



Via: Email  
June 25, 2024

Grant White  
Project Manager  
City of Lee's Summit Development Center  
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Lee's Summit, MO 64063  
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Email: [Grant.White@cityofls.net](mailto:Grant.White@cityofls.net)

RE: Oldham Village Phase 1  
Application Number PL2023188  
And  
Oldham Village Phase 2  
Application Number PL2024015  
Lee's Summit, MO

Dear Grant:

The following is provided as the formal Uniform Development Code modification request on the behalf of Oldham Investors, LLC for the Oldham Village Phase 1 and Phase 2 preliminary development plan application numbers PL2023188 and PL2024015. The modifications requested are as follows:

**Parking count requirements:** The development ordinance requires the following parking ratios:

Apartment Buildings:

1. 1.5 parking spaces per 1 and 2 bedroom units (147 - 1&2 Bedroom units = 221 spaces)
2. 2.0 Parking spaces per 3 bedroom units (37 – 3 bedroom units = 74 spaces)
3. 0.5 spaces per unit for visitor parking. (184 units = 92 spaces)
4. Total spaces required: 387 spaces

The ordinance does not provide specific guidance when the multi-family structures are a part of a mixed use development. We are requesting a modification as follows for the Lot 11 multifamily building. The proposed parking requirements are as follows:

Apartment Building:

1. 1.5 parking spaces per 1 and 2 bedroom units.
2. 1.5 parking spaces per each 3 bedroom unit.
3. 0.25 spaces per unit for visitor parking.
4. Total spaces required: 1.75 spaces per dwelling unit including visitor parking and regardless of bedroom count.

The request is based on the attached ITE Manual Land Use: 221 Multi Family Housing (low rise). In summary, the ITE Manual states that for General Urban/Suburban Mid-Rise Multifamily Housing not located within 1/2 mile of rail transit that a parking supply ratio of 1.7 parking spaces per dwelling unit is recommended.

Conclusion: The requested modification of 1.75 spaces per dwelling unit including visitor parking and regardless of bedroom count is greater than the ITE recommended parking supply ratio of 1.7 parking spaces per dwelling unit.



### **Parking Lot Right of Way Setback**

The development ordinance requires a 20 feet setback from the right of way line to the back of curb. A modification of this requirement is requested along Oldham, Highway 50 and 291. The reduced setback is requested is due to the amount of green space available between the respective right of way lines and curb/shoulder of Oldham, Highway 50 and Highway 291. The green space available within the right of ways combined with the provided setbacks will exceed the required 20 feet of green space. The summary of provided parking setbacks by lot number is as follows:

### **High Impact Buffer:**

Table 8.890 of the Unified Development Ordinance requires a high impact buffer between R1 and P-Mix zoning districts.

High impact screening definition: A 100 percent opaque screen between land uses, which are dissimilar in character. When the proposed plan is considered to have a high impact on surrounding properties or the adjacent property is considered to have an adverse impact, both of the following shall be installed within the 20-foot buffer yard: (1) a six-foot high masonry wall or opaque vinyl fence, (2) and low impact screening shall be planted on both sides of the wall or the fence.

We are requesting a modification to allow the use of a modular block retaining wall along the western boundary of lots 1 and 2. The proposed buffer would be 30 feet in total width and with the base of the retaining wall placed 16 feet from the property line with the remaining 14 feet less retaining wall thickness and batter landscaped on the Oldham Village side of the wall in accordance with Types A, B, C or combination thereof as prescribed by the UDO. The use and placement of the retaining wall will allow the existing tree line to remain in place. Preservation of the tree line was a strong concern voiced by the adjacent residents during the June 24, 2024 neighborhood meeting.

**Sign Modification Request:** A sign modification request dated June 25, 2024 has been submitted and is attached for reference.

### **General Development Standards – Envision LS Overlay:**

The following is an explanation of how the proposed Oldham Village Phase 1 and Phase 2 is meeting and or deviating from the development standards listed in the Uniform Development Ordinance Section 5.640.

- A. Sensitive Lands and Natural Resources: The project is a redevelopment of previous commercial and industrial uses. Therefore, there is no measurable impact on sensitive lands or natural resources.
- B. Pedestrian and Bicycle Connectivity and Mobility: Sidewalks are provided on both sides of relocated Oldham, Jefferson and the private roadway. Sidewalks are connected to existing sidewalks along 291 and Jefferson. A pedestrian connection from each lot to the roadway sidewalks will be finalized in the FDP stage. A pedestrian connection is provided to the adjacent park on the west side of the site.
- C. Pedestrian roadway crossings will be constructed with painted crosswalks.
- D. Pedestrian circulation routes along storefronts will be addressed at the FDP approval stage of individual lot development.
- E. There are no trails adjacent to the development area, therefore no trail linkages are provided.
- F. Roof top mounted mechanical units will be screened using increased building wall parapet heights extended above the roof line to a point that is as high as the highest point of the roof top mounted equipment. Ground mounted mechanical equipment will be screened using landscape materials or



- decorative screens. Final design of ground mounted mechanical equipment screening will be addressed at the FDP approval stage of individual lot development.
- G. The project includes placing existing overhead utilities underground. A deviation from permitted pole types is required at the perimeter of the site in order to transition from overhead to underground facilities. Undergrounding of existing utilities along Jefferson is not included in the development plan.
- H. A deviation to placement of all services such that they are not visible from adjacent right of ways. Many lots are fronted on two or more sides by public right of way. Service areas shall be permitted to face Highway 50 and Highway 291.
- I. Receiving area and refuse facilities shall be screened in accordance with the UDO but shall be addressed at the FDP approval stage of individual lot development.
- J. Multifamily Development: The proposed multifamily development is expected to comply with the UDO as presently presented.
- K. Outparcel Development: Stated Deviations.
- a. Outparcel lot development deviates from the requirement to cluster buildings and definition of gathering and seating areas between buildings. The proposed layouts separate traffic patterns to improve traffic flow and provide defined customer destinations.
  - b. Pedestrian Connections: 10 feet wide public sidewalks are provided along both sides of Oldham and private streets fronting the outparcels. Relocated Jefferson will be provided with a 5 feet wide sidewalk on the west and 10 feet wide sidewalk on the east to match existing conditions. A 5 feet wide sidewalk will be provided on both sides of private streets and shall deviate from the requirement to have a 10 feet wide sidewalk.
  - c. Oldham, private streets and relocated Jefferson will be provided with street trees with in the designated street tree area.
  - d. The development plan deviates from the required clear area and supplemental zone as clear area adjacent to the sidewalk and supplemental zone is not provided. Therefore building facades are not brought up to the clear zone.
  - e. Bicycle Parking: Bicycle parking will be located on each individual lot and finalized in the FDP approval stage.
  - f. Consistent Architectural Theme: The site area will not have a consistent architectural theme. Tenants are encouraged to present their corporate identity in so much as the comply with the permitted building materials and equipment screening requirements stated herein.
  - g. Permitted Building Materials: Permitted building materials shall include brick, stone, precast masonry, integrally colored masonry units, stucco, fiber cement siding, architectural metal panels and highlights, exterior insulative finish systems (EIFS), glass and aluminum storefront. Specialty "highlight" materials will also be permitted.
  - h. Exterior walls facing Highway 50 and Highway 291 will deviate from the requirement to provide 25% of the wall to contain windows or doorways. Buildings facing private streets will also be permitted to deviate from having 25% of the wall to contain windows or doorways. Buildings facing Oldham will include 25% of the wall facing Oldham to contain windows or doorways.
  - i. Gateways: The Oldham Village architectural theme encourages presentation of corporate identities. In addition, buildings are placed individually with the intention of separating customer traffic patterns to improve traffic flow. Therefore Oldham Village will deviate from the requirement to incorporate prescribed Gateways. Additional green space is provided at the intersection of Oldham and relocated Jefferson for a landscape feature. The landscape feature will be designed as a part of the lot 7 FDP approval. The area on lot 7 in conjunction with the Apartment design on lot 11 will provide a decorative gateway entrance to Oldham Village.
  - j. Green Design: Building constructed within the Oldham Village will deviate from the "Green Design" requirement. Solar panels on the scale of the small commercial buildings is not practical. Some of the small commercial buildings will be wood frame construction. The required exterior materials conflict with this requirement for use of recycled materials.



k. Permitted Uses: An appeal was approved by City Council on December 19, 2023.

Thank you for your assistance. If you have any questions, please contact me.

Sincerely,

David N. Olson  
Monarch Acquisitions, LLC

cc: Drake Project File w/ 1 set enclosures