



Application Number: PL2024015
Application Type: Commercial Preliminary Development Plan
Application Name: Oldham Village Phase 2
Location: 1206 SW MARKET ST, LEES SUMMIT, MO 64081
1210 SW MARKET ST, LEES SUMMIT, MO 64081
1310 SW MARKET ST, LEES SUMMIT, MO 64081
1306 SW MARKET ST, Unit:A, LEES SUMMIT, MO 64081
101 SW OLDHAM PKWY, LEES SUMMIT, MO 64081
1051 SW JEFFERSON ST, LEES SUMMIT, MO 64081

Please note our comment responses in bold below.

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

1. PLAN BOUNDARIES/LEGAL DESCRIPTION. 1) The plan boundaries include all of the property owned by Abundant Life Church that includes the original church site that now houses their Admin/Education/Counseling facility. The northernmost portion of said property is proposed to house regional detention. What improvements, if any, will take place on the portion of the property that houses the original church site? 2) Revise the vicinity map to only call out the property contained within the include the Abundant Life Church property and the Leland's Commercial Park property in order to match the plan boundaries. 3) The legal description for the Abundant Life Church property simply reads "Part of Lots 11 and 12, Clearview Acres ... ". This description is too vague to mean anything. A detailed description of the actual boundaries of said property is required for inclusion in any approval ordinance for the subject application. 4) The legal description doesn't capture all of the property south of SW Oldham Pkwy and east of SW Jefferson St that fronts/back up to SW Market St. **REVISED VICINITY MAP.**
2. STREETS/DRIVES. 1) Lot 15 -The width of the double-lane drive-through entrance doesn't have sufficient pavement width (excluding curb and gutter) to accommodate two vehicles. 2) Lot 14 - Provide additional detail on the function of the striped loading area along the shared property line between Lots 13 and 14. Also, minimum queuing requirements from the menu board/order station aren't being met without conflicting with the adjacent parking spaces. 3) Lot 16 - Is the cross-access drive at the NE corner of Lot 16 intended to also allow for traffic to flow south from Lot 15? Staff has concerns regarding the circulation through this area. 4) Lot 17 - The minimum pavement width of 24' (excluding curb and gutter) isn't being met on this lot in the area west of the building. **The drive thru lanes are a minimum of 11 feet wide for double drive thru, the loading area is to allow a space out of the travel path to restock. Access has been provided around the lots for delivery trucks. Pavement widths of 24' have been provided and dimensioned.**
3. CIRCULATION. 1) Staff has some general circulation concerns regarding Lots 14-18. 2) Clarify the limits of the improvements to be made as part of this project for the area north of Lot 18 labeled as "Not Part of Project". **The public access drive will be installed to provided access to the area labeled "Not Part of Project"**

4. LOT 18 - PARKING LOT. 1) Is the intent to construct all of the parking shown on the north side of the building in a single phase with the C-store building? The C-store will require approximately 21 total parking spaces, but 46 total parking spaces are shown on the site. Who are the intended users for the spaces on the north side of the building? 2) Remove the striped parking spaces that the trash/recycling enclosure area. **The C-Store tenant has the potential to have some food options which will utilize the additional parking. The spaces in front of the trash enclosure have been requested to stay by the tenant.**

5. SIDEWALKS. 1) Sidewalk connections between the public streets and the individual lots shall be provided to accommodate and encourage pedestrian usage, particularly considering that Phase 2 of Oldham Village includes multi-family development. Pedestrian connectivity shall be provided to all proposed lots. 2) 5' sidewalks shall be provided along both sides of all street segments. **Sidewalks have been added to all streets, except the Rt In / Rt Out because there is not a sidewalk along M-291**

6. SETBACK TABLE (SHEET C.101). 1) The side yard setback proposed for all commercial lots is 0'. Staff will recommend a minimum 5' setback for all of the commercial lots, subject to compliance with any building and/or fire code requirements for greater separation between the buildings. 2) The edge of the parking lot closest to MoDOT ROW for Lot 13 doesn't meet the proposed minimum 10' setback called out in the setback table. **The 0' setback is requested and the build / fire code will be met by moving the buildings as necessary to meet the requirements. Parking setback has been updated in table**

7. BUILDING INFORMATION. Dimension the building footprints on all of the pad sites. The comment above was previously made, but not addressed on the resubmittal. **BUILDING FOOTPRINTS LABELED.**

8. LIGHTING. No lighting or photometric information has been provided. Provide lighting and photometric information in accordance with the requirements of UDO Article 8, Subdivision 5. The response to the previously made comment above is that the information shall be provided at the time of FDP. Add a note to the plans indicating that the proposed development will comply with the lighting standards under UDO Article 8. **ADDED LIGHTING NOTE.**

9. BUILDING ELEVATIONS. 1) Scalable and dimensioned architectural building elevations of all elevations for each building shall be submitted as part of this application. The building elevations shall have callouts of all exterior building materials and colors. Only partial elevations for the north and west elevations of a Popeye's were provided. Renderings of a Panda Express, Smalls Sliders and Q39 were provided in lieu of architectural exterior building elevations. Renderings are helpful artistic representations that convey what a building will look like, but they only serve as a supplement to scalable architectural drawings. 2) Regarding the proposed car wash elevations and the use of clear glass along the length of the tunnel, provide detail as to the maintenance program that the user follows to maintain the integrity (both aesthetic and otherwise) of the glass in a wet environment. The previously made comments above were not addressed in the resubmittal. **Updated elevations provided**

10. SITE DATA AND PARKING TABLES. 1) Both the Site Data Table and Parking Table list "Lot Number" where there should be a "17" and "17" where it should be "18" under the Lot Number line items .. Lot 1 as having 17,900 sq. ft. of building area, but that lot is shown as all parking lot and no building. Revise. 2) Provide the impervious coverage information for each lot in addition to the overall coverage listed for the development. **REVISED.**



11. DRIVE-THROUGH QUEUING. Show that adequate queuing spaces are provided for all drive-through facilities in the form of a minimum 5-car stacking from the order box and 4-car stacking from the pickup window without backing out into the parking lot drive aisles. **Each drive thru provides the minimum stacking for drive thru and order lanes.**

Engineering Review

1. Please see comments related to Phase 1 of this application. These comments also apply to Phase 2. **ACKNOWLEDGED.**

Fire Review

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. **ACKNOWLEDGED.**

2. 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. Parking lots for fire department access shall support 75,000-pounds. **ACKNOWLEDGED.**

3. IFC 503.3 - Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING-FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility. **ACKNOWLEDGED.**

4. 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 hydrant plan for public and private hydrants. **Provided on C.300**

Traffic Review

1. All comments from Phase 1 will apply to the approval of Phase 2 as well. **ACKNOWLEDGED.**
2. Sidewalk will be required on both sides of Jefferson Street. **ACKNOWLEDGED.**

Feel free to contact me should you have any additional questions regarding this project.

Thank You,

Matt Schlicht