



**Application Number:** PL2023188  
**Application Type:** Commercial Preliminary Development Plan  
**Application Name:** Oldham Village Phase 1  
**Location:** 1025 SW JEFFERSON ST, LEES SUMMIT, MO 64081  
1031 SW JEFFERSON ST, LEES SUMMIT, MO 64081  
101 SW OLDHAM PKWY, LEES SUMMIT, MO 64081

Please note our comment responses in bold below.

### Planning Review

1. LOT 8 INTERNAL CIRCULATION. It was discussed in the applicant meeting that the proposed site layout compromises the functionality of the southernmost row of parking abutting the drive-through lane entrance because drive-through queues will block in said spaces. Additionally, the easternmost parking spaces in that same row are effectively forced to exit out of the parking lot during times of higher customer volume by circulating through the abutting drive-through lanes and thereby negatively impacting drive-through operations due to a lack of a by-pass lane.

The issue above was acknowledged during the applicant meeting to be addressed, but the resubmitted plans remain unchanged as it relates to this particular issue. There is also no written response addressing this matter accompanying the resubmittal. Staff will not move forward with PDP approval of Lot 8 without a detailed written response regarding the intentionality of the parking lot layout and how it is consistent with Chick-fil-A's operations. If no response is provided, staff will only recommend conceptual approval of Lot 8 that will require future preliminary development plan approval under separate application. **The parking location will be utilized by tenant employee parking and the discussion can be discussed directly with the tenant during the Final Development Plan Process.**

2. PLAN BOUNDARIES/LEGAL DESCRIPTION. 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. **Updated legal description has been provided**

3. LOT INFORMATION (PRELIMINARY PLAT). 1) Label the dimension for the east property line for Lot 1. 2) Label the dimensions for the west property lines for Lots 2 and 3. 3) Label the dimension for the shared east-west property line separating Lots 3 and 4. 4) The east property line dimension for Tract A is labeled as 554.01', but scales approximately 798'. **REVISED.**

No preliminary plat sheet addressing the comments above was provided with the latest resubmittal.  
**PROVIDED WITH THIS SUBMITTAL.**

4. SIDEWALKS. 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.  
**Sidewalks have been added and shown on the sidewalk plan**



5. BUILDING ELEVATIONS. 1) Scalable and dimensioned architectural building elevations of all elevations for each building is required for preliminary development plan approval. Staff has communicated to the applicant, and the applicant has acknowledged, that only those lots with full architectural building elevations shall proceed looking for preliminary development plan approval as part of the subject application. All other lots with only renderings shall be considered for conceptual approval and shall require future preliminary development plan approval under separate application. 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. **Elevations have been provided**

6. SITE DATA AND PARKING TABLES. 1) The Lot Area listed in the site data table on Sheet C.101 for Lot 11 do not match measured area in the PDP plan set. Also the listed lot areas for Lots 1 and 11 don't match what was depicted on the previously submitted preliminary plat sheet. 2) Provide the impervious coverage information for each lot in addition to the overall coverage listed for the development. **Table has been updated and impervious area has been added**

1. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy. **Noted**

2. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance applicant has acknowledged, that only those lots with full architectural building elevations shall proceed looking for preliminary development plan approval as part of the subject application. All other lots with only renderings shall be considered for conceptual approval and shall require future preliminary development plan approval under separate application. 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. **Noted**

6. SITE DATA AND PARKING TABLES. 1) The Lot Area listed in the site data table on Sheet C.101 for Lot 11 do not match measured area in the PDP plan set. Also, the listed lot areas for Lots 1 and 11 don't match what was depicted on the previously submitted preliminary plat sheet. 2) Provide the impervious coverage information for each lot in addition to the overall coverage listed for the development. **ON COVER SHEET.**

#### **Engineering Review**

1. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy. **Acknowledged.**

2. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans permit). **Acknowledged.**



3. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 7.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of the public infrastructure as outlined in Article 3, Division V, Sections 3.540 and 3.550 and Article 3, Division IV, Section 3.475 of the UDO, respectively. **Acknowledged.**
4. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan/ Engineering Plans. **Acknowledged.**
5. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to the issuance of a Certificate of Substantial Completion) or approval of the final plat. A certified copy shall be submitted to the City for verification. **Acknowledged.**
6. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed. **Acknowledged.**
7. All sidewalks adjacent to a common area tract, unplatted land or any land where no structure is intended to be built, and is required, shall be constructed by the developer at the time the street is constructed. **Acknowledged.**
8. Sanitary sewer upgrades for Phase 1 identified by Water Utilities may be deferred until Phase 2, contingent upon the existing building at 1204 SW Jefferson St. not being utilized for tenants or occupants. **Acknowledged.**

#### **Fire Review**

2. 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. **Acknowledged.**  
Consult with Water Utilities to determine if there is adequate fire flow for the proposed buildings per IFC Table 8105.1(2). A 50% reduction is allowed for having an automatic sprinkler system. **Acknowledged.**
3. Provide a drawing showing turning movements on the fire lanes for a 44' straight fire truck. Show movements to shared parking lot accesses, private roads and particularly the aerial access lanes next to the apartment building **Provided on C.800**
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. **Notes added to plan set**
3. Provide a drawing showing turning movements on the fire lanes for a 44' straight fire truck. Show movements to shared parking lot accesses, private roads and particularly the aerial access lanes next to the apartment building **Provided on C.800**



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.

**Traffic Review**

1. Change 5' sidewalk to 10 shared-use path from Jefferson to M291 (south side) and from Jefferson to Fieldhouse (south side). Can be done with FDP. **REVISED.**
2. Access 3 needs to be moved farther north to allow for a 150' SB turn lane. This is shown in recommendations in the TIS. **Access as been moved north**
3. Realigned Jefferson should be 3-lane section with TWL T1 to match existing Jefferson to the south. (TIS) **3 lane section will be provided**
4. Show improvements required by MoDOT. SB turn lane extension at Oldham. Verify that other MoDOT requirements are Phase 2. **Added to plan set**
5. Access 5 is too close to existing church office access. Would like to see church access closed or Access 4 and 5 consolidated to meet Access Management Code. Church access closure will be a condition of approval and only closed after parking lot in that area is completed. **Existing church drive will be removed with the construction of the new entry**
6. Throat lengths in TIS. Accesses 3, 6, and 10 have substandard throat lengths. TIS should make recommendations on if these are acceptable and why or why they need to be improved. The biggest issue I see is with Access 6 WB. Substandard throat length will affect internal circulation. **Noted and updated per TIS**
7. Shared use path is shown as 8'. Needs to be 10'. **Revised.**

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

Thank You,

Matt Schlicht