

## Commercial Preliminary Development Plan Applicant's Letter

**Date:** Saturday, December 23, 2023

**To:**

**Applicant:** TOWNSEND SUMMIT LLC

Email:

**Property Owner:** WALSER AUTOMOTIVE GROUP

Email: PWALSER@WALSER.COM

**Engineer/Surveyor:** OWN INC

Email:

**Architect:** SLAGGIE ARCHITECTS INC

Email: PDOUGHERTY@SLAGGIE.COM

**Review Contact:** John Huss

Email: JHUSS@WEAREOWN.COM

**From:** Mike Weisenborn, Project Manager

**Re:**

**Application Number:** PL2023339

**Application Type:** Commercial Preliminary Development Plan

**Application Name:** SUMMIT ORCHARDS NORTH, LOTS 1A AND 1B

**Location:** 1151 NW WARD RD, LEES SUMMIT, MO 64086  
1201 NW WARD RD, LEES SUMMIT, MO 64086

---

### Tentative Schedule

Submit revised plans by 4pm on Tuesday, January 09, 2024 . Revised documents shall be uploaded to the application through the online portal.

Applicant Meeting: December 27, 2023 at 09:00 AM

If the revised submittal deadline is not met or plans are deficient, the item will be moved to a later meeting and a new deadline will be set. Future deadlines and meeting dates can be found on the "Planning Commission Meeting Dates" handout. Dates are subject to change; we will keep you informed throughout the process.

---

### 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:

- Plat - All plats shall be provided in multi-page Portable Document Format (PDF).
- Engineered Civil Plans – All engineered civil plans shall be provided as 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 as 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.

## **Planning Commission and City Council Presentations**

---

Presentations before the Planning Commission and City Council shall be (1) in electronic format or (2) reduced drawings for use on the document camera to display on the screen. Electronic presentations shall be on a laptop, CD-ROM, DVD, or flash drive. The City's presentation system can support Word, Excel, PowerPoint, Adobe, Windows Media Player and Internet Explorer applications. Presentation boards will no longer be allowed. The presentation(s) shall be submitted to Development Services Department staff no later than the day of the Planning Commission meeting by 4:00 pm.

## **Notice Requirements**

### **1. Notification of Surrounding Property Owners.**

- **Mail Notices.** The applicant must mail letter notices to all property owners within 300 feet from the boundaries of the property for which the application is being considered at least 15 days prior to the hearing. Sample notices are available. The notice must include:
  - time and place of hearing,
  - general description of the proposal,
  - location map of the property,
  - street address, or general street location
  - statement explaining that the public will have an opportunity to be heard
- **File Affidavit.** An affidavit must be filed with the Development Services Department prior to the public hearing certifying the notices have been sent. Provide a list of the property owners notified and a copy of the sent notice .

### **2. Notice Signs.**

- **Post Sign.** The applicant shall post a sign on the premises, at least 15 days prior to the date of the hearing, informing the general public of the time and place of the public hearing. When revised plans are submitted, staff will prepare the sign and provide it to the applicant for posting.
- **Maintain Sign.** The applicant shall make a good faith effort to maintain the sign for at least the 15 days immediately preceding the date of the hearing, through the hearing, and through any continuances of the hearing. The sign shall be placed within 5 feet of the street right-of-way line in a central position on the property that is the subject of the hearing. The sign shall be readily visible to the public. If the property contains more than one street frontage, one sign shall be placed on each street frontage so as to face each of the streets abutting the land. The sign may be removed at the conclusion of the public hearing(s) and must be removed at the end of all proceedings on the application or upon withdrawal of the application.

3. **Neighborhood Meeting.** One neighborhood meeting is required for each application, which must occur within the initial 10 day review period and prior to re-submission of the application. More than one neighborhood meeting may be held on an application, at the option of the applicant

- **Timing and location:** Within two miles of the project site, Monday through Thursday, excluding holidays, and start between 6:00P.M. and 8:00 P.M. If location for the meeting is not available within [2] miles of the subject property. The applicant shall select a location outside this area that is reasonably close to these boundaries.
- **Notification:** Shall be mail or delivered to property owners within 300 feet of the project site. Mailed notices shall be postmarked at least seven days prior to the meeting. Hand deliveries must occur at least five (5) days prior to the meeting.
- **Notes:** The Applicant shall take sufficient notes at the neighborhood meeting to recall issues raised by the participants, in order to report on and discuss them at public hearings before City governmental bodies on the application. The notes shall be turned in with the application re-submittal.

**Analysis of Commercial Preliminary Development Plan:**

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

1. PLAN NARRATIVE (SHEET A-001).

- The "Project Information" section makes reference to NW Missouri Rd, which hasn't existed since around 2010 when said former road was removed as part of the NW Blue Pkwy/I-470 interchange improvements. NW Missouri Rd used to provide access to the Evergy facility located north of the proposed development. The relocated service drive that provides access to the Evergy facility from NW Ward Rd through the subject proposed development is an unnamed private drive--the Evergy facility is addressed off of NW Ward Rd to reflect the elimination of NW Missouri Rd. Revise the narrative accordingly and remove the NW Missouri Rd label from the drive on all plan sheets where it appears.

- Table 1 under "Site Development Standards" lists the maximum allowable building height for both automotive dealer lots as 60'. The building elevations for both dealership buildings show an overall building height of 26'. The 60' maximum height standard looks to be an error, as it mirrors the proposed 60' maximum height to accommodate the 4-story apartment buildings on Lot 1B-1. Staff recommends a 40' maximum height as it matches the standard for comparable commercial development in the City's CP-2 zoning district. Revise.

- Table 2 "Parking Standards" proposes a required parking calculation of 1.7 parking spaces per dwelling unit. The table provides a comparison to the UDO's parking standard of 2.0 (1.5 + 0.5) parking spaces per dwelling unit which only applies to 1 or 2 bedroom dwelling units. Provide a breakdown of the proposed number of dwelling units by bedroom count in the Land Use table on the Architectural Site Plan (Sheet A-101).

- Staff can support an Alternate Parking Plan that provides parking for the apartments at a lower rate per dwelling unit than the UDO requires, but empirical data from comparable multi-family projects parked at the same or similar rate must be submitted for review as justification for the proposed reduced parking standard.

- Please review Table 9-1 under UDO Section 9.260 and confirm that the intent is for the signage standards of the CP-2 zoning district to govern the development, which was a condition of approval for the original Summit Orchards plan approval. FYI, the base sign standards established under the UDO for the subject property's existing PMIX zoning district already mirror those of the CP-2 zoning district.

2. LANDSCAPE PLAN.

- Delete the "ROW Length NW Missouri Rd" column in the Landscape Summary. The drive labeled as NW Missouri Rd is not public right-of-way or a private street--it is an unnamed private drive/driveway. Instead, replace it with a

column for the I-470 right-of-way frontage for Lots 1A-1 and 1A-2, which is subject to the same street tree and shrub planting requirements as that of the development's NW Ward Rd and NW Blue Pkwy right-of-way frontage.

- The Landscape Summary table has columns for the number of street trees provided, street shrubs provided, open yard trees provided, open yard shrubs provided and parking screen shrubs provided. Add columns for the calculated required number of landscape materials for each of the respective landscaping categories to provide a side-by-side comparison of required vs. provided quantities.

- The UDO requires all landscape island tree planting areas to be a minimum 10' in width, and that no tree be planted closer than 4' from back of curb. Several of the parking lot landscape islands don't meet one or both of those standards. Revise.

### 3. ARCHITECTURAL SITE PLAN (SHEET A-101).

- For quick reference, provide a breakdown of the total number of apartment parking spaces by garage and surface spaces in the Parking Counts table.

- The Parking Counts tables list 87 parking spaces provided for the inline retail building on Lot 1B-2, but only 79 spaces are actually provided. Correct. Also, re-check the number of parking spaces provided on all of the lots confirm they are correctly listed.

- None of the lots show any ADA spaces and adjacent access aisles. The access aisle will reduce the gross number of parking spaces listed in the Parking Counts table. ADA spaces shall be provided on each lot in accordance with federal standards, including the necessary signage identifying the accessible parking spaces as such. Revise.

- Provide dimensions to indicate the relationship from each building to the front, side and rear property lines.

- Add a line item to the Land Use table that provides the proposed development's total floor area, total lot (site) area, total FAR, and total impervious coverage (in sq. ft. and as a percentage).

- List the impervious coverage in sq. ft. and as a percentage for each individual lot.

- Add a line item to the Parking Counts table that lists the total number of required and provided parking spaces.

### 4. LIGHTING PLAN.

- Provide a photometric plan in accordance with UDO Section 8.230.

- Provide manufacturer specifications for all proposed exterior wall-mounted light fixtures. Said fixtures shall comply with the requirements of UDO Sections 8.220, 8.260 and 8.270.

- Parking lot pole-mounted fixtures shall comply with the height requirements of UDO Section 8.250. Pole-mounted fixtures on Lot 1A-1 shall not exceed an overall height of 28' above finished grade. Pole-mounted light fixtures on Lots 1A-2, 1B-2 and 1B-3 shall not exceed an overall height of 20' because they abut a residential lot (Lot 1B-1), except that fixtures located within 100' of the boundaries of the residential lot shall not exceed an overall height of 15' above finished grade.

### 5. BUILDING ELEVATIONS.

- Provide color elevations for all sides of each proposed apartment building.

- The footprint of the apartment building labeled "Residential 3" appears to be pretty flat, with little projection or offset to break up the long expanses of wall plane. How far do the balconies project beyond the facades? Projections and off-sets are required to provide modulation and visual interest on all four sides of the building.

- The use of metal panel systems as a primary exterior building material requires City Council approval as a conditional material. Quantify the percentage of metal used on each facade of each of the three apartment buildings, as well as for each dealership building. Provide manufacturer specifications for the proposed metal panel systems for review. City Council has historically used a guideline no more than 30% use of metal on any one facade, but there have been projects approved that exceed that percentage.

6. FLOODPLAIN. Add a note to the plans regarding the location of the subject property relative to the 100-year floodplain. Cite the FIRM panel information used to make the determination.

7. OIL & GAS WELLS. Add a note to the plans regarding the presence of any active, inactive or capped oil and/or gas wells on the subject property. Cite the source of information used to make the determination. MoDNR has a oil and gas well database that can be used and cited.

8. STREETS. Label the right-of-way width information for NW Ward Rd, NW Blue Pkwy and I-470.

9. PROPERTY BOUNDARY INFORMATION. Label the dimensions and bearings for all lot lines.

10. SETBACKS.

- Show and label the platted 15' building line along the frontages of NW Ward Rd and NW Blue Pkwy.

- Show and label the 20' parking lot setback lines from the NW Ward Rd, NW Blue Pkwy and I-470 rights-of-way. The proposed parking lots do not meet the minimum 20' setback near the southwest corner of Lot 1A-1 and near the southeast corner of Lot 1A-2 where the abutting rights-of-way have a jog. Staff will support a modification request to the required parking lot setback at those two locations given the irregular right-of-way alignment.

11. PARKING LOT DESIGN.

- Dimension the pavement widths of the proposed driveways and parking lot drive aisles. Driveways and drive aisles serving two-way traffic shall have a minimum pavement width of 24' (excluding curb and gutter). Driveways and drive aisles serving one-way traffic shall have a minimum pavement width of 12' (excluding curb and gutter).

- Provide dimensions for typical parking spaces on each lot. Each space shall be a minimum 9' wide x 19' deep. Where the head of the parking space abuts a 6'-wide sidewalk or curbed landscaped area, the length of the parking space may be reduced by two feet to allow for vehicle overhang. Such overhang shall be measured from the face of the curb.

12. SIDEWALKS. A 10' sidewalk shall be provided along the development's NW Ward Rd street frontage where it will tie into the existing sidewalk near the intersection with NW Blue Pkwy.

13. PHASING.

- Provide a phasing plan for the proposed development.

- Will the entire limits of the parking/display lots for each of the dealerships be constructed as a single phase at the time each building is constructed on its respective lot? In an effort to mitigate storm water impacts, has consideration been given to construct the parking/display lots in phases so as to only expand to full build-out if needed? Of particular concern is Lot 1A-2, which has approximately 250 more parking/display spaces than Lot 1A-1.

14.

15. MODIFICATIONS. Submit a narrative identifying all proposed modification requests, as well as providing justification for any modification request.

16. TRASH ENCLOSURES.

- Show the locations of all trash enclosures throughout the development.

- Trash enclosure areas shall be improved with a Portland cement concrete pad and a Portland cement concrete approach 30 feet in length, measured from the enclosure opening. The pad and approach shall be improved with a minimum six inches of full depth unreinforced Portland cement concrete constructed on a sub-grade of four inches of granular base course.

17. DRIVE-THROUGH RESTAURANT. Drive-through restaurants are subject to the following conditions under UDO Section 6.480: 1) a minimum of five-car stacking from order box; 2) order box is screened from view and located to project sound away from residential districts or uses; 3) screened from view by landscaping in order to eliminate glare; 4) a minimum distance of 100 feet to any residential district or use shall be maintained to the order (speaker) box or pick-up window. In addition to the stacking requirement from the order box previously cited, a minimum four-car stacking is required from the pick-up window.

Show the order box location on the site plan. As currently laid out, the minimum stacking requirement cannot be met without backing out and conflicting with the parking lot's circulation pattern. Revise the lay out so as accommodate the required stacking without conflicting with internal lot circulation.

18. MECHANICAL EQUIPMENT. No ground-mounted equipment is shown on the civil drawings or RTUs shown on the building elevations. All roof-mounted equipment shall be screened entirely from view by using parapet walls at the same height as the mechanical units. Please take into account the additional height from the curbs on which RTUs will sit when determining parapet wall heights. Ground mounted equipment shall be totally screened from view by evergreen landscaping or masonry walls up to a height of the units to be screened.

19. AMENITIES.

- Identify all proposed amenity areas for the apartment development (e.g. pool, trails, dog park, etc.).

- Provide an internal sidewalk network for pedestrian connectivity from the apartments to the abutting commercial pad sites, as well as to the multi-use trail along NW Ward Rd.

**Engineering Review**

Gene Williams, P.E.  
(816) 969-1223

Senior Staff Engineer  
Gene.Williams@cityofls.net

Corrections

1. Please ensure the grading plan is updated to maximum 3:1 slope. There appeared to be areas within the stream with grading at 2:1. Please evaluate and revise as appropriate.

2. The previous plan for Summit Place from about 10 years ago included a box culvert to be installed throughout the entire site. This plan does not show a box culvert being installed throughout the entire site. There are buildings and parking lots shown close to the bank of a stream, and further discussions are needed to determine whether a stream buffer would apply to this site. In this particular instance, the reasoning behind a stream buffer would be to prevent damage to buildings or other improvements. While water quality and stream protection are important, structural integrity of structures and improvements are equally important. Building #3 appears particularly at risk of damage due to future erosion of the stream bank, and it is unclear what is being proposed to mitigate this issue.

3. Building #3 is shown adjacent to an existing meander in the stream. It appears the meander extends east/west approximately 25 feet, and would be expected to increase its sinuosity over time. Recommend a meeting be setup to discuss with development staff, City Engineer, and OWN as it appears the best course of action in this instance

might be to extend the box culvert further than shown so that structural integrity of buildings, parking lots, and other improvements is not jeopardized over time.

4. Please see separate comments related to the water mains. These comments are being provided via markup of the utility plan. Comments are in red, and are being provided via pdf markup.

5. Please see separate comments via pdf markup on the sanitary sewer.

6. We need a layout of lot lines to determine the stopping point of public sanitary lines. It is very difficult to determine where the future lot lines are on the plan. Further discussion at the applicant's meeting is warranted.

---

<b>Traffic Review</b>	Erin Ralovo	Erin.Ravolo@cityofls.net	Corrections
-----------------------	-------------	--------------------------	-------------

---

1. A Traffic Impact Study will be required for this development.

---

<b>Fire Review</b>	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Corrections
--------------------	----------------------------	--	-------------

---

1. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.

2. IFC 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm)

Show dimensions.

3. IFC 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Provide a complete hydrant plan.

4. IFC 507.1 - An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

The development must provide fire flow requirements for the proposed buildings per IFC Table B105.1(2). Local amendment allows a 50% reduction for buildings with an approved automatic fire sprinkler system. Work with Water Utilities to determine available fire flow.

5. Aerial Access to Buildings

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by

measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

Correct the distance between buildings and fire lanes.

6. 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.