUPING OF EVERGREEN TREES IN THE GREEN SPACE BETWEEN HIGHWAY 291 AND THE BUILDING IN LIEU OF GATES AND WALLS AROUND THE COMPACTOR.
19. LABELS ON THE COSTCO BUILDING ELEVATIONS HAVE BEEN CORRECTED.
20. COSTCO FUEL IS INTENTIONALLY ORIENTED SO THAT TRAFFIC FLOWS FROM THE MAIN ENTRANCE OFF OLDHAM PARKWAY TO THE FAR EAST SIDE OF THE PARKING LOT TO AVOID TRAFFIC CONFLICTS BETWEEN EXITING THE FUEL FACILITY AND ENTERING THE WAREHOUSE PARKING LOT. TYPICAL MEMBER BEHAVIOR, IF GAS IS BEING PURCHASED ON A TRIP, IS TO FUEL UP FIRST AND THEN FIND PARKING IN THE LOT. IF A MEMBER IS ONLY PURCHASING FUEL, THE CURRENT ORIENTATION ALLOWS THEM TO ENTER THE SITE, AND THEN EXIT TO OLDHAM AT THE EAST DRIVE, MAKING RIGHT TURNS EXCLUSIVELY. AT THE PUMPS, EACH MEMBER AVERAGES 5 MINUTES IN DWELL TIME AT THE DISPENSER, ALLOWING FOR APPROXIMATELY 288 VEHICLES PER HOUR ($60/5 * 24$) TO MOVE THROUGH THE FACILITY, OR JUST UNDER 5 VEHICLES PER MINUTE. THE LEE'S SUMMIT CONFIGURATION ALLOWS FOR 24 VEHICLES TO FUEL UP AT A TIME, AND THERE IS QUEING FOR AN ADDITIONAL 30 VEHICLES BEHIND THEM, FOR A CAPACITY OF 54 VEHICLES. IF DEMAND REQUIRES IT, COSTCO CAN EXPAND THE FACILITY AND ADD AN ADDITIONAL 8 FUELING POSITIONS AND ADDITIONAL QUEING FOR 10 VEHICLES. 2.) MULTIPLE ITERATIONS STUDYING THE BEST LAYOUT FOR THIS SITE HAVE BEEN STUDIED. THE PLANS SUBMITTED REPRESENT THE BEST BUILDING ORIENTATION AND LOCATION FOR COSTCO, TRAFFIC DISTRIBUTION, AND MEMBER ACCESS TO THE WAREHOUSE.
21. Information regarding the open space amount has been provided on sheets pertaining to the various multifamily areas
22. Street network for the entire south area has been updated
23. The parking feature on Lot 12 is for the site amenity feature and for overflow parking for the area
24. Commercial / Townhome interface has been modified to create better access and separation for the two areas.



25. Sheet has been created for Lot 12 to identify the uses but generally the site is intended to be a community gathering space that will serve the apartment buildings as well as the community. There are opportunities to provided planned community space as well as open active space.
26. The dog park, pool and amenity space in the southeast corner of Lot 21 is private to those residents.
27. Separate letter has been provided

Engineering Review

1. Waiver for the stream buffer will be provided at the Engineering Design
2. Offsite sanitary sewer easement has been agreed to by the adjacent landowner and will be finalized with the final design
3. Storm Study
 - a. Noted on the stream channel comment
 - b. South detention basin has a storm line shown that will direct storm water beneath 16th St
 - c. Noted and will be provided with the final engineering design
 - d. The emergency spillway will be conveyed via an enclosed pipe system
 - e. Noted and will be removed
4. Waterline plans will be included with the final engineering construction plans
5. Phasing plan has been provided as C.101
 - a. Phase 1 is Lot 1, Oldham Parkway, MoDOT improvements at Oldham intersection
 - b. Phase 2 is Lots 4-11 and will include Tract A & B detention, with the north south road to Bailey
 - c. Phase 3 is Lots 2, 3, 12 & 13
 - d. Phase 4 is everything south of Bailey Road
6. 16th Street will be included with the construction of Phase 4



Traffic Review

1. Noted however the study utilized full development of the west side in the existing conditions
2. Noted and will be updated in the updated traffic study
3. Noted and will be updated in the study
4. Discussion of the signal will continue with MoDOT
5. Additional parking has been provided on Lot 21 and provided in multiple areas for parking availability
6. THIS IS A COMMON ENTRANCE FEATURE AT MANY HIGH VOLUME COMMERCIAL LOCATIONS. TRAFFIC FREE FLOWS INTO THE PARKING LOT AND FILTERS TO EITHER SIDE OF A "T" INTERSECTION, WITH OUTBOUND TRAFFIC STOPPED. THIS INTERSECTION IS CONFIGURED IN THIS WAY. COSTCO WANTS TRAFFIC TO DISPERSE AND SLOW DOWN AS THEY ENTER THE PARKING LOTS FOR MEMBER SAFETY. THE T-INTERSECTION, TRAFFIC ISLANDS, AND SHIFTING PARKING AISLE CONFIGURATION PROVIDE NECESSARY "FRICTION" TO SLOW TRAFFIC DOWN INTERNALLY.
7. COSTCO FUEL IS INTENTIONALLY ORIENTED SO THAT TRAFFIC FLOWS FROM THE MAIN ENTRANCE OFF OLDHAM PARKWAY TO THE FAR EAST SIDE OF THE PARKING LOT TO AVOID TRAFFIC CONFLICTS BETWEEN EXITING THE FUEL FACILITY AND ENTERING THE WAREHOUSE PARKING LOT. TYPICAL MEMBER BEHAVIOR, IF GAS IS BEING PURCHASED ON A TRIP, IS TO FUEL UP FIRST AND THEN FIND PARKING IN THE LOT. IF A MEMBER IS ONLY PURCHASING FUEL, THE CURRENT ORIENTATION ALLOWS THEM TO ENTER THE SITE, AND THEN EXIT TO OLDHAM AT THE EAST DRIVE, MAKING RIGHT TURNS EXCLUSIVELY. AT THE PUMPS, EACH MEMBER AVERAGES 5 MINUTES IN DWELL TIME AT THE DISPENSER, ALLOWING FOR APPROXIMATELY 288 VEHICLES PER HOUR ($60/5 * 24$) TO MOVE THROUGH THE FACILITY, OR JUST UNDER 5 VEHICLES PER MINUTE. THE LEE'S SUMMIT CONFIGURATION ALLOWS FOR 24 VEHICLES TO FUEL UP AT A TIME, AND THERE IS QUEING FOR AN ADDITIONAL 30 VEHICLES BEHIND THEM, FOR A CAPACITY OF 54 VEHICLES. IF DEMAND REQUIRES IT, COSTCO CAN EXPAND THE FACILITY AND ADD AN ADDITIONAL 8 FUELING POSITIONS AND ADDITIONAL QUEING FOR 10 VEHICLES.
8. Throat lengths have been extended and can be evaluated with the individual FDP for each lot
9. Parking has been removed at the entry
10. Noted
11. An email has been provided in the portal with the information provided to the Union Pacific Railroad
12. The street network near lots 19 – 21 have been revised to reduce the conflicts



Fire Review

1. No comment provided
2. Turn arounds and road extension was provided to eliminate the dead-end roads
3. Noted and will be noted on the final plans for the Lot 21 Final Development and Construction Plans
4. Names have been provided
5. Noted
6. Acknowledged
7. FDC has been labeled on the Lot 1 plans
8. Watermain has been labeled on Lot 1 plans
9. Acknowledged

Public Works Comments

1. Noted and discussion to continue with additional detail and discussion with MoDOT and Costco
2. Noted and changes will be made if necessary
3. The Developer would prefer to avoid the Round a bout and believes the site functions within acceptable limits
4. Bailey road signal has been moved east to the requested location
5. Noted
6. Street network on the southside of Bailey has been updated to meet the throat requirements
7. Street network has been updated to provided better access to the site
8. Noted and 16th Street will be improved with Phase 4
9. This option has been reviewed and currently the development does not have the adequate property to create a new entry at this location
10. Noted

Please direct any questions or concerns to Matthew Schlicht at 816-623-9888 ext. 01