



*Summit Orchards*

# **Summit Orchards North**

## **Preliminary Development Plan**

*Submitted by Walser Automotive, LLC & Townsend Summit, LLC*

*Revised January 23rd, 2024*

## **Introduction**

Summit Orchards North is another expansion of the Summit Orchards master-planned development located at NW Ward Road and Chipman Road. The area encompassed by the Preliminary Development Plan includes a mix of automotive dealership, commercial, and residential uses which will promote amenities that drive a mix of employment and commercial activity. This plan is consistent with the existing surrounding uses at the approved Summit Orchards Development, including the following built improvements:

- Construction of Tudor Road.
- Construction of Donovan Road.
- Construction of commercial development along Chipman Road.
- Construction of an education collaboration hub coordinated with the R-7 School District and Central Missouri University, known as the Missouri Innovation Campus.
- The Donovan Apartments.
- Summit Square Apartments.

The strategic location of this site and its adjacency to the Summit Innovation Center and Missouri Innovation Campus drive its development and the interests of its stakeholders. The preliminary development plan advances the area's desired use already contemplated by the City of Lee's Summit and Townsend Summit, LLC. The components of the proposed plan are a residential community of more than 350 multi-family units, two (2) approximately 35,000 S.F. new car automotive dealerships, and 12,400 S.F. of commercial space earmarked for restaurant and retail uses. In anticipation of this activity, the plan also recommends various traffic improvements to accommodate the increased use of NW Ward Rd.

## **Project Description**

### ***Context***

This plan includes approximately 35.5 acres of land bordered by I-470 on the North to West, NW Ward Road to the South, and NW Blue Parkway as a direct arterial to the site. The proposed uses align closely with the original intent of the master plan, which was approved 1999 in PDP. The mix of proposed uses within this site plan creates a strong presence along the I-470 corridor with the automotive dealerships and promotes additional commercial use along NW Ward Rd while providing additional apartment homes to support the growing employment base in the immediate area, resulting in the promotion of more pedestrian and vehicular use.

## ***Project Information***

The development plan envisions a mix of residential, commercial, retail offerings, and automotive dealerships across approximately 35.5 acres. Access to the development from NW Blue Parkway, and NW Ward Road will be supplemented with additional turn lanes.

## **Site History**

- April 1999 – Lee’s Summit Planning Commission held a public hearing with due public notice in the manner prescribed by law regarding the rezoning of Summit Technology Campus from M1 to PUD and rendered a report to the City Council recommending approval of the rezoning.
- May 1999 – Lee’s Summit City Council held a public hearing with due public notice in the manner prescribed by law and rendered a decision to rezone Summit Technology Campus from M-1 to PUD. (The entire plan includes approximately 333 acres of land bordered on the north by Interstate 370, to the east by Missouri Pacific Railroad, to the South by Chipman Road, and to the west by NW Blue Parkway.)
- July 2014 – Lee’s Summit City Council approved an updated Preliminary Development Plan for the property to the north to facilitate development of Summit Place, consistent with the original approved overall preliminary development plan for Summit Technology Campus.
- June 2015 – Lee’s Summit City Council unanimously approved an updated Preliminary Development Plan for the Property to the north to facilitate development of Summit Innovation Center, consistent with the original approved overall preliminary development plan for Summit Technology Campus.
- June 2016 – Lee’s Summit City Council approved a Preliminary Development Plan for the Property to the east (Summit Orchard), consistent with the original approved overall preliminary development plan for Summit Technology Campus.

## **Design Summary**

Summit Orchards North is a Planned Mixed-Use destination that is part of a larger, overall development known as the Summit Technology Campus encompassing a mix of light-industrial, flex-tech, office, and retail uses promoting a diverse mix of employment and commercial activity. This planned use is primarily focused on a diverse selection of retail and restaurant offerings. As part of this overall development anchored by the Summit Innovation Center, the character of this development shall support the aesthetic and quality of the area while still having its own identifiable style and sense of place.

The marriage of materials, finishes, native landscaping, and planned vistas shall be a harmonious, welcome addition to the overall campus. Special attention and effort shall be placed on pedestrian connectivity and linkage to the surrounding/adjoining uses for both inside and outside the development. The use of both traditional and modern materials will adeptly blend the familiar with the dynamic. Simple lines shall be punctuated with vertical elements as important thresholds to create interest and convey wayfinding information for motorists along NW Blue Parkway.

This manual has been prepared to assist the City of Lee's Summit, and User's architects and engineer(s) in the preparation of drawings and specifications that will meet the Summit Orchards North design criteria. Our objective is to allow the maximum expression of a building structure's personality and character while maintaining a cohesive design theme throughout the center while meeting the City of Lee's Summit UDO-- specifically section 9.8 Site Standards.

## Site Development Data

This development data provides specifications and requirements for development concepts illustrated in the preliminary development plan. These requirements shall control and guide future development in accordance with the proposed plan. Unless otherwise indicated in the preliminary development plan, this data, or elsewhere in the narrative, the Lee’s Summit UDO will be used to guide development.

### Site Development Standards

- **Land Uses:** To complement the approved development at Summit Orchards, the selection of uses has been identified as appropriate for the development of Summit Orchards North. These uses include automotive dealerships, commercial, restaurant, and residential. See Table #1.
- **Development Plan Standards:** The plan standards for land area, pervious coverage, floor-area-ratio, building height, and land uses are defined in Table #1.

TABLE 1: Development Plan Standards

Development Plan Standards					
Lot #	Total Area	Minimum Pervious Coverage	Maximum Building Height	Maximum FAR	Allowable Land Use
1A-1	7.39 acres 321,908 SF	5%	40'	0.5	Automotive Dealership
1A-2	9.62 acres 419,047 SF	5%	40'	0.5	Automotive Dealership
1B-1	16.54 acres 720,482 SF	5%	60'	1.0	Multifamily Residential
1B-2	2.71 acres 118,048 SF	5%	45'	0.5	Retail
1B-3	1.64 acres 71,438 SF	5%	45'	0.5	Drive-Thru Restaurant

- **Parking:** To ensure that parking is adequately provided for the development site and each lot within, the parking requirements are defined in Table #2. The parking calculations are based on the Unified Development Ordinance (UDO), unique uses, and anticipated use patterns

of the development. Multifamily parking standards were developed from an average of UDO dwelling unit requirements. ADA-accessible parking spaces will meet the minimum parking code requirement for all developments, including within individual lots. Parking stall sizes are 9’ wide x 18’ deep, in accordance with the UDO exception for shorter stall length in conjunction with sidewalk or landscape strip at back of curb.

TABLE 2: Parking Standards

<b>Parking Standards</b>		
Land Use	Parking	
	Development Standard	UDO Requirements
Automotive Dealership	2 per 1,000 SF indoor sales + 1 per 2,500 outdoor sales + 3 per service bay	2 per 1,000 SF indoor sales + 1 per 2,500 outdoor sales + 3 per service bay
Multifamily Residential	1.0 per studio 1.5 per one and two-bedroom 2.0 per three or more bedroom 0.5 per unit for visitor	1.0 per studio 1.5 per one and two-bedroom 2.0 per three or more bedroom 0.5 per unit for visitor
Retail	5 per 1,000 SF	5 per 1,000 SF
Drive-Thru Restaurant	14 per 1,000 SF	14 per 1,000 SF

- *Pervious Surface/Landscape Design:* Development of Summit Orchards North will meet, and in many cases exceed the pervious area requirements found in Table #1. The landscape concept (Sheet L-0100) and the UDO will guide future landscape design of the site. The landscape concept provides an illustrative example of anticipated design for the area. While it is expected that species of plan materials will adhere to those identified in the landscape concept, the location and spacing of materials on individual sites may differ to provide landscape and plantings that support and enhance each site.
- *Site Access and Circulation:* Each lot will have primary access on Ward Rd. Access points will meet the UDO requirements for driveways and access. Internal circulation within each lot will also meet code requirements unless further details in the preliminary development plan.

## ***Building Design***

Building design will complement the existing aesthetic of Summit Orchards, refer to PDP sheets for building materials and elevations. As each site continues to be designed, the palette of each building will be further refined, following the high quality of development east of Ward Road as exemplified by the built commercial and multi-family development. Mechanical screening of all equipment will follow precedent, either with thoughtful landscape design or masonry screen, meeting the requirements of the UDO. Residential- multifamily land use will have approximately 350 dwelling units, 21.1 per acre.

## ***Signage***

Site signage is anticipated to follow approved signage found at Summit Orchards Tenant Criteria as well as the UDO Section 9.260 Table 1. It is acknowledged that all signage applications shall be submitted through a separate permitting process for approval. It is also understood that any proposed signs that the City deems as non-conforming may be subject to Planning Commission consideration (Section 9.160) at the time of permit application (Section 9.130) should it not be able to be approved administratively.

Noting the foregoing, this application includes a representative sign exhibit of a typical Manufacturer's sign that would be proposed to be utilized for highway-oriented dealerships.

We offer the following justifications for this proposed signage:

- It has been our experience that these signs are tantamount to the approval process by the manufacturers to authorize construction of new dealerships within a jurisdiction.
- The existing highway visibility of proposed dealerships is encumbered by a significant grade change which causes visual cut-off of the building and inventory.
- Signs act as wayfinding device to notify customers of location.

In review of certain sign types (see section 9.160 table 1) size, and application for this sign type, a freestanding sign (Section 9.210) may be the closest representation of permitted permanent sign. Although it appears that the proposed signage would not be allowed, we would propose to modify to meet the spirit of UDO section 9.260 table 1 and Section 9.210). This proposed sign may include the following specifications for which we may request approval through Planning Commission:

- These signs are generally 45'-0" in height for highway applications.
- Sign shall be an internally illuminated single- tenant sign (9.210.B-1).
- Sign shall have extensive landscaping at the base of the structure (9.210. B-2)
- Sign shall be modified in width base and materials (9.210-H)
- Meeting distance between monument signs (75' per the UDO) depending on the final location of individual buildings, and visibility due significant grade issues. (9.210 B-3)
- Sign shall have a masonry based to mimic a Monument sign for aesthetic reasons Masonry base shall match materials utilized in Dealership (9.210.H)

## ***Lighting***

The location and design of the lighting and fixtures will be determined and approved through final development plan approval. The design of the lighting across the site will be in character with the existing aesthetic of Summit Orchards and of the same quality.

TABLE 3: Phasing Plan

<b>Phasing Plan</b>		
Phase	Lot	Development
Phase 1	Lot 1A-1	Commercial (Automotive)
Phase 2	Lot 1A-2	Commercial (Automotive)
Phase 3	Lot 1B-1	Residential (Multifamily)
Phase 4	Lot 1B-2	Commercial (Retail/Service)
Phase 4	Lot 1B-3	Commercial (Restaurant)