



Via: Email
August 11, 2024

Grant White
Project Manager
City of Lee's Summit Development Center
220 SE Green Street
Lee's Summit, MO 64063
Phone: 816.969.1205

Email: 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 a table of contents for the various documentation letters as requested by the City of Lee's Summit regarding referenced projects.

1. **Oldham Parkway Logistics and Budget Letter dated August 13, 2024.**
2. **Oldham Village Deviation Letter dated August 13, 2024.**
3. **Oldham Village Lot 8 Drive Thru Que Response Letter dated August 12, 2024.**
4. **Oldham Village Sign Modification Request dated August 13, 2024.**

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



Via: Email
August 13, 2024

Grant White
Project Manager
City of Lee's Summit Development Center
220 SE Green Street
Lee's Summit, MO 64063
Phone: 816.969.1205

Email: 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 in response to staff's request for clarification of the applicant's request to close Oldham Parkway prior to construction of the relocated Oldham Parkway as shown on referenced projects. The closure of Oldham will expedite the reopening of relocated Oldham and significantly reduce overall development costs. The benefits of closing Oldham Parkway at start of the Oldham Village redevelopment is summarized as follows:

Project Schedule:

1. Attached are project schedules provided by Emery Sapp and Sons, Inc. demonstrating the difference in project timeline between pre-completion closure and post closure of Oldham Parkway.
2. The schedule shows that Closing Oldham at start of redevelopment allows relocation of utilities to start earlier, specifically sanitary sewer and water within the Chick Fil A (Lot 9) and Q39 (Lot 5) site boundary and facilitates completion of the Chick Fil A and Q39 approximately 10 months earlier.
3. The difference in the two schedules is primarily due to detail work of tying new Oldham to existing Oldham while maintaining traffic flow and trucking of soil material across new Oldham. See below for additional explanation of the soil trucking requirements. The extended timeframe is expected to push asphalt pavement of the tie in points and surface of new Oldham past Thanksgiving which would result in a weather shut down until 2026 when temperatures return to being conducive for surface placement.

Delivering the pad sites to Chick Fil A and Q39 in April of 2026 versus June of 2025 would likely result in the tenant's canceling their development plan for the area.

Project Cost:

1. Delaying closure of Oldham would result in a significant increase in interest expense because the schedule would be extended by approximately 10 months. Considering the loans as fully funded during this time would result in an increase interest expense of approximately \$1,500,000 to \$2,000,000.

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2. Also attached is a cut and fill map of the project's mass excavation requirements. There is approximately 57,000 cubic yards of material north and east of relocated Oldham. That material includes the existing Oldham roadway pavement. The crushed material must be placed in deep fill areas planned for parking. The deep fill is the first areas to be filled. Completing Oldham Parkway prior to demolition of existing Oldham would create a barrier between where the cut material is located on the north and east side of relocated Oldham and where the fill is located and where the fill is required to be placed on the west and south side of relocated Oldham.

The separation would no longer permit the use of scrapers and off road haul trucks. The separation would require the loading material into end dump trailers and tandem dump trucks. That would increase to cost of excavation and placement of the 57,000 cubic yards from \$3.00/cubic yard to \$13.00/\$17.00/per cubic yard. This would equate to an increased project cost of approximately \$570,000 to \$684,000. The trucking also requires an additional 30 working days to load and haul the material from one side of Oldham to the other. The trucking would also require traffic control to coordinate the trucks crossing a roadway that is open to public traffic.

3. The roadway pavement material must be hauled off of the site if not available for deep fill areas. That would require import of material to replace the volume in addition to the cost to haul off. Total haul off cost plus import cost is estimated to be \$40 per cubic yard. Existing Oldham is estimated to contain 1,600 cubic yards of material. Therefore, the haul off and import cost for Oldham pavement is approximately \$64,000.00.
4. Budget Considerations: All of the above costs have **NOT** been included in our preliminary budgets that were used to determine the City's purchase price of the Field House lot. In the event the cost increases are dramatic as anticipated above, we would need to revisit the purchase price for the Field House lot.

Detour Plan

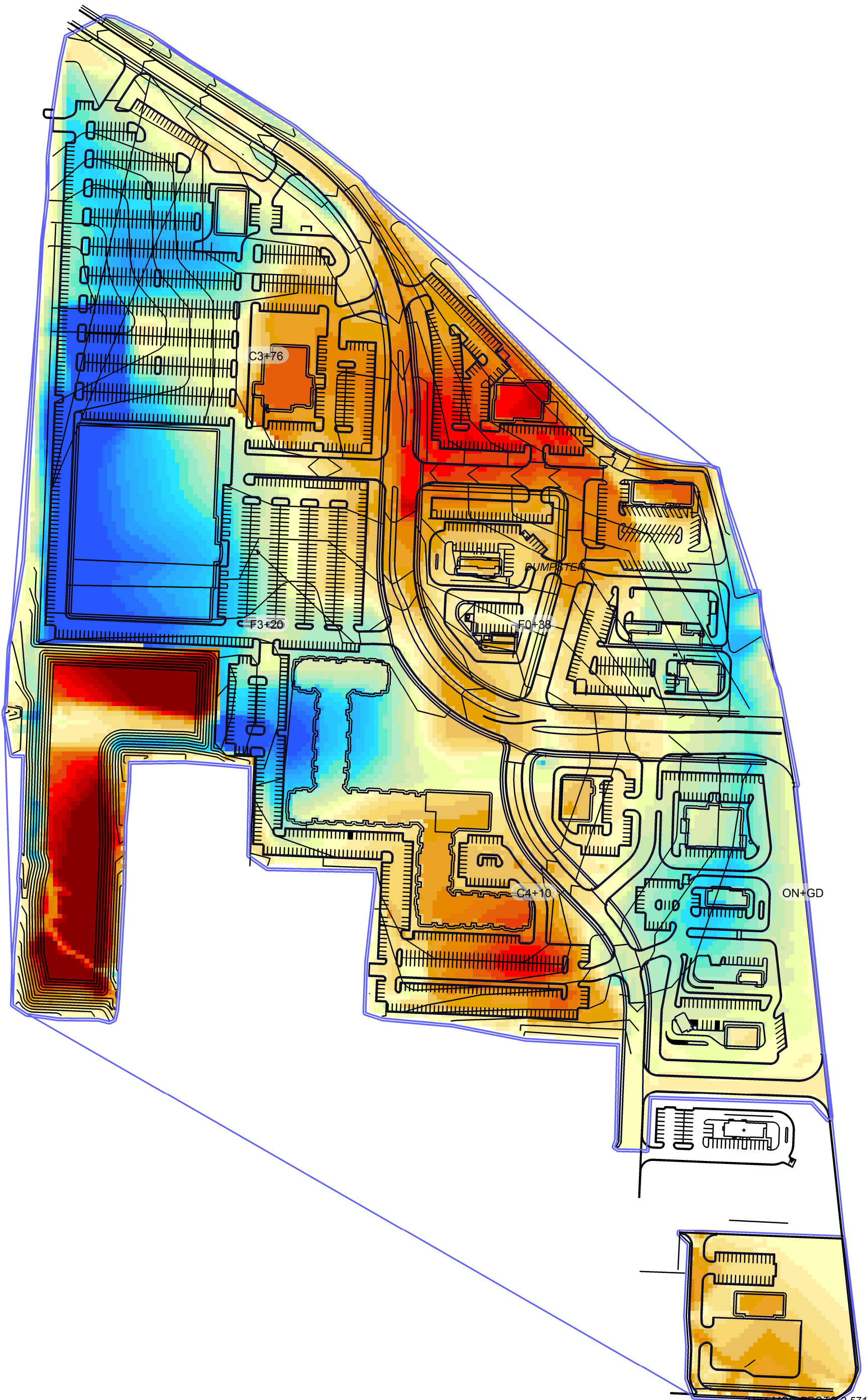
A detour plan has been added to the Preliminary Development Plan showing the proposed detour route using Ward and Percels to route through traffic around the construction area. Local traffic within the neighborhood has local street connections to Oldham and Percel that will provide alternate routes around the construction area.

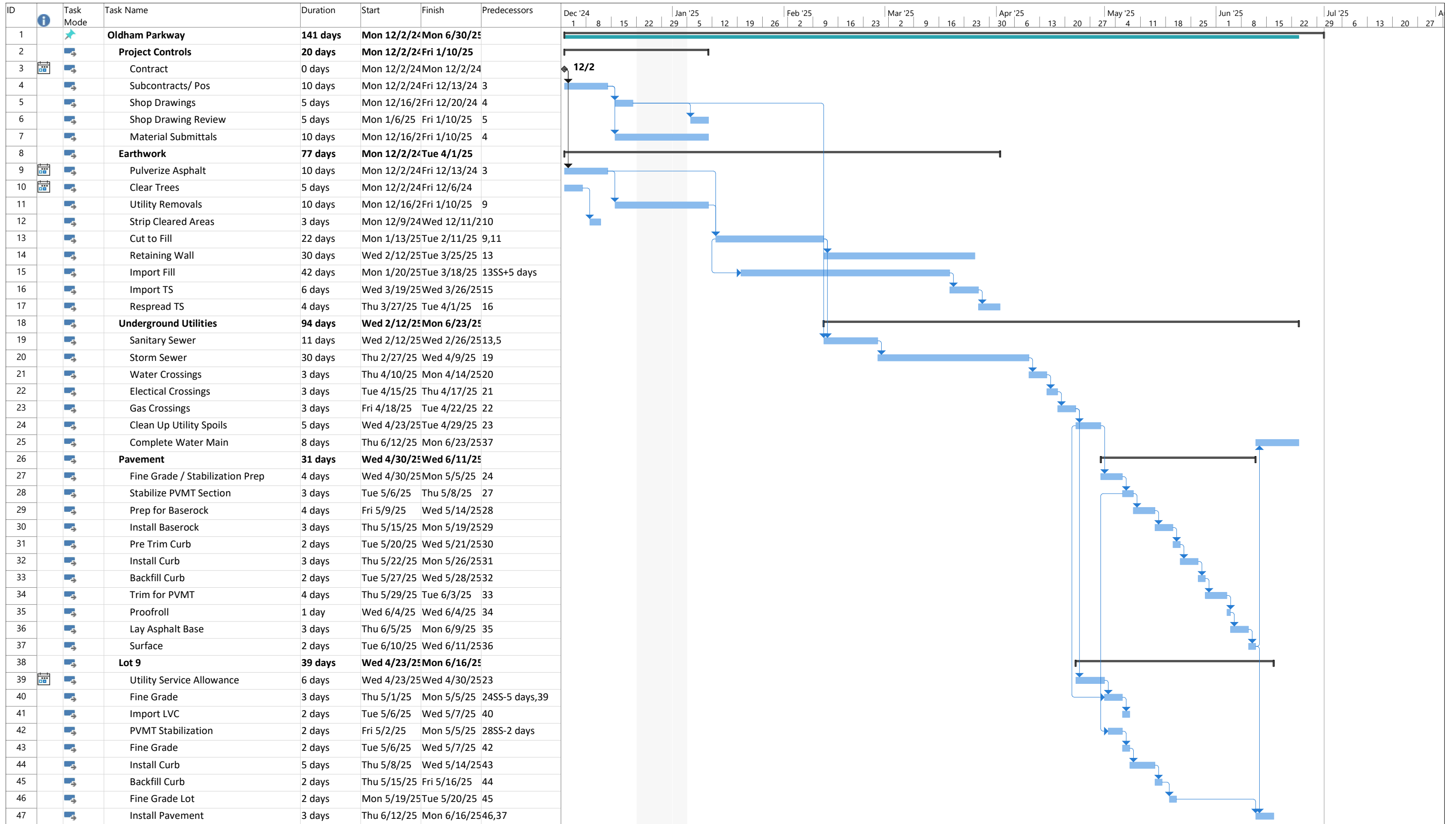
Thank you for your assistance. If you have any questions, please contact me.

Sincerely,

David N. Olson
Monarch Acquisitions, LLC

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Project: Oldham Prelim 01.30.20
Date: Tue 8/13/24

Task		Summary		Inactive Milestone		Duration-only		Start-only		External Milestone		Manual Progress
Split		Project Summary		Inactive Summary		Manual Summary Rollup		Finish-only		Deadline		
Milestone		Inactive Task		Manual Task		Manual Summary		External Tasks		Progress		



Via: Email
August 13, 2024

Grant White
Project Manager
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220 SE Green Street
Lee's Summit, MO 64063
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Email: 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 shown on the site plan, sheet C.101.

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 August 13, 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 multi-use trail pedestrian connection is provided to the adjacent park on the west side of the site.

Complete detailing of the multi-use trail connection should be completed in conjunction with the City Park's Department design of the field house. It is expected that the location and details will be driven by the interior design of the field house and the Park's Department's future use of the park area.

- C. Pedestrian roadway crossings will be constructed with painted crosswalks.

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- D. Pedestrian circulation routes along storefronts will be addressed at the FDP approval stage of individual lot development.
- E. Trail connection to existing trail along 291 adjacent to the development area has been provided. The trail linkage has been extended to the park adjacent to the west site boundary.
- 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 within 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 they 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

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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. Refer to sheet C.101 for site use table.

Unimproved Road Policy:

A modification to the Unimproved Road Policy is requested for the western extent of the existing Oldham Parkway to permit placement of curb on the south side only. Existing Oldham Parkway is provided with a shoulder on the north side. The west bound lane and shoulder sheet drain to the exist MODOT ditch along Highway 50, therefore curb is not required.

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



Via: Email
August 12, 2024

Hector Soto, AICP
Senior Planner
And
Grant White
Project Manager
City of Lee's Summit Development Center
220 SE Green Street
Lee's Summit, MO 64063
Phone: 816.969.1205

Email: Hector.Soto@cityofls.net and Grant.White@cityofls.net

RE: Oldham Village Phase 1
Application Number PL2023188
Lot 8
Lee's Summit, MO

Dear Hector and Grant:

The following is provided as a response to Applicant Letter dated July 19, 2024 regarding referenced subject with respect to comment number 1. The comment is regarding the easternmost parking spaces along the southern lot boundary and staff's perceived conflict with the drive thru lane queuing.

The Uniform Development Ordinance, section 8.570 – Queuing requirements for drive-through facilities requires 4 spaces from menu board plus 4 spaces from menu board to first pickup window. Each que space is required to be 20 feet in length.

As discussed in the applicant's response to staff comments dated July 9, the drive thru lane provides a double stack lane of 5 cars from the menu board to the angled parking. Total of 10 cars of que storage which is 200% of the que storage required by the UDO.

Attached is a detailed site layout provided by Chic-Fil-A that shows there is a total drive through length in excess of 120 feet from the order board to the eastern most angled parking space along the southern site boundary. Based on 20 feet per que space and double stack que, a total of 12 que spaces are provided. The attached plan also shows that an additional que length of 40 feet (additional 4 que spaces) is available that would potentially block 3 of the angled spaces. **That would provide 16 que spaces or 320% of the required que length.** The detailed plan that would accompany the Final Development plan submittal shows a building area of 5,109 square feet would require 71.4 parking spaces. Per UDO section 8.530.C.2, the required number would be rounded down to 71 required parking spaces. The plan shows a total of 74 parking spaces provided less the 3 blocked by the additional 4 que spaces, results in satisfaction of the required parking count.

Therefore, as demonstrated by the detailed plan, a significantly greater amount of drive thru que length is provided compared to the que length required by the UDO.

In summary, it is requested that Preliminary Development Plan be approved as submitted and lot 8 approved to proceed to Final Development Plan submittal

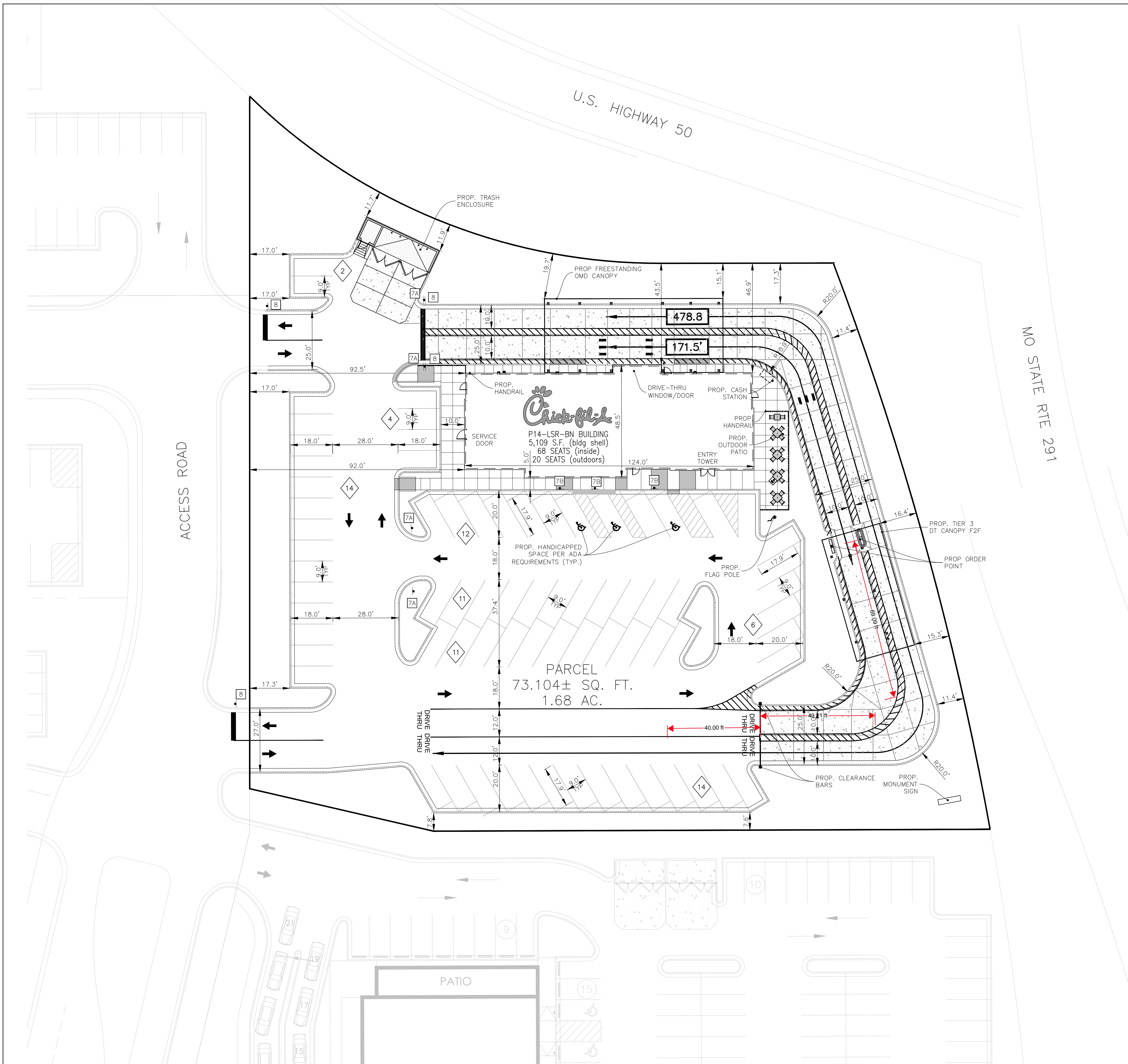


Thank you for your assistance. If you have any questions, please contact me.

Sincerely,

David N. Olson
Monarch Acquisitions, LLC

cc: Drake Project File w/ 1 set enclosures



SITE DATA:

- ZONING: PMIX (PLANNED MIXED USE)
- LOT SIZE: 73,104± SQ. FT. (1.68 AC.)

BUILDING AREA:

- BUILDING FOOT PRINT: 5,109± SQ. FT.
- FLOOR AREA RATIO (F.A.R.) = 0.069
- NUMBER OF EMPLOYEES DURING LARGEST SHIFT = 15 EMPLOYEES

PARKING DATA:

- TYPICAL PARKING WIDTH: 9.0'
- TYPICAL PARKING LENGTH: 19.0'
- TYPICAL ISLE WIDTH: 24'
- REGULAR PARKING SPACES PROVIDED: 71
- ADA PARKING SPACES PROVIDED: 3
- TOTAL PARKING SPACES PROVIDED: 74

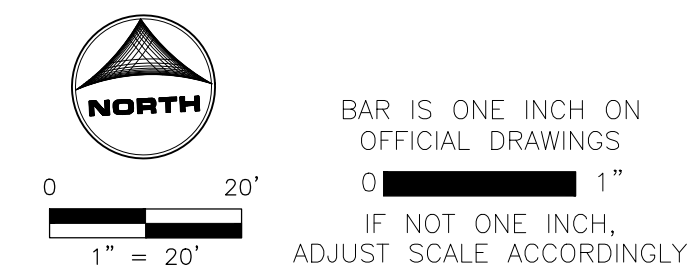
PARKING FORMULA:
 14 STALLS PER 1,000 SF OF BUILDING
 (5,109/1000 = 5.109x14=72)
 * TOTAL PARKING STALLS REQUIRED = 72 STALLS

HATCH LEGEND

- [Hatched pattern] DENOTES STANDARD PAVEMENT SECTION
- [Hatched pattern] DENOTES CONCRETE SECTION
- [Hatched pattern] DENOTES PROP. SIDEWALK
- [Hatched pattern] DENOTES AREA OF DEPRESSED SIDEWALK
- [Hatched pattern] DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS.
- [Hatched pattern] DENOTES REVERSE CURB & GUTTER

SIGN LEGEND

- [Sign 7A] DENOTES "DO NOT ENTER" R5-1, 30" X 30" (TYP.)
- [Sign 7B] DENOTES "HANDICAPPED PARKING" R7-8, 12" X 18" (TYP.)
- [Sign 7C] DENOTES "\$250 FINE" R7-1101 6" X 12" (TYP.)
- [Sign 7D] DENOTES "PEDESTRIAN CROSSWALK" 12" X 18" (TYP.)
- [Sign 8] DENOTES "STOP" R1-1, 30" X 30" (TYP.)



PRELIMINARY NOT FOR CONSTRUCTION



Chick-fil-A

Chick-fil-A
 5200 Buffington Road
 Atlanta, Georgia
 30349-2998

HRGreen.com
 HRGreen

CHICK-FIL-A
LEE'S SUMMIT (MO) FSU
 SW CORNER US HWY 50 & MO STATE RTE 291
 MATTOON, IL 61938

FSR# 05248

REVISION SCHEDULE	DESCRIPTION
NO. DATE	

PRELIMINARY

ENGINEER'S PROJECT #	220539
PRINTED FOR	PRELIMINARY
DATE	08/22/2023
DRAWN BY:	MRJ
CHECKED BY:	JFV
Information contained on this drawing and in all digital files produced for above named project may not be reproduced in any manner without express written or verbal consent from authorized project representatives.	
SHEET	SITE PLAN
SHEET NUMBER	CON-A



Via: Email
August 13, 2024

Grant White
Project Manager
City of Lee's Summit Development Center
220 SE Green Street
Lee's Summit, MO 64063
Phone: 816.969.1205

Email: 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 sign code modification request on the behalf of Oldham Investors, LLC for the Oldham Village preliminary development plan application number PL2023188 and PL2024015. As you are aware, Section 13.210 of the City of Lee's Summit sign code permits one free standing sign per lot. In summary, the sign code requires the following:

1. Free standing signs must be provided with a 25 square feet landscape area at the base of the sign.
2. Free standing signs must be located a minimum of 75 feet from any adjacent free standing signs.
3. There is no right of way setback requirement other than the sign is not permitted to be located within a utility easement or sight triangle.
4. Bottom of sign face shall be no more than 4 feet above ground.
5. Masonry sign base of at least 2/3 the width of the sign face.
6. Sign face is the area of sign copy and is limited to 72 square feet.
7. Sign structure is the area of the overall sign and is limited to 96 square feet and 12 feet in height.

The request is develop a comprehensive sign plan for Oldham Village and provide tenant visibility from Highway 50 and Highway 291 for those tenants that do not have highway frontage. Site layout and Oldham relocation results in lots not having highway frontage. Signage visibility from Highway 50 and Highway 291 is essential to the viability of the users located on lots that do not have lot frontage on Highway 50 and Highway 291.

We are requesting to approval of the sign package as follows:

1. Permit two shopping center multi-tenant free standing signs have a copy area of 160 square feet, a sign structure area of 345 square feet and a total height of 30 feet. One sign is located on Highway 50 and one sign is located on Highway 291.
2. Permit one free standing sign for each lot located on the lot having a copy area of 72 square feet, a sign structure area of 96 square feet and 12 feet in height. The sign may



- be placed anywhere on the lot as long as the sign is 75 feet from any other free standing monument sign.
3. Each shopping center multi-tenant sign is provided with a masonry base and architectural metal to create proportions and a presentation style that is consistent with the design character of the shopping center buildings and the surrounding commercial developments.
 4. Individual lot free standing monument sign are permitted to display corporate image but must otherwise comply with the UDO requirements.

The proposed sign locations are shown on the PDP. Attached are elevations of the proposed signs. Thank you for your assistance. If you have any questions, please contact me.

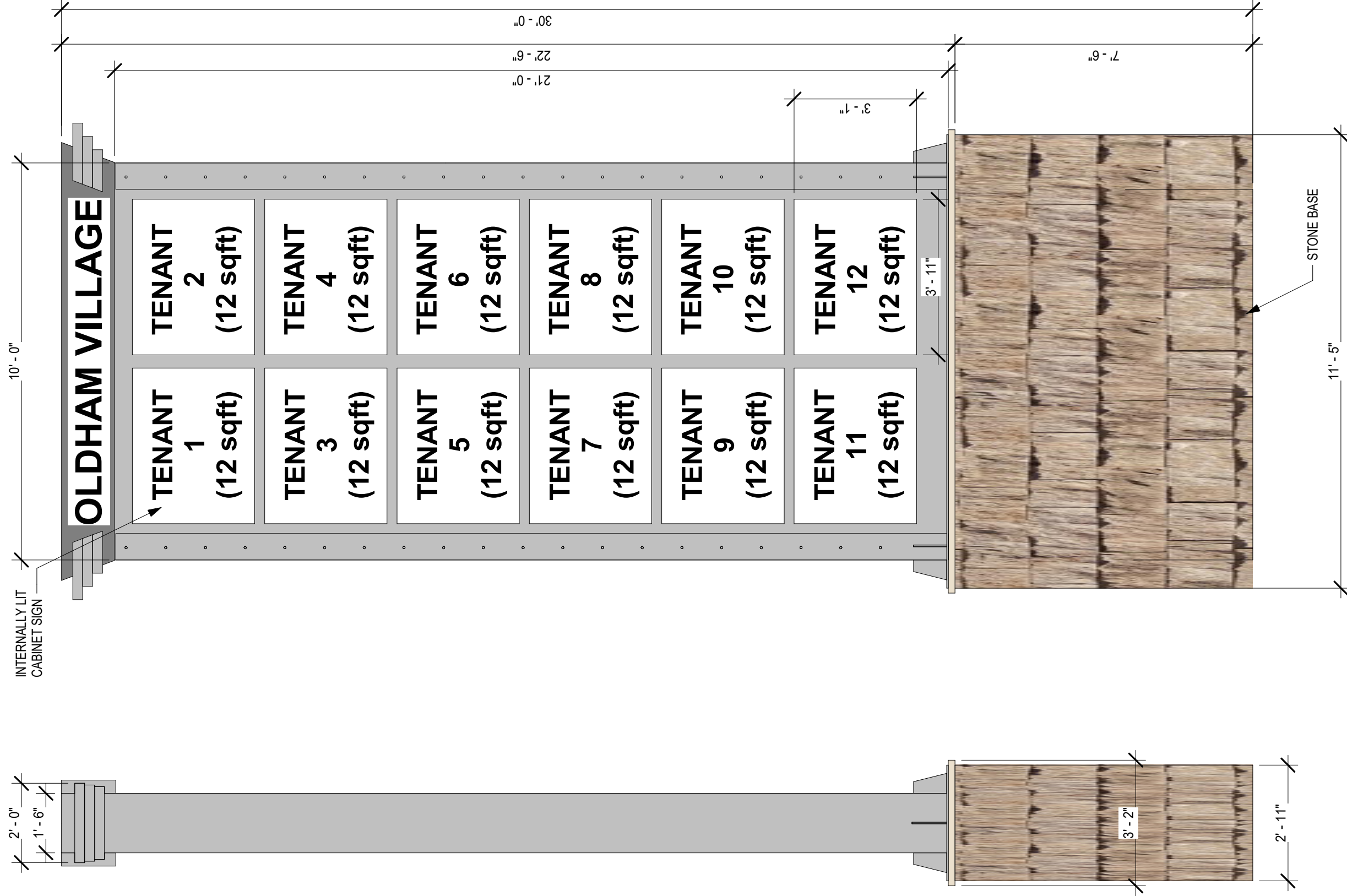
Sincerely,

David N. Olson
Monarch Acquisitions, LLC

Matt Pennington
Streets of West Pryor, LLC

Enclosures: Sign Location Plan (see PDP site plan)
Shopping Center Identification Sign Elevations

cc: Drake Project File w/ 1 set enclosures



1 PRIMARY MONUMENT SIGN

SCALE: 3/8" = 1'-0"



MONUMENT SIGN
1050 SW JEFFERSON ST
LEES SUMMIT, MO

SUBMISSION DATES
11/30/2022

SHEET TITLE
PRIMARY MONUMENT SIGN

SHEET NUMBER
A-101