

AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR OLDHAM VILLAGE PHASE 1 ON APPROXIMATELY 39 ACRES OF LAND GENERALLY LOCATED AT THE SOUTHWEST INTERSECTION OF US 50 HIGHWAY AND SOUTH M-291 HIGHWAY, ALL IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 33, THE UNIFIED DEVELOPMENT ORDINANCE, OF THE CODE OF ORDINANCES FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

WHEREAS, Application #PL2023-188 submitted by Engineering Solutions, LLC., requesting approval of a preliminary development plan on land generally located at the southwest intersection of US 50 Hwy and South M-291 Hwy was referred to the Planning Commission to hold a public hearing; and,

WHEREAS, the Unified Development Ordinance provides for the approval of a rezoning and preliminary development plan by the City following public hearings by the Planning Commission and City Council; and,

WHEREAS, after due public notice in the manner prescribed by law, the Planning Commission held a public hearing for the consideration of the rezoning and preliminary development plan on September 12, 2024, and rendered a report to the City Council recommending that the rezoning and development plan be approved; and,

WHEREAS, after due public notice in the manner prescribed by law, the City Council held a public hearing on January 7, 2025, and rendered a decision to approve the rezoning and preliminary development plan for said property.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LEE'S SUMMIT, MISSOURI, as follows:

SECTION 1. That a preliminary development plan is hereby approved on the following described property:

A tract of land being located in Sections 7 & 8, Township 47, Range 31, Lee's Summit, Jackson County Missouri, being more particularly described as follows:

Commencing at the East Quarter Corner of said Section 7; thence N87°41'40"W along the North line of said Section 7, a distance of 865.12 feet to the Point of Beginning; thence N57°07'36"W, a distance of 498.06 feet; thence S32°47'59"W, a distance of 74.98 feet; thence S2°26'55"W, a distance of 2068.05 feet; thence S87°33'04"E, a distance of 215.90 feet; thence N2°25'22"E, a distance of 555.23 feet; thence S88°17'49"E, a distance of 260.52 feet; thence S2°33'08"W, a distance of 221.84 feet; thence S87°48'02"E, a distance of 280.68 feet; thence S2°32'26"W, a distance of 303.63 feet; thence S88°04'40"E, a distance of 339.94 feet; thence S2°23'57"W, a distance of 37.99 feet; thence S87°48'18"E, a distance of 263.03 feet; thence S2°32'32"W, a distance of 35.08 feet; thence S2°26'02"W, a distance of 787.52 feet; thence S87°43'36"E, a distance of 385.11 feet; thence N23°09'32"E, a distance of 102.58 feet; thence N6°07'34"W, a distance of 1338.91 feet; thence N87°50'52"W, a distance of 62.60 feet; thence N2°37'19"E, a distance of 158.07; thence along a curve to the left tangent to the preceding course and having a radius of 1375.94 feet, an arc distance of 490.71 feet; thence N87°25'57"W, a distance of 74.50 feet; thence along a curve to the right tangent to the

preceding course and having a radius of 250.00 feet, an arc distance of 183.56 feet; thence N43°39'15"W, a distance of 495.95 feet; thence N44°17'15"W, a distance of 122.21 feet; thence N60°40'49"W, a distance of 154.60 feet; thence N57°07'36"W, a distance of 159.79 feet to the Point of Beginning.

Except for the following described areas:

SIMONIN ADDITION---S 250' W 100' LOT 4 (EX PT IN ROW)

And, Commencing at the Southwest Corner of said Section 8; thence S87°43'36"E along the South line of said Section 8, a distance of 31.24 feet; thence N2°26'02"E, a distance of 406.95 feet to the Point of Beginning; thence N2°26'02"E, a distance of 97.27 feet; thence S87°48'35"E, a distance of 238.48 feet; thence S11°44'25"E, a distance of 100.46 feet; thence N87°45'27"W, a distance of 263.08 feet to the Point of Beginning.

SECTION 2. That the following conditions of approval apply:

1. A modification shall be granted to the minimum 20' parking lot setback from the right-of-way, to allow parking lot setbacks ranging from 0' to 18' along SW Oldham Pkwy, US 50 Hwy and South M-291 Hwy rights-of-way as depicted on the preliminary development plan.
2. A modification shall be granted to the high impact buffer requirement between the proposed PMIX-zoned development and the abutting R-1 zoning district, to allow a buffer along the western boundary of Lots 1 and 2 composed of a retaining wall supplemented with low impact landscaping planted along the east side of the retaining wall.
3. A modification shall be granted to the EnVision LS overlay commercial design and architectural standards, to allow the proposed development to follow the standard design and architectural standards of Article 8 of the UDO.
4. Development shall be in accordance with the preliminary development plan dated August 13, 2024, and building elevations uploaded August 2, 2024. However, Lots 2 (fitness facility) and 7 (Smalls Sliders) are approved with conceptual approval only and a preliminary development plan shall be required for said lots prior to final development plan approval.
5. Road improvements for Phase 1 shall be constructed as recommended in the Transportation Impact Analysis conducted by staff dated September 10, 2024.
6. Approval shall be granted for two (2) primary identification monument signs with an overall height of 30', 224 sq. ft. sign face area and 312 sq. ft. overall sign structure area.

SECTION 3. That development shall be in accordance with the preliminary development plan dated August 13, 2024, appended hereto as Attachment A; building elevations uploaded August 2, 2024, appended hereto as Attachment B; and the recommendations in the Transportation Impact Analysis, dated September 10, 2024, appended hereto as Attachment C.

BILL NO. 25-002**ORDINANCE NO. 10049**

SECTION 4. Nonseverability. All provisions of this ordinance are so essentially and inseparably connected with, and so dependent upon, each other that no such provision would be enacted without all others. If a court of competent jurisdiction enters a final judgment on the merits that is not subject to appeal and that declares any provision or part of this ordinance void, unconstitutional, or unenforceable, then this ordinance, in its collective entirety, is invalid and shall have no legal effect as of the date of such judgment.

SECTION 5. That failure to comply with all of the provisions contained in this ordinance shall constitute violations of both this ordinance and Chapter 33, the City's Unified Development Ordinance, of the Code of Ordinances for the City of Lee's Summit.

SECTION 6. That this ordinance shall be in full force and effect from and after the date of its passage and adoption, and approval by the Mayor.

PASSED by the City Council of the City of Lee's Summit, Missouri, this 14th day of January, 2025.

ATTEST:

Deputy Stacy Lombardo
City Clerk ~~Trisha Fowler Arcuri~~



W. Baird
Mayor William A. Baird

APPROVED by the Mayor of said city this 16th day of January, 2025.

ATTEST:

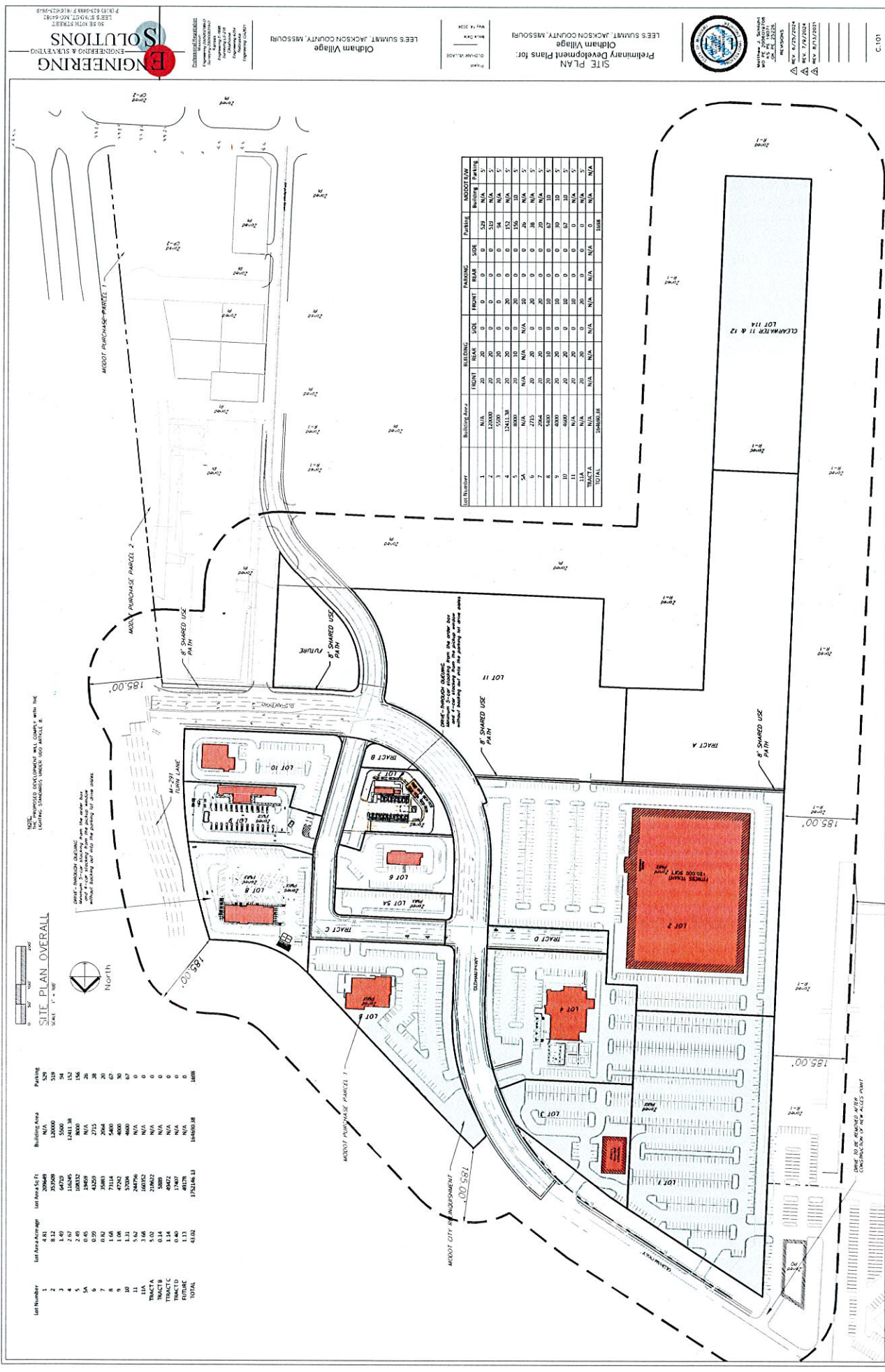
Stacy Lombardo
City Clerk ~~Trisha Fowler Arcuri~~

APPROVED AS TO FORM:

Brian W. Head
City Attorney Brian W. Head

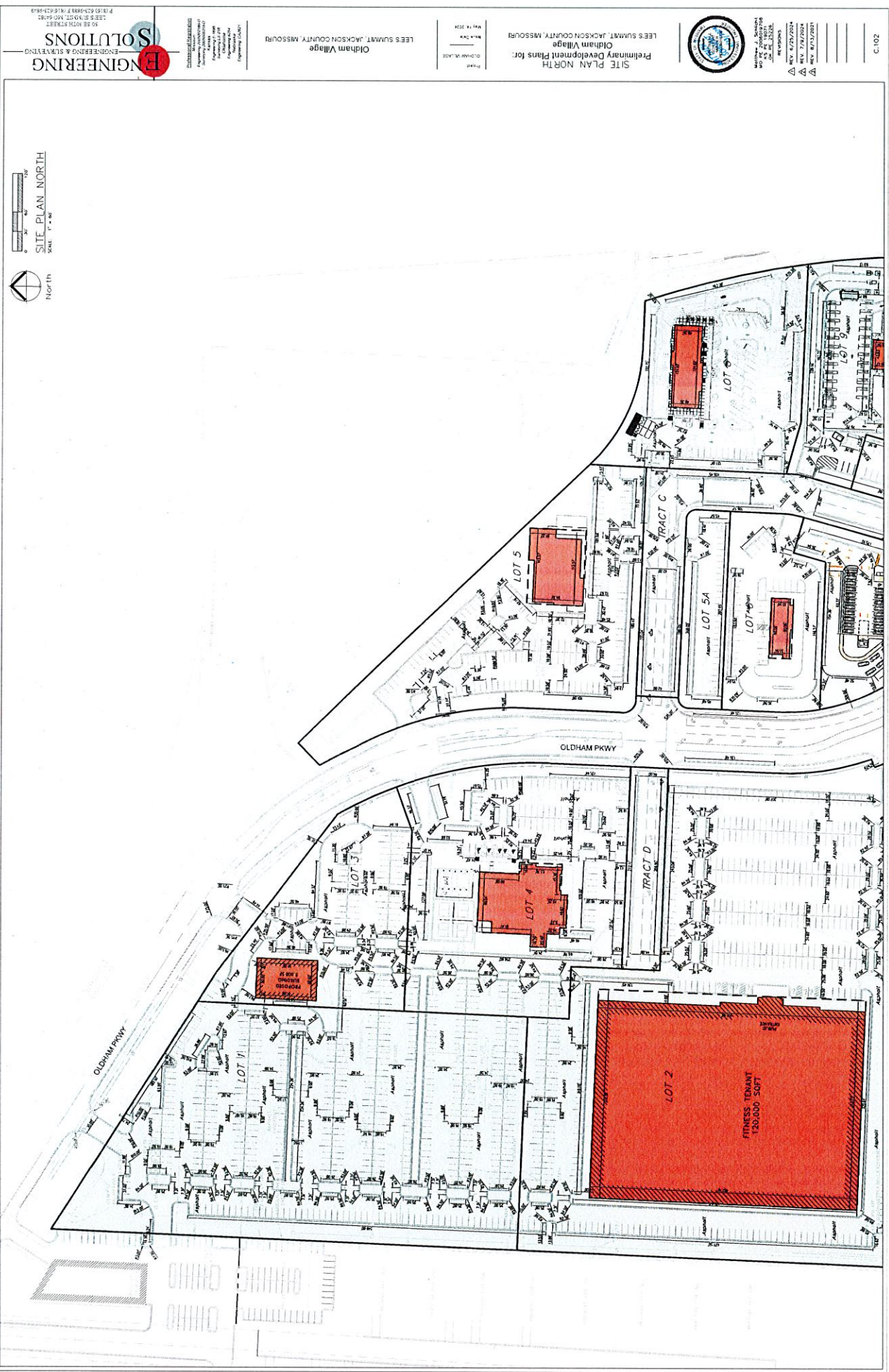


W. Baird
Mayor William A. Baird



Lot Number	Lot Area Acreage	Lot Area Sq. Ft.	Building Area	Parking
1	0.12	8,121	1,000	50
2	1.49	102,500	5,500	54
3	2.47	169,000	12,411.38	152
4	0.85	58,800	N/A	36
5A	0.95	65,900	2,715	38
6	0.62	42,500	204	20
7	0.82	56,800	2,715	38
8	1.96	135,000	4,000	50
9	1.31	90,000	4,000	47
10	5.62	385,000	N/A	0
11	5.02	342,000	N/A	0
TRACT A	0.14	9,600	N/A	0
TRACT B	0.14	9,600	N/A	0
TRACT C	0.14	9,600	N/A	0
TRACT D	0.14	9,600	N/A	0
TRACT E	0.14	9,600	N/A	0
TRACT F	0.14	9,600	N/A	0
TRACT G	0.14	9,600	N/A	0
TRACT H	0.14	9,600	N/A	0
TRACT I	0.14	9,600	N/A	0
TRACT J	0.14	9,600	N/A	0
TRACT K	0.14	9,600	N/A	0
TRACT L	0.14	9,600	N/A	0
TRACT M	0.14	9,600	N/A	0
TRACT N	0.14	9,600	N/A	0
TRACT O	0.14	9,600	N/A	0
TRACT P	0.14	9,600	N/A	0
TRACT Q	0.14	9,600	N/A	0
TRACT R	0.14	9,600	N/A	0
TRACT S	0.14	9,600	N/A	0
TRACT T	0.14	9,600	N/A	0
TRACT U	0.14	9,600	N/A	0
TRACT V	0.14	9,600	N/A	0
TRACT W	0.14	9,600	N/A	0
TRACT X	0.14	9,600	N/A	0
TRACT Y	0.14	9,600	N/A	0
TRACT Z	0.14	9,600	N/A	0
TOTAL	43.02	2,973,146.33	146,000.38	1,008

Lot Number	Building Area	Height	Front	Side	Back	Parking	MOORE
1	N/A	20	0	0	0	50	N/A
2	1,000	20	0	0	0	50	N/A
3	1,000	20	0	0	0	50	N/A
4	1,000	20	0	0	0	50	N/A
5	1,000	20	0	0	0	50	N/A
6	1,000	20	0	0	0	50	N/A
7	1,000	20	0	0	0	50	N/A
8	1,000	20	0	0	0	50	N/A
9	1,000	20	0	0	0	50	N/A
10	1,000	20	0	0	0	50	N/A
11	1,000	20	0	0	0	50	N/A
12	1,000	20	0	0	0	50	N/A
TOTAL	146,000.38	N/A	0	0	0	1,008	N/A





 North



 0 50 100

SITE PLAN NORTH
 SCALE: 1" = 50'

ENGINEERING SOLUTIONS
 ENGINEERING & SURVEYING
 6000 W. 10TH ST. SUITE 100
 OMAHA, NE 68114
 P: (402) 426-0888 F: (402) 426-1949

PROFESSIONAL SURVEYOR
 STATE OF NEBRASKA
 No. 0000000000
 EXPIRATION DATE 12/31/2024
 AUTHORITY: NEB. STAT. CHAP. 48, ART. 1, § 1-101
 REGISTRATION NO. 0000000000
 EXPIRATION DATE 12/31/2024

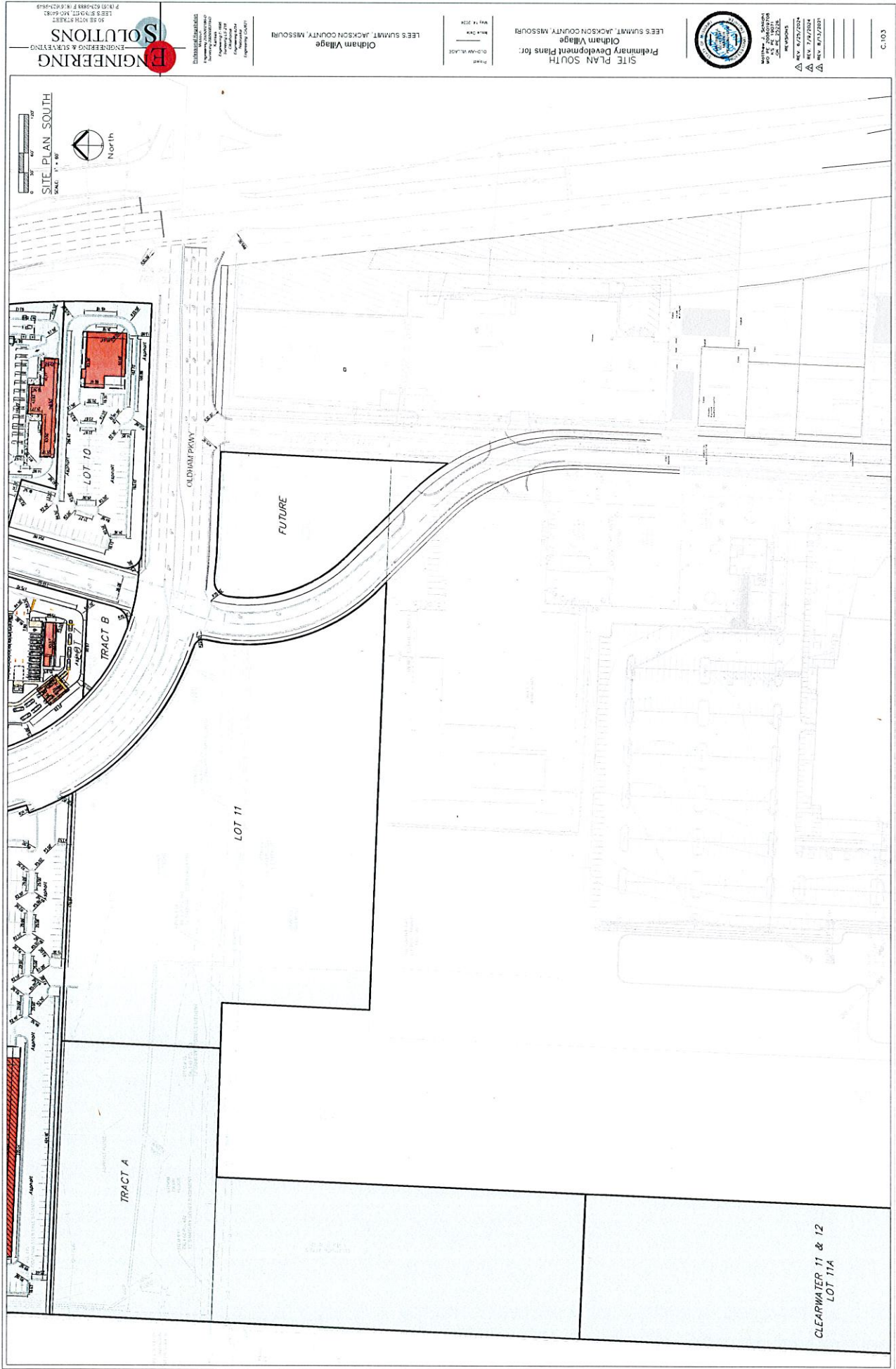
Oldham Village
 LEES SUMMIT, JACKSON COUNTY, MISSOURI

ROAD
 OLDAHAW VILLAGE
 1/2" = 100'

SITE PLAN NORTH
 Preliminary Development Plans for:
 Oldham Village
 LEES SUMMIT, JACKSON COUNTY, MISSOURI



Matthew J. Schmitt
 Missouri Professional Engineer
 No. 0000000000
 EXPIRATION DATE 12/31/2024
 AUTHORITY: MISSOURI REV. STAT. CHAP. 330, ART. 1, § 1-101
 REGISTRATION NO. 0000000000
 EXPIRATION DATE 12/31/2024



ENGINEERING SOLUTIONS
 ENGINEERING & SURVEYING
 2805 S. 10TH ST., SUITE 100
 JACKSON, MISSISSIPPI 39204
 P: (601) 924-8888 F: (601) 924-9849

Professional Engineer
 License No. 10000
 State of Mississippi
 Date of License: 01/01/2018
 Expiration Date: 12/31/2023

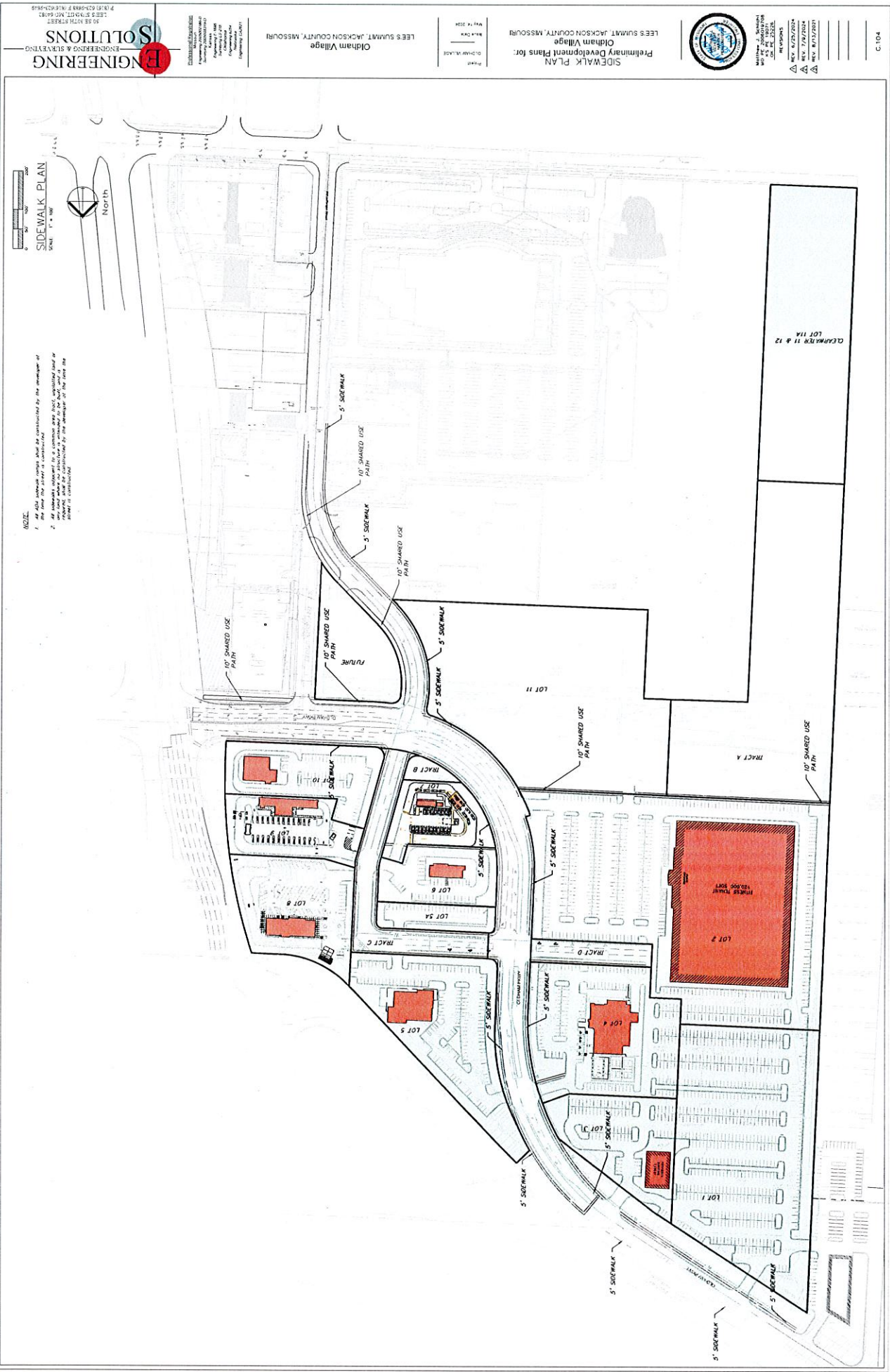
Lee's Summit, Jackson County, Missouri
 Oldham Village

Scale: 1" = 40'
 Date: 01/01/2018
 Project: Oldham Village

Site Plan South
 Preliminary Development Plans for:
 Oldham Village
 Lee's Summit, Jackson County, Missouri



Matthew J. Schmitt
 License No. 10000
 State of Mississippi
 Date of License: 01/01/2018
 Expiration Date: 12/31/2023



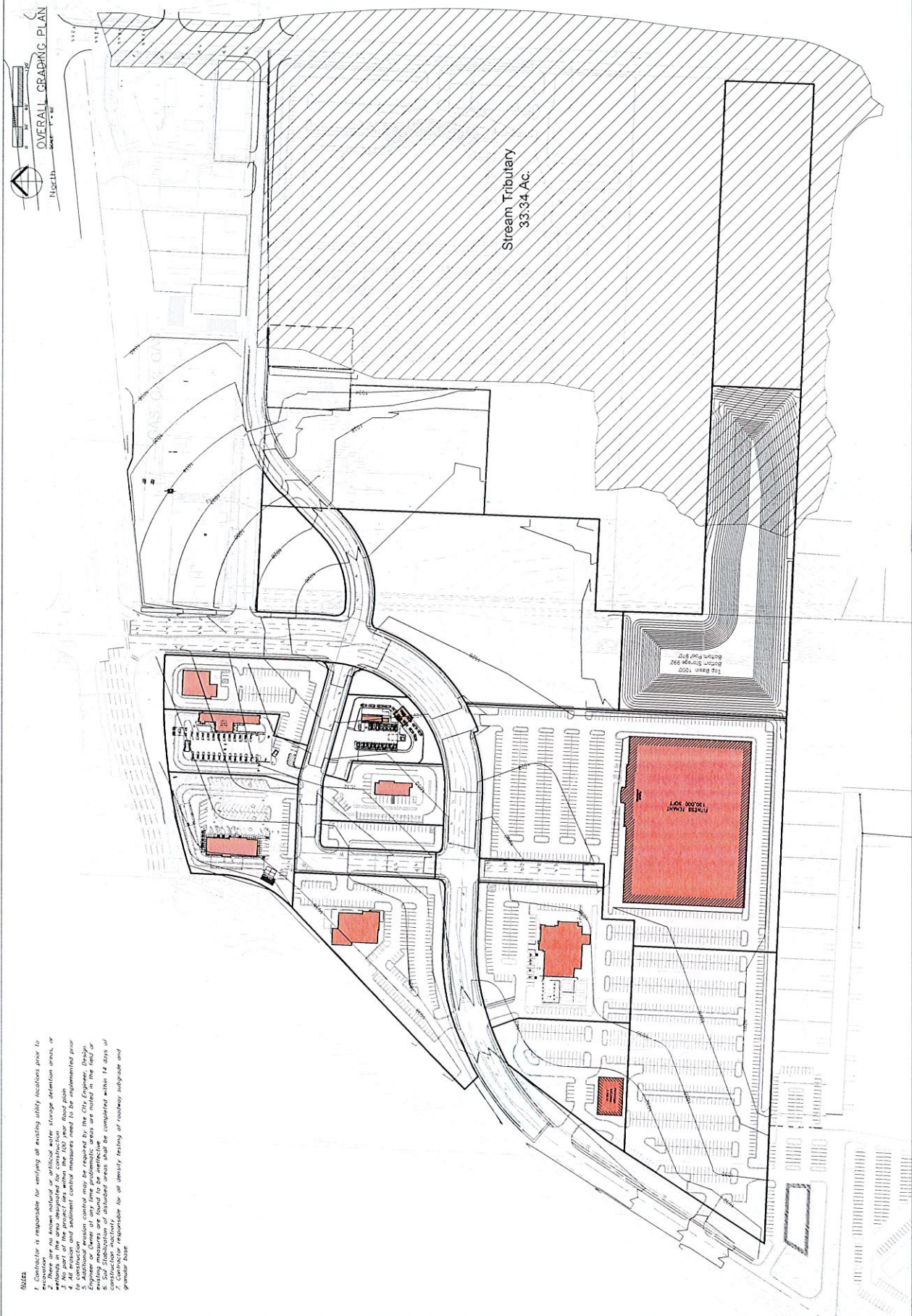
1. Contractor is responsible for verifying all existing utility locations prior to excavation. No known natural or artificial water storage detention areas, or wetlands in the area depicted for construction.

2. All erosion and sediment control measures shall be implemented prior to construction.

3. Erosion and sediment control may be required by the City Engineer, Design Engineer or Owner at any time problematic areas are noted in the field or construction incidentally.

4. Soil Stabilization of disturbed areas shall be completed within 14 days of construction incidentally.

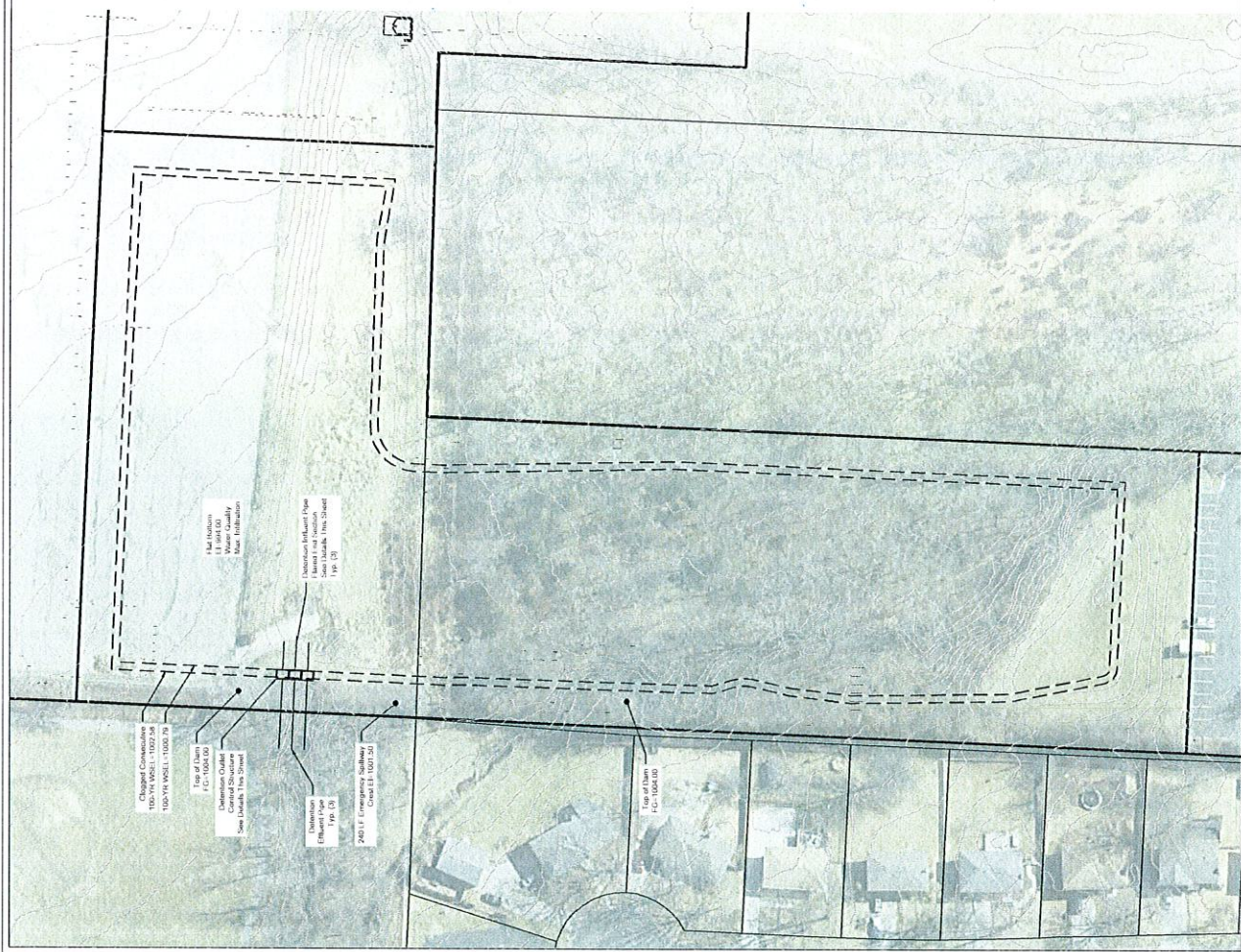
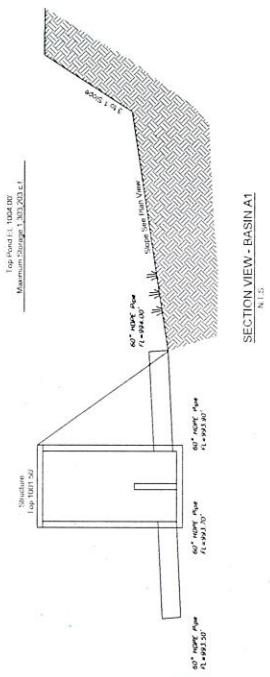
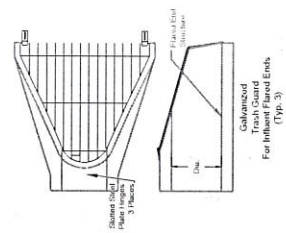
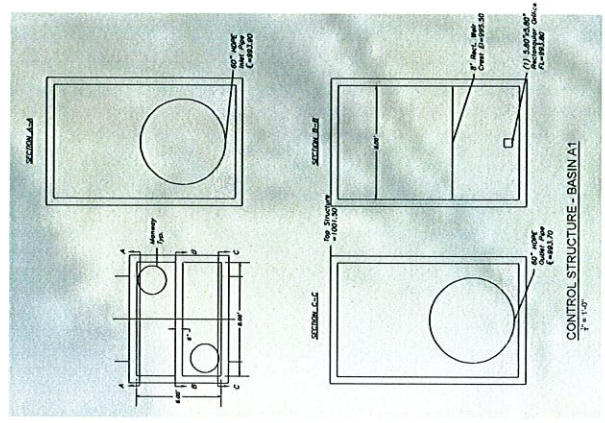
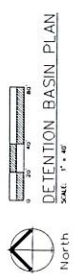
5. Stabilization for all densely hilly or rocky, subgrade and granular base.





NOTES:

1. THE BASIN SHALL BE CONSTRUCTED WITH THE EROSION AND SEDIMENT CONTROL MEASURES.
2. AN ASHTRAY DETENTION BASIN IF AN ASHTRAY BE SUBMITTED AND ACCEPTED PRIOR TO ISSUANCE OF A CERTIFICATE OF SUBSTANTIAL COMPLETION WITH ASHTRAY VEGGIES/PROPAGATED STORAGE.



STORM SEWER PLAN

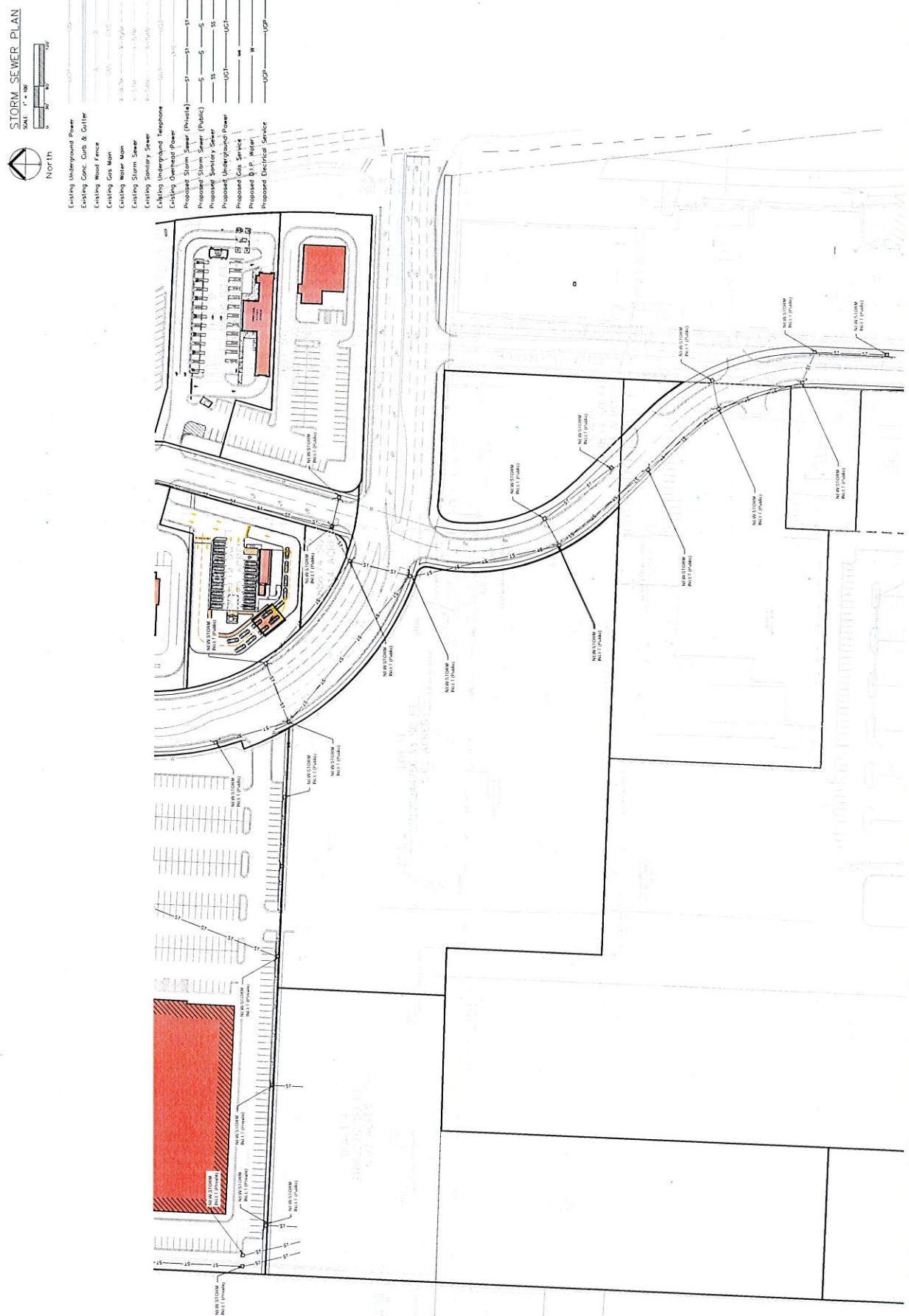
North

Scale: 1" = 40'

LEGEND:

- Existing Underground Power
- Existing Conc. Curb & Gutter
- Existing Wood Fence
- Existing Gas Main
- Existing Water Main
- Existing Storm Sewer
- Existing Sanitary Sewer
- Existing Underground Telephone
- Existing Underground Power
- Proposed Storm Sewer (Private)
- Proposed Storm Sewer (Public)
- Proposed Sanitary Sewer
- Proposed Underground Power
- Proposed Gas Service
- Proposed D.I.P. Water
- Proposed Electrical Service







Matthew J. Schmitt
Professional Engineer
No. 000000000
State of Missouri
Exp. 08/23/2024
REV. 8/23/2024
REV. 7/27/2024
REV. 8/12/2021

Sanitary Plan
Preliminary Development Plans for:
Oldham Village
Lee's Summit, Jackson County, Missouri

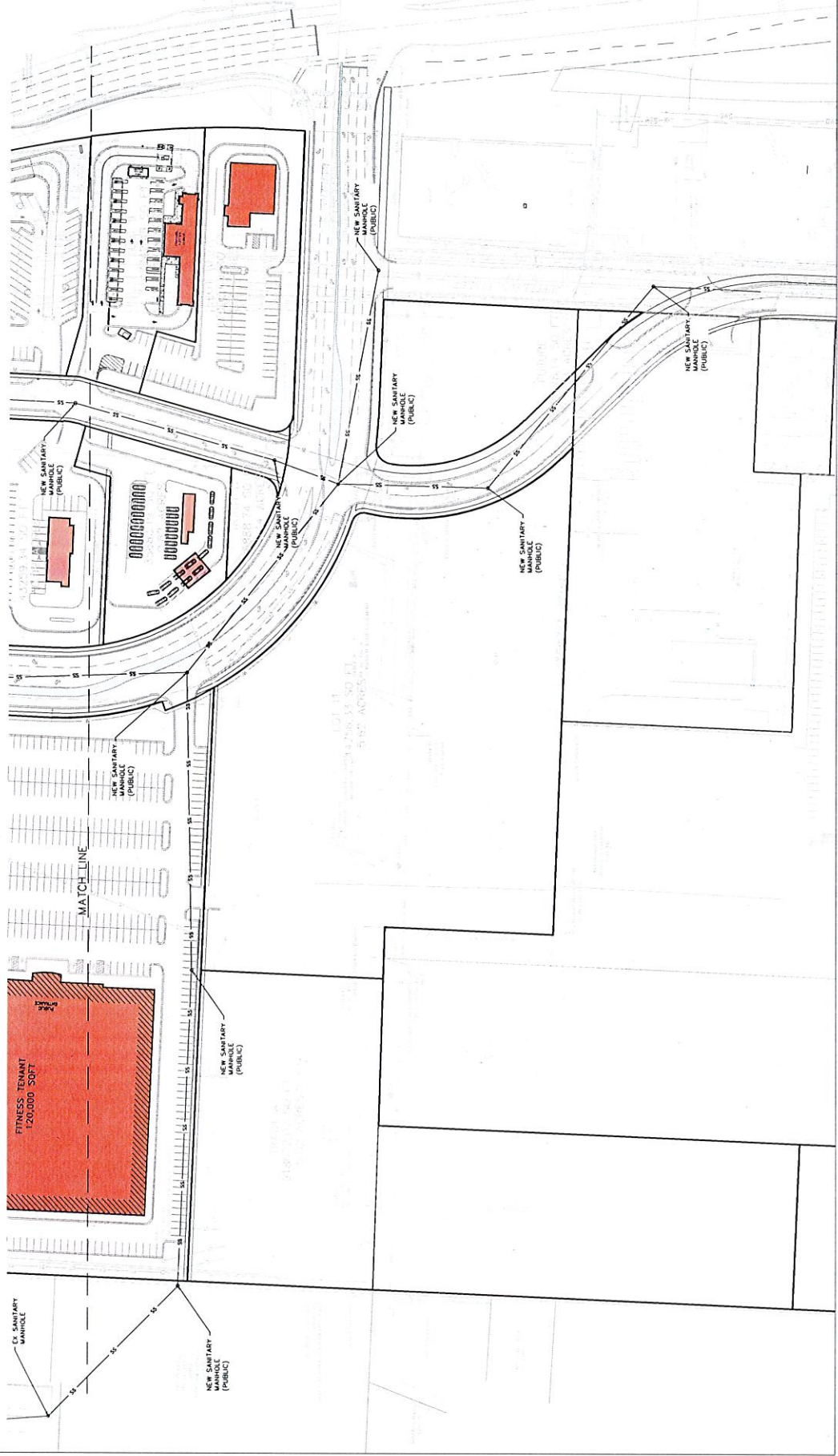
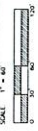
Project
Oldham Village
W/L 14.204
W/L 14.204

Oldham Village
Lee's Summit, Jackson County, Missouri

Professional Engineer
Matthew J. Schmitt
No. 000000000
State of Missouri
Exp. 08/23/2024
REV. 8/23/2024
REV. 7/27/2024
REV. 8/12/2021

ENGINEERING SOLUTIONS
ENGINEERING & SURVEYING
50 SE NORTH STREET
SUITE 200
LEE'S SUMMIT, MO 64086
P: 816.424.0000 F: 816.424.0001

SANITARY PLAN



WATER PLAN NORTH

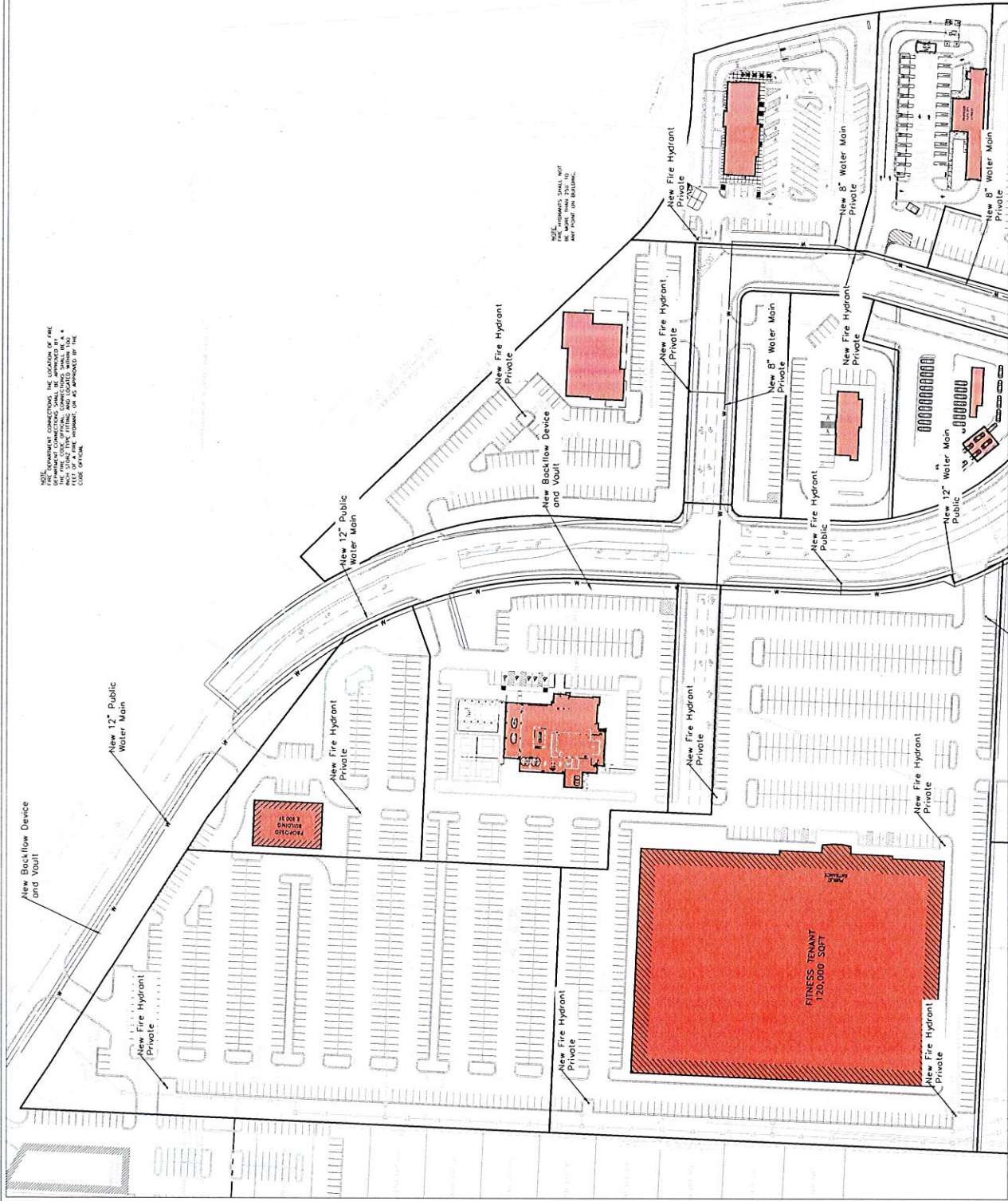


LEGEND:

- | | |
|--------------------------------|--------------------------------|
| Existing Underground Power | Proposed Storm Sewer (Private) |
| Existing Conc. Carb. & Gutter | Proposed Storm Sewer (Public) |
| Existing Water Main | Proposed Sanitary Sewer |
| Existing Wind Fence | Proposed Underground Power |
| Existing Gas Main | Proposed Gas Service |
| Existing Water Main | Proposed D.I.P. Water |
| Existing Storm Sewer | Proposed Electrical Service |
| Existing Sanitary Sewer | |
| Existing Underground Telephone | |
| Existing Overhead Power | |

NOTE:
FIRE DEPARTMENT CONNECTIONS, THE LOCATION OF FIRE DEPARTMENT CONNECTIONS SHALL BE APPROVED BY THE FIRE CODE OFFICIAL. CONNECTIONS SHALL BE A 1/2 INCH SLOTTED TYPE FITTING AND LOCATED WITHIN 100 FEET OF A FIRE HYDRANT, OR AS APPROVED BY THE FIRE CODE OFFICIAL.

NOTE
FIRE HYDRANTS SHALL NOT
BE MORE THAN 250' TO
ANY POINT ON BUILDING.



WATER PLAN - SOUTH



LEGEND:

North

- | |
|---------------------------------|
| Existing Underground Power |
| Existing Conc. Curb & Gutter |
| Existing Wood Fence |
| Existing Gas Main |
| Existing Water Main |
| Existing Storm Sewer |
| Existing Sanitary Sewer |
| Existing Underground Telephones |
| Existing Overhead Power |
| Proposed Storm Sewer (Private) |
| Proposed Storm Sewer (Public) |
| Proposed Sanitary Sewer |
| Proposed Underground Power |
| Proposed Gas Service |
| Proposed D.I.P. Water |
| Proposed Electrical Service |

NOTE: FIRE DEPARTMENT CONNECTIONS, THE LOCATION OF FIRE DEPARTMENT CONNECTIONS SHALL BE APPROVED BY THE FIRE CODE OFFICIAL. CONNECTIONS SHALL BE A 4 INCH 30,002 TYPE FITTING AND LOCATED WITHIN 100 FEET OF A FIRE HYDRANT, OR AS APPROVED BY THE FIRE CODE OFFICIAL.

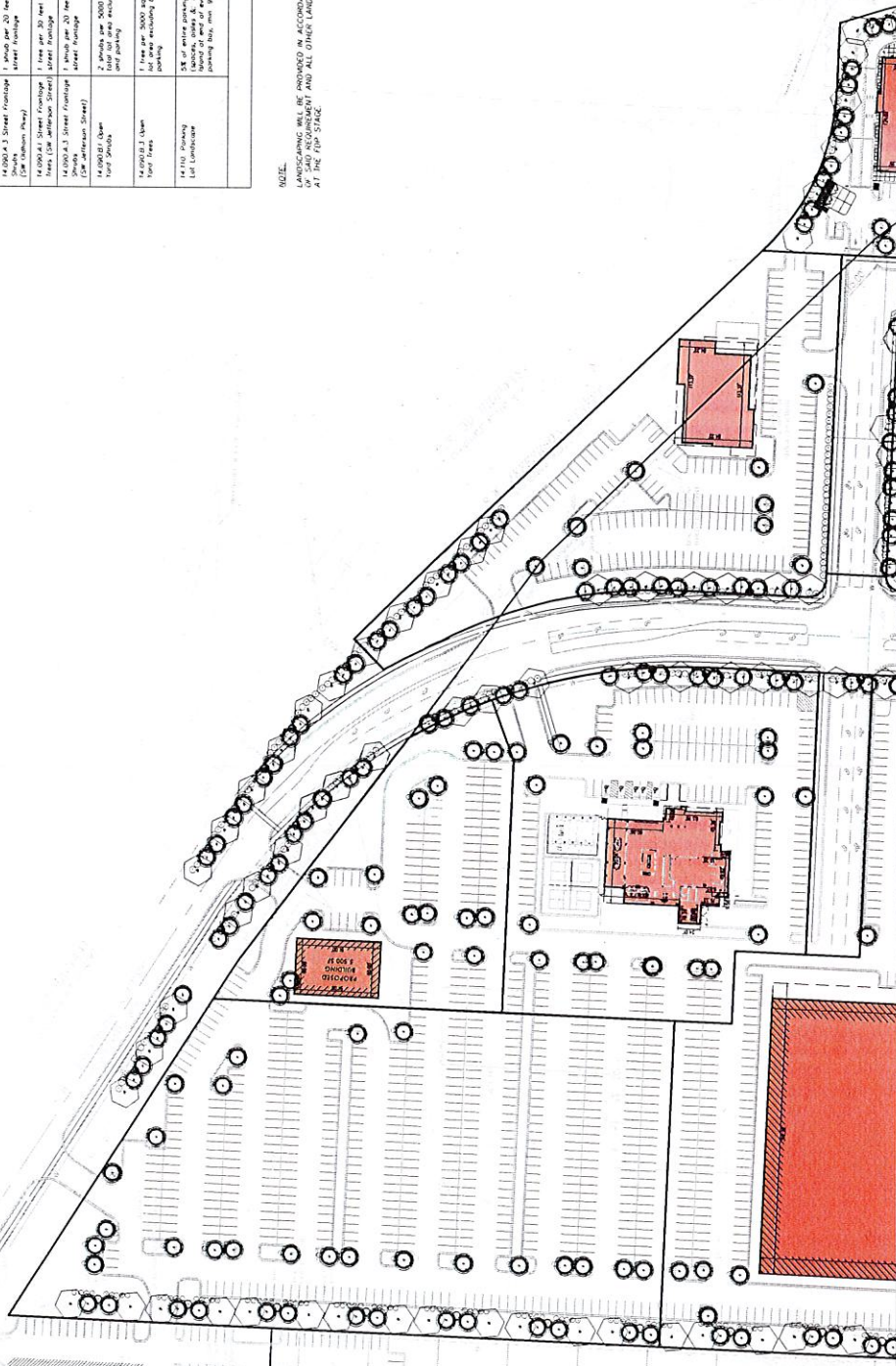


IS FOR PHASE I ONLY. AT FULL BUILD THE LIMITED DEVELOPMENT REQUIREMENTS SHALL BE MET.

SYMBOL	QUANT.	KEY	NAME	SIZE
	107	TA	AMERICAN WASTING JUDEN	3 0" CAL
	107	SB	TEILA AMERICANA	3 0" CAL
	107	SB	JENNIFER SUPERBLOOM "STROCKEET"	3 0" CAL
	107	SB	CELESTINE FERRING BLOOM	3 0" CAL
	107	SB	CELESTINE FERRING BLOOM "MADAMA"	3 0" CAL
	107	SB	BURGESS BLOOM	3 0" CAL
	107	SB	BERNARD ALTA "COMPTON"	3 0" CAL

[illegible]

NOTE: LANDSCAPING WILL BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 8. FINAL DETAILS OF SAID REQUIREMENT AND ALL OTHER LANDSCAPING REQUIREMENTS WILL BE REVIEWED AND APPROVED AT THE FINAL STAGE.



0 30' 60' 120'

STREET LANDSCAPE PLAN

SCALE: 1" = 60'



Engineering Solutions
—ENGINEERING & SURVEYING—
SOLUTIONS
30 SE 10TH STREET
LEESBURG, MO 64063

Oldham Village
LEE'S SUMMIT, JACKSON COUNTY, MISSOURI

STREET LANDSCAPE PLAN
Preliminary Development Plans for:
Oldham Village
EES SUMMIT, JACKSON COUNTY, MISSOURI



Matthew J. Schacht
MO PC 2006019708
N/S PC 19071
OK PC 25228

1,100



Matthew J. Schlicht
MD PE 2006019708
MS PE 19071
OK PE 25226

REVISIONS

REV. 6/25/2024

REV. 7/9/2024

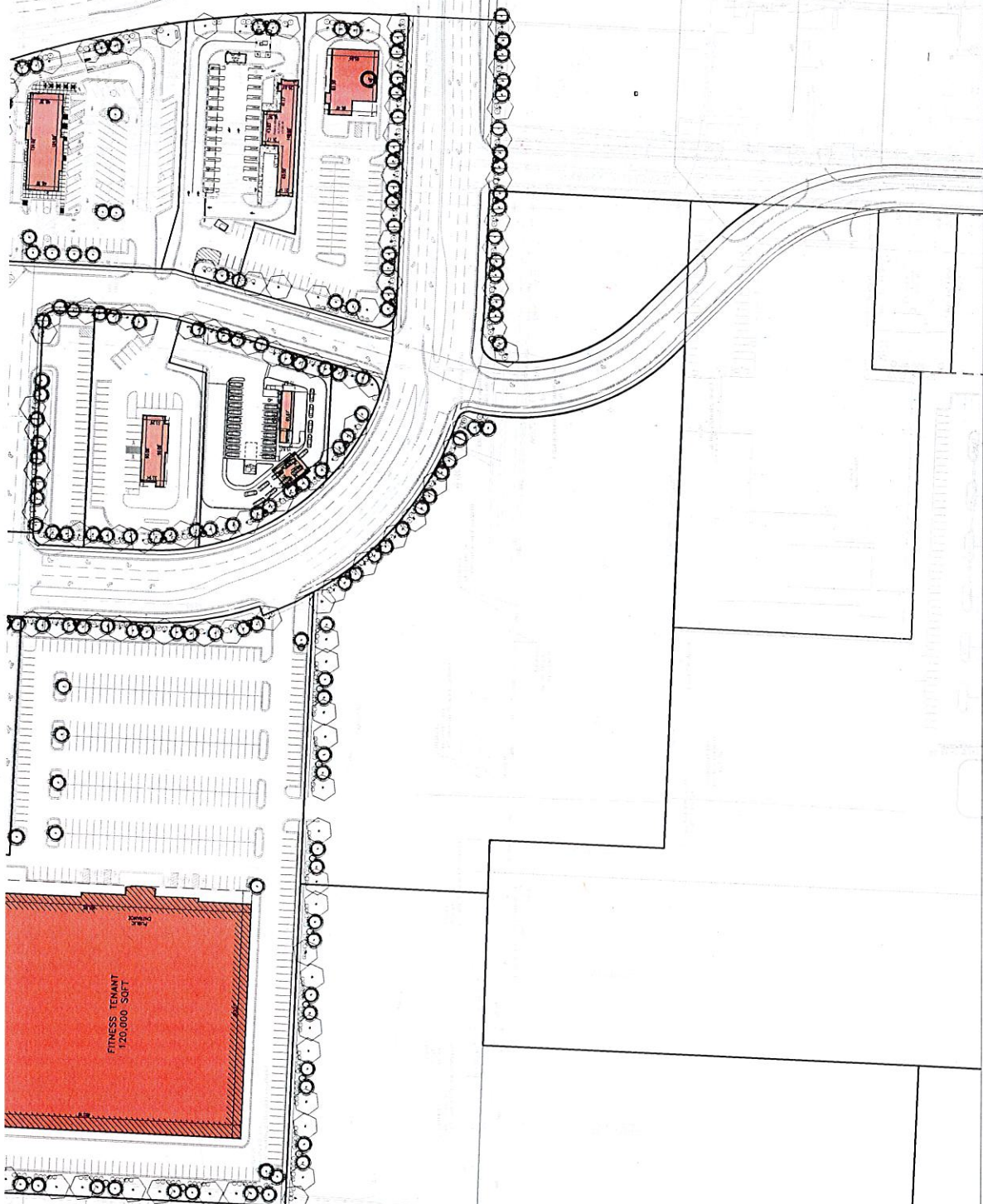
REV. 8/13/2021

WEST LANDSCAPE PLAN
Preliminary Development Plans for:
Oldham Village
LEES SUMMIT, JACKSON COUNTY, MISSOURI

Oldham Village
LEE'S SUMMIT, JACKSON COUNTY, MISSOURI

Professional Registration
 Member
 Engineering Council
 Surveying Institution
 RICS
 Engineering Council
 Surveying Institution
 Chartered
 Engineering Institute
 Institution
 Engineering Council

ENGINEERING
—ENGINEERING & SURVEYING
SOLUTIONS
50 SE 10TH STREET
LEES FERRY, MO 64062
P (816) 672-9988 F (816) 672-9979





Building Elevation Summary Status
August 13, 2024

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

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

The proposed development plans, referenced above, are

Lot #	Use	Elevation Provided	Concept Only	Use Approval
1	Parking Lot	N/A		Yes
2	Fitness Tenant	No		Yes
3	Drive Thru	Typical		Yes
4	Restaurant	No Yes	Yes	
5	Restaurant	Yes		Yes
6	Drive Thru	Typical		Yes
7	Drive Thru	Rendering	Yes	
8	Drive Thru	Yes		Yes
9	Car Wash	Yes		Yes
10	Coffee/Retail	Yes		Yes
11	Apartment	Yes		Yes
12	Drive Thru	No Typical	Yes	Yes
13	Grocery	No	Yes	
14	Drive Thru	No	Yes	
15	Drive Thru	No	Yes	
16	Drive Thru	No Yes	Yes	Yes
17	Drive Thru	No	Yes	
18	Gas Station	No Yes	Yes	Yes

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

Thank You,

Matt Schlicht



Cultured Stone
Coronado Stone
pro Ledge Huron

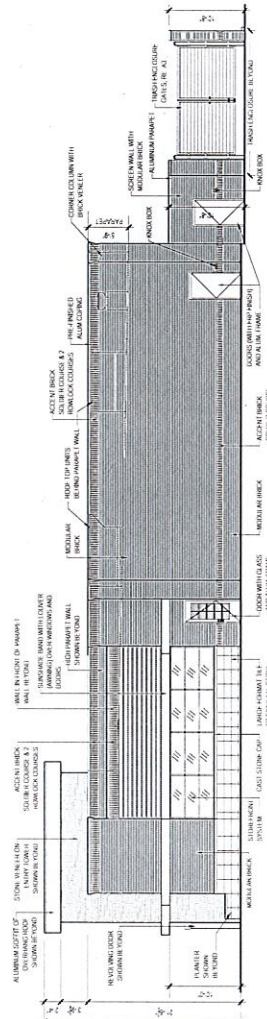
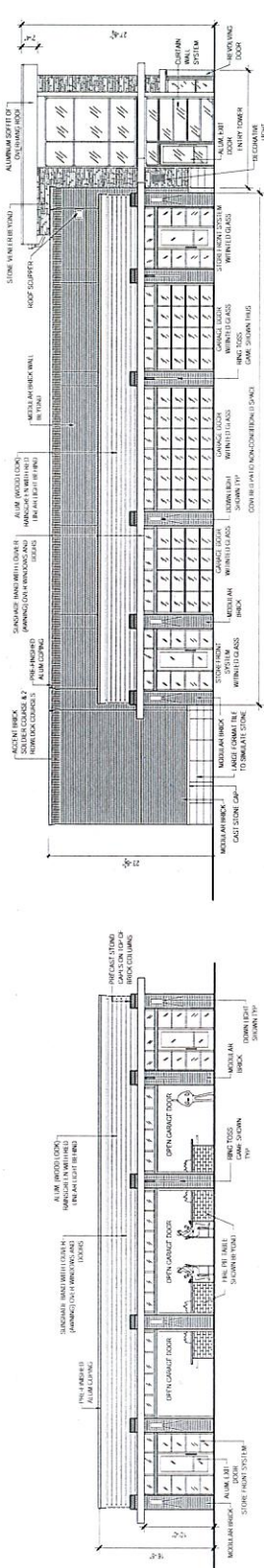
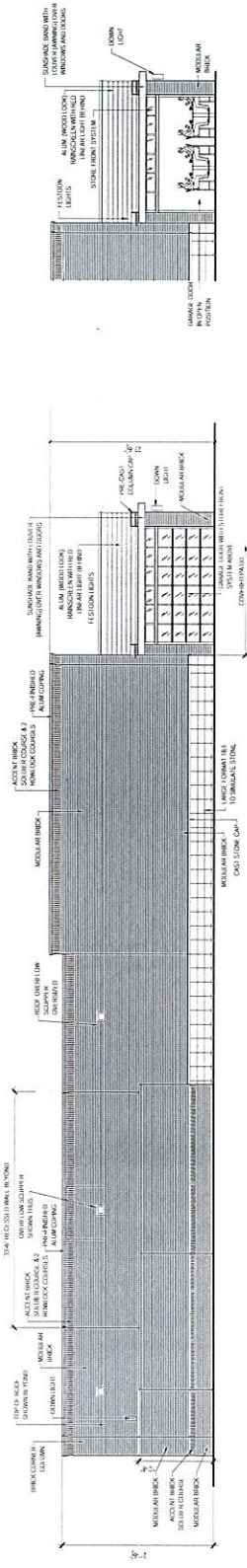
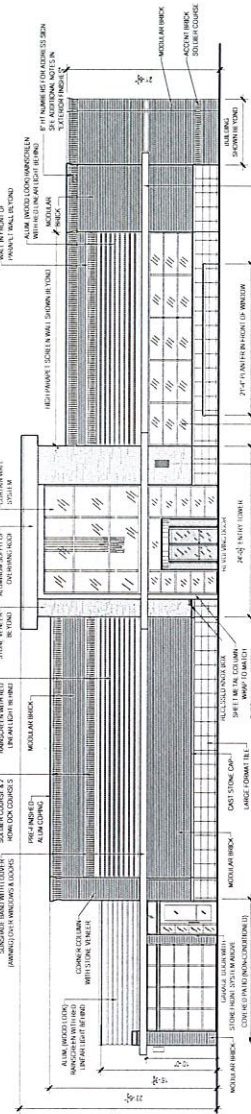
Cast Stone Slab
Texas Building Products
Color: Taupe

Large Format tile
Simulating Stone
American Olean, Merit
12 x 24 color: Cool Beige

Storefront system,
Entry Tower soffit,
Sun shade, parapet cap,
Pre-finished aluminum
Dark Anodized Bronze

Five Four Restaurant & Drafthouse

Rainscreen,
Knotwood Alum Panel
wood look, color:
Buttwood

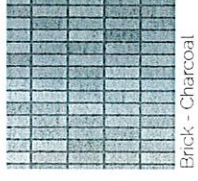
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Main Entry Perspective



Materials



Brick - Charcoal



Brick - Beige

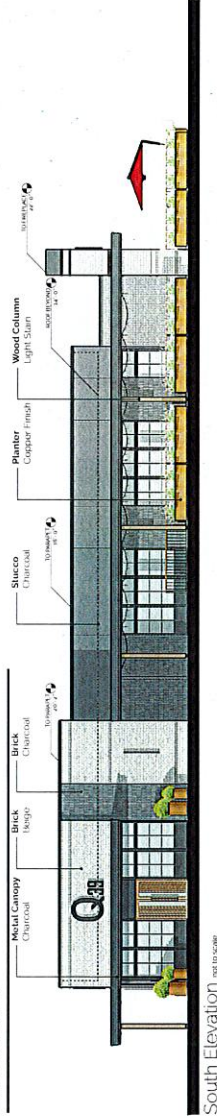


Stucco - Charcoal

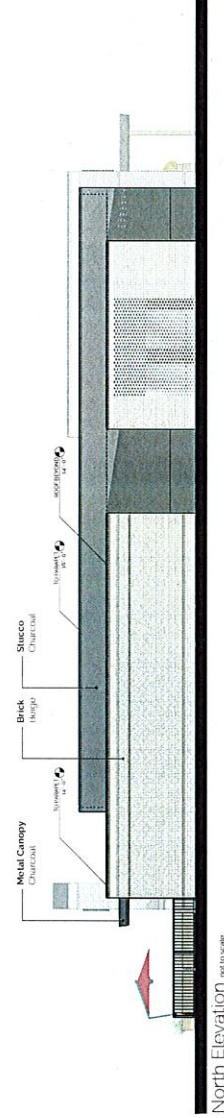


Wood - Light Stain

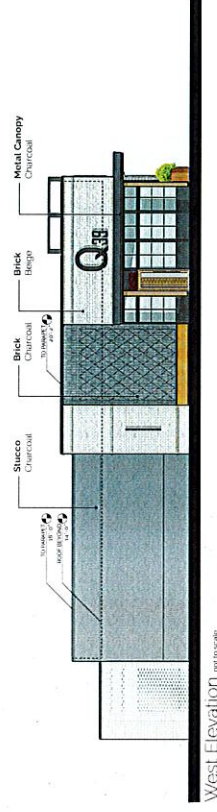
Elevations



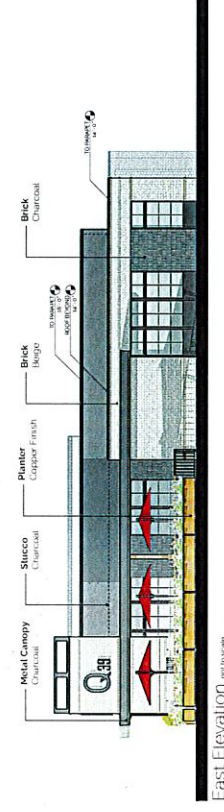
South Elevation not to scale



North Elevation not to scale

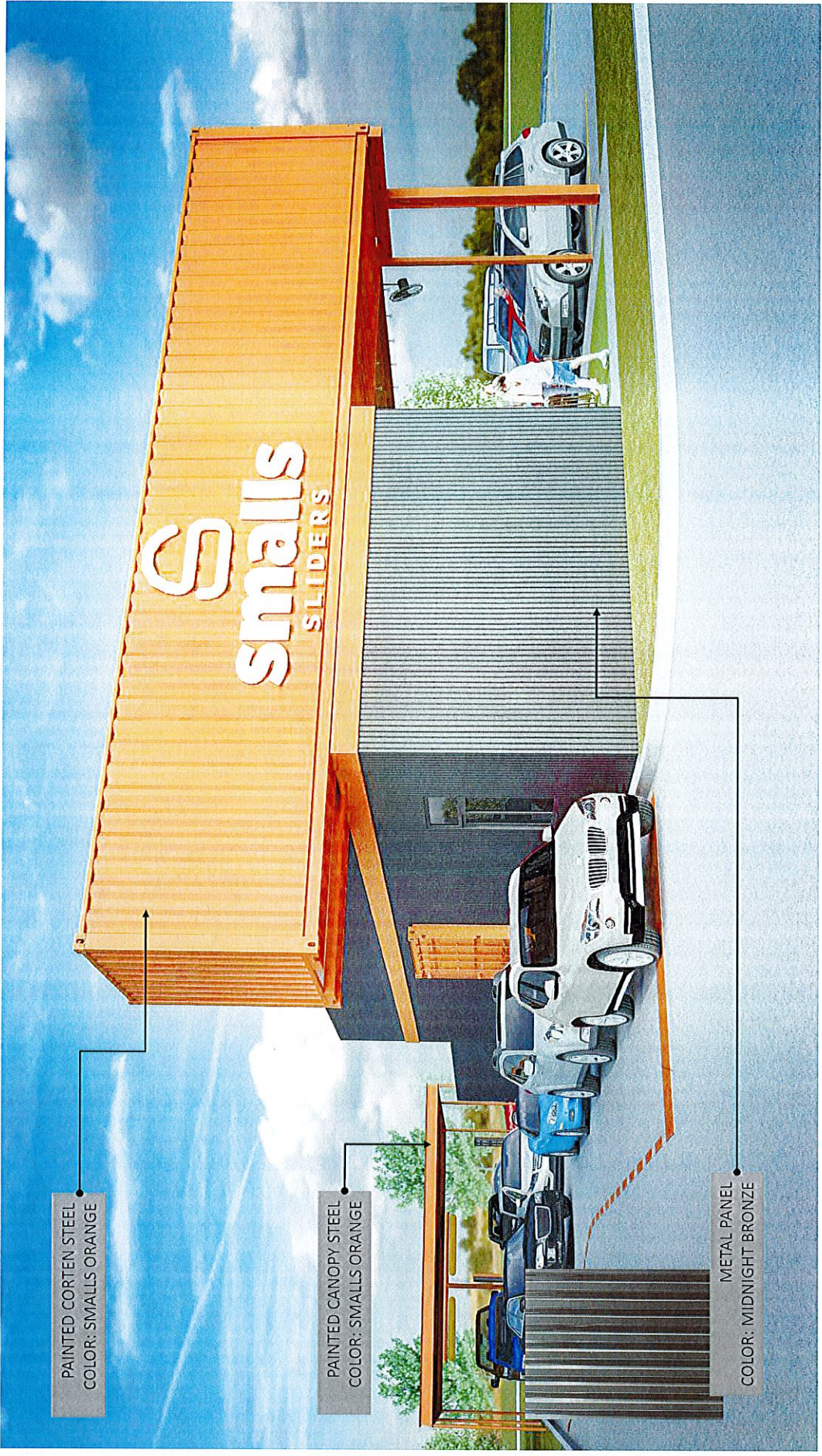


West Elevation not to scale



East Elevation not to scale

This architectural elevation drawing shows a section of a building facade. The central feature is a large sign with the word "SIGNAGE" in bold, capital letters, repeated twice. The sign is mounted on a dark, textured background. To the left of the sign, there is a section labeled "TO PARAPET 2' 0\"/>



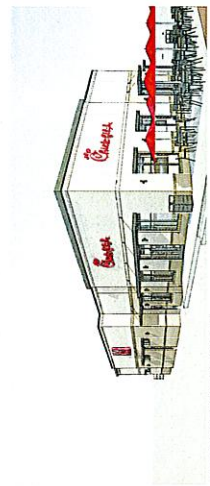
PAINTED CORTEN STEEL
COLOR: SMALLS ORANGE

PAINTED CANOPY STEEL
COLOR: SMALLS ORANGE

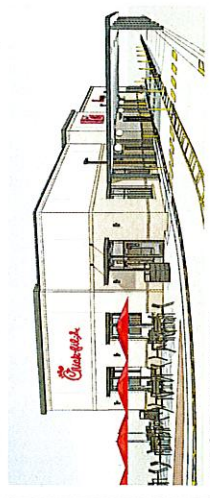
METAL PANEL
COLOR: MIDNIGHT BRONZE

3D RENDERING - MATERIALS

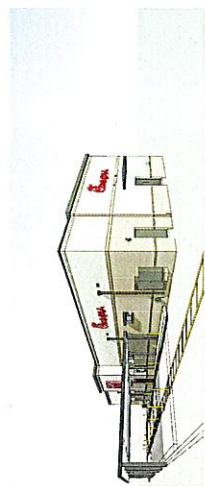
SMALLS SLIDERS
LEE, S SUMMIT, MO



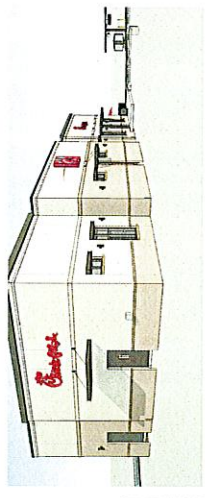
PERSPECTIVE VIEW



PERSPECTIVE VIEW



PERSPECTIVE VIEW



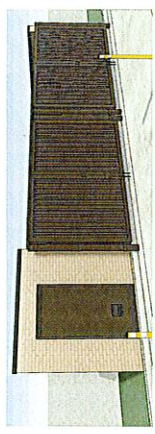
PERSPECTIVE VIEW

EXTERIOR FINISHES

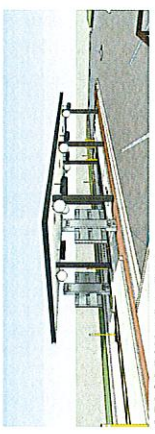
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103	PAINTED METAL	104	PAINTED METAL
105	PAINTED METAL	106	PAINTED METAL
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109	PAINTED METAL	110	PAINTED METAL
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197	PAINTED METAL	198	PAINTED METAL
199	PAINTED METAL	200	PAINTED METAL

ATTACHED CANOPY SCHEDULE

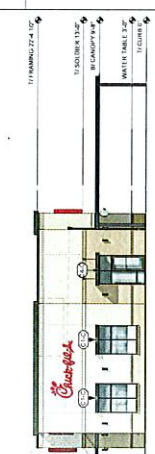
Item	Description	Quantity	Unit	Material	Notes
1	Canopy Frame	1	Sq. Ft.	Aluminum	
2	Canopy Glass	1	Sq. Ft.	Tempered	
3	Canopy Hardware	1	Set	Stainless Steel	
4	Canopy Finishes	1	Sq. Ft.	Painted Metal	
5	Canopy Signage	1	Sq. Ft.	Aluminum	
6	Canopy Lighting	1	Sq. Ft.	LED	
7	Canopy Ventilation	1	Sq. Ft.	Aluminum	
8	Canopy Drainage	1	Sq. Ft.	Aluminum	
9	Canopy Access	1	Sq. Ft.	Aluminum	
10	Canopy Maintenance	1	Sq. Ft.	Aluminum	
11	Canopy Repairs	1	Sq. Ft.	Aluminum	
12	Canopy Replacement	1	Sq. Ft.	Aluminum	
13	Canopy Installation	1	Sq. Ft.	Aluminum	
14	Canopy Removal	1	Sq. Ft.	Aluminum	
15	Canopy Disposal	1	Sq. Ft.	Aluminum	
16	Canopy Storage	1	Sq. Ft.	Aluminum	
17	Canopy Transport	1	Sq. Ft.	Aluminum	
18	Canopy Unloading	1	Sq. Ft.	Aluminum	
19	Canopy Loading	1	Sq. Ft.	Aluminum	
20	Canopy Inspection	1	Sq. Ft.	Aluminum	
21	Canopy Cleaning	1	Sq. Ft.	Aluminum	
22	Canopy Painting	1	Sq. Ft.	Aluminum	
23	Canopy Sealing	1	Sq. Ft.	Aluminum	
24	Canopy Lubrication	1	Sq. Ft.	Aluminum	
25	Canopy Tightening	1	Sq. Ft.	Aluminum	
26	Canopy Adjusting	1	Sq. Ft.	Aluminum	
27	Canopy Realigning	1	Sq. Ft.	Aluminum	
28	Canopy Reinstalling	1	Sq. Ft.	Aluminum	
29	Canopy Rebuilding	1	Sq. Ft.	Aluminum	
30	Canopy Replacing	1	Sq. Ft.	Aluminum	
31	Canopy Refinishing	1	Sq. Ft.	Aluminum	
32	Canopy Repainting	1	Sq. Ft.	Aluminum	
33	Canopy Repolishing	1	Sq. Ft.	Aluminum	
34	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
35	Canopy Resealing	1	Sq. Ft.	Aluminum	
36	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
37	Canopy Respraying	1	Sq. Ft.	Aluminum	
38	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
39	Canopy Resealing	1	Sq. Ft.	Aluminum	
40	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
41	Canopy Respraying	1	Sq. Ft.	Aluminum	
42	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
43	Canopy Resealing	1	Sq. Ft.	Aluminum	
44	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
45	Canopy Respraying	1	Sq. Ft.	Aluminum	
46	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
47	Canopy Resealing	1	Sq. Ft.	Aluminum	
48	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
49	Canopy Respraying	1	Sq. Ft.	Aluminum	
50	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
51	Canopy Resealing	1	Sq. Ft.	Aluminum	
52	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
53	Canopy Respraying	1	Sq. Ft.	Aluminum	
54	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
55	Canopy Resealing	1	Sq. Ft.	Aluminum	
56	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
57	Canopy Respraying	1	Sq. Ft.	Aluminum	
58	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
59	Canopy Resealing	1	Sq. Ft.	Aluminum	
60	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
61	Canopy Respraying	1	Sq. Ft.	Aluminum	
62	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
63	Canopy Resealing	1	Sq. Ft.	Aluminum	
64	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
65	Canopy Respraying	1	Sq. Ft.	Aluminum	
66	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
67	Canopy Resealing	1	Sq. Ft.	Aluminum	
68	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
69	Canopy Respraying	1	Sq. Ft.	Aluminum	
70	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
71	Canopy Resealing	1	Sq. Ft.	Aluminum	
72	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
73	Canopy Respraying	1	Sq. Ft.	Aluminum	
74	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
75	Canopy Resealing	1	Sq. Ft.	Aluminum	
76	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
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78	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
79	Canopy Resealing	1	Sq. Ft.	Aluminum	
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82	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
83	Canopy Resealing	1	Sq. Ft.	Aluminum	
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90	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
91	Canopy Resealing	1	Sq. Ft.	Aluminum	
92	Canopy Reslubbing	1	Sq. Ft.	Aluminum	
93	Canopy Respraying	1	Sq. Ft.	Aluminum	
94	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
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97	Canopy Respraying	1	Sq. Ft.	Aluminum	
98	Canopy Resurfacing	1	Sq. Ft.	Aluminum	
99	Canopy Resealing	1	Sq. Ft.	Aluminum	
100	Canopy Reslubbing	1	Sq. Ft.	Aluminum	



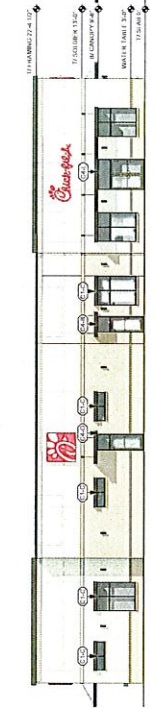
PERSPECTIVE VIEW



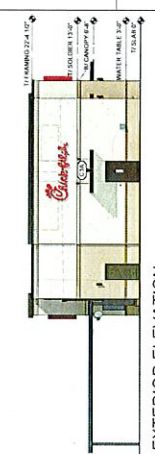
PERSPECTIVE VIEW



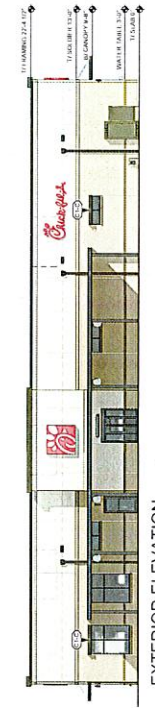
EXTERIOR ELEVATION



EXTERIOR ELEVATION



EXTERIOR ELEVATION



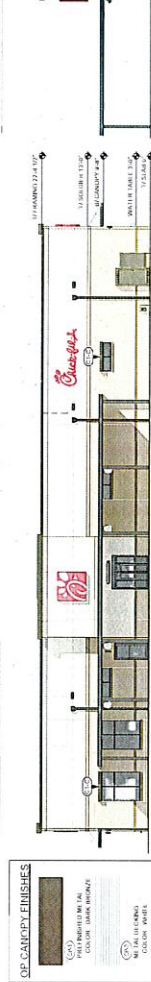
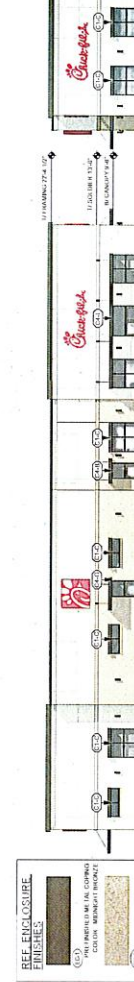
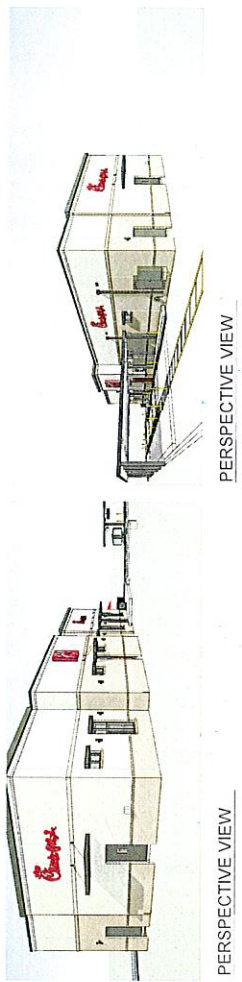
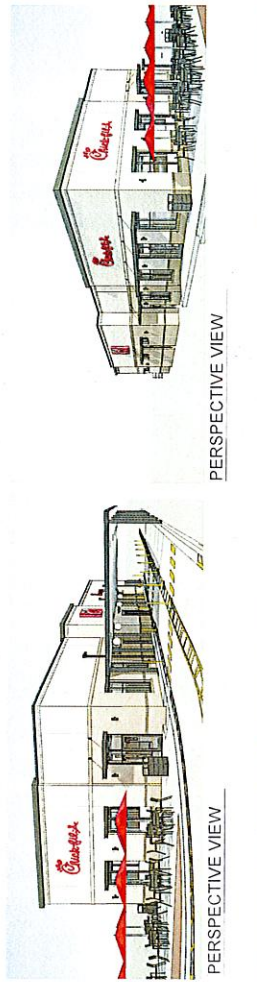
EXTERIOR ELEVATION

REF. ENCLOSURE FINISHES

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103	PAINTED METAL
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106	PAINTED METAL
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199	PAINTED METAL
200	PAINTED METAL

OF CANOPY FINISHES

101	BRICK VENEER
102	PAINTED METAL
103	PAINTED METAL
104	PAINTED METAL
105	PAINTED METAL
106	PAINTED METAL
107	PAINTED METAL
108	PAINTED METAL
109	PAINT

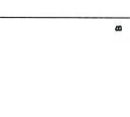


EXTERIOR FINISHES

Finish	Description	Notes
1	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
2	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
3	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
4	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
5	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
6	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
7	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
8	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
9	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
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84	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
85	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
86	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
87	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
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90	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
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93	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
94	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
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96	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
97	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
98	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
99	WHITE STUCCO	USE ON ALL EXTERIOR WALLS
100	WHITE STUCCO	USE ON ALL EXTERIOR WALLS

ATTACHED CANOPY SCHEDULE

Item	Description	Quantity	Unit	Notes
1	Canopy	1	Sq. Ft.	
2	Canopy	1	Sq. Ft.	
3	Canopy	1	Sq. Ft.	
4	Canopy	1	Sq. Ft.	
5	Canopy	1	Sq. Ft.	
6	Canopy	1	Sq. Ft.	
7	Canopy	1	Sq. Ft.	
8	Canopy	1	Sq. Ft.	
9	Canopy	1	Sq. Ft.	
10	Canopy	1	Sq. Ft.	
11	Canopy	1	Sq. Ft.	
12	Canopy	1	Sq. Ft.	
13	Canopy	1	Sq. Ft.	
14	Canopy	1	Sq. Ft.	
15	Canopy	1	Sq. Ft.	
16	Canopy	1	Sq. Ft.	
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96	Canopy	1	Sq. Ft.	
97	Canopy	1	Sq. Ft.	
98	Canopy	1	Sq. Ft.	
99	Canopy	1	Sq. Ft.	
100	Canopy	1	Sq. Ft.	



ARCHITECT

reztark
REZTARK DESIGN LLC
3000 WEST 10TH AVENUE
SUITE 200
DENVER, CO 80202

PROJECT



TITLE: TIDAL WAVE AUTO SPA
1000 WEST 10TH AVENUE
DENVER, CO 80202

CLIENT

TOTAL PROJECT VALUE
\$1,000,000.00
TOTAL PROJECT AREA
10,000.00 SQ. FT.

CONTRACT

STRUCTURE
2000 WEST 10TH AVENUE
DENVER, CO 80202

MATERIALS

BRICK, CONCRETE, GLASS, STEEL
ROOFING, INSULATION, FLOORING

OWNER

TIDAL WAVE AUTO SPA
1000 WEST 10TH AVENUE
DENVER, CO 80202

DATE

NOT FOR
CONSTRUCTION

PROJECT NO. 1000000000

REVISION

DATE

DESCRIPTION

PROJECT NO. 1000000000

TIDAL WAVE

1000 WEST 10TH AVENUE

DENVER, CO 80202

ARCHITECT: REZTARK DESIGN LLC

DATE: 10/1/2020

PROJECT NO. 1000000000

SHEET TITLE & NUMBER

EXTERIOR ELEVATIONS

A802

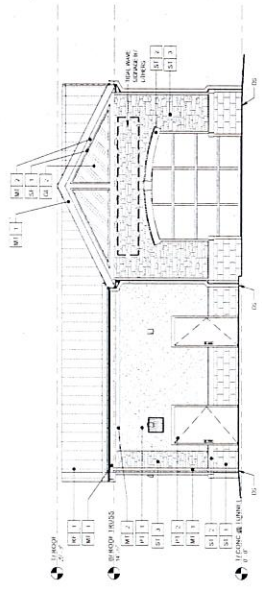
12 13 14 15 16 17 18 19 20 21 22

12 13 14 15 16 17 18 19 20 21 22

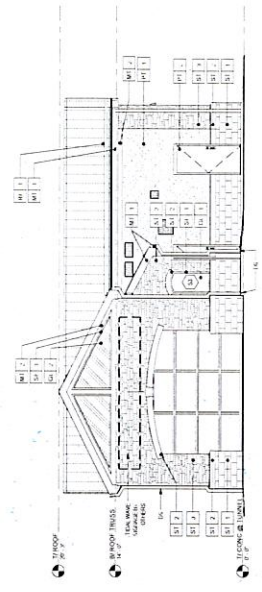
12 13 14 15 16 17 18 19 20 21 22

12 13 14 15 16 17 18 19 20 21 22

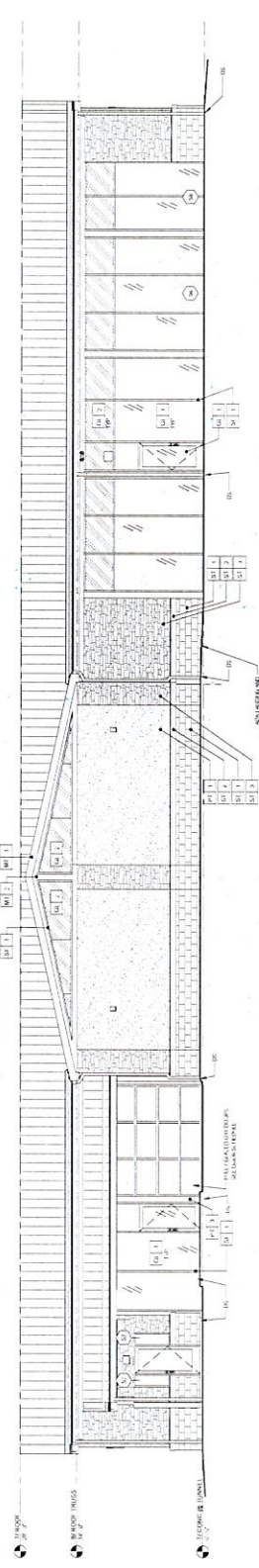
1 EXTERIOR ELEVATION - EXIT
A802 1/8" = 1'-0"



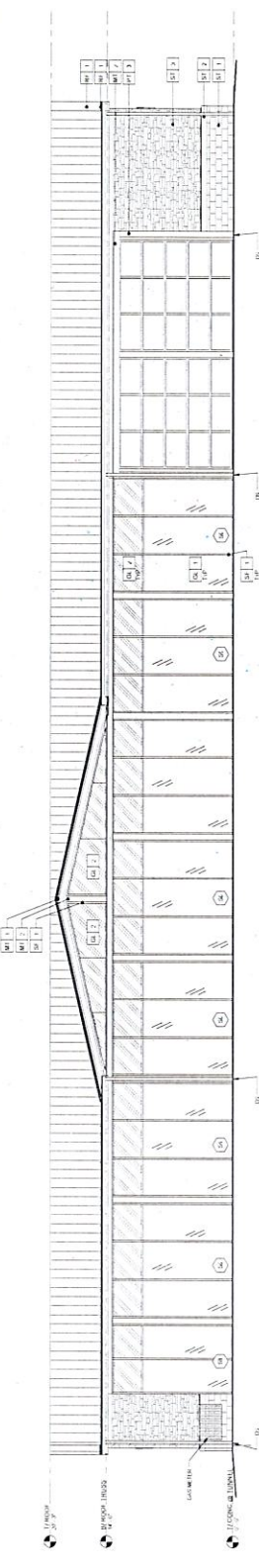
2 EXTERIOR ELEVATION - ENTRY
A802 1/8" = 1'-0"



3 EXTERIOR ELEVATION - FRONT
A802 1/8" = 1'-0"



4 EXTERIOR ELEVATION - REAR
A802 1/8" = 1'-0"



ARCHITECT

reztark

REZTARK DESIGN LLC
1000 W. 10TH STREET, SUITE 200
MINNEAPOLIS, MN 55408
612.222.2222

PROJECT



TIDAL WAVE AUTO SPA
1000 W. 10TH STREET, SUITE 200
MINNEAPOLIS, MN 55408

CLIENT

DESIGNER

ARCHITECT

CONSULTANT

STRUCTURAL

M.E.C.

MECHANICAL

ELECTRICAL

PLUMBING

HEATING

Cooling

Fire Protection

Security

Signage

Site Work

Landscaping

Construction

Interior Design

Exterior Design

Project Management

Construction Management

General Contracting

Specialty Contracting

Subcontracting

Equipment Rental

Material Supply

Transportation

Storage

Warehousing

Distribution

Manufacturing

Assembly

Finishing

Installation

Commissioning

Operation

Maintenance

Repair

Replacement

Renovation

Restoration

Rehabilitation

Refurbishment

Refinishing

Reupholstering

Rebuilding

Reconstructing

Recreating

Reimagining

Reinventing

Rejuvenating

Rejuvenating

57%

NOT FOR
CONSTRUCTION

PROJECT INFORMATION

TIDAL WAVE

AUTO SPA

ADDRESS: 1115 SUMMIT AVE

CITY: MINNEAPOLIS, MN

STATE: MN

ZIP: 55408

DATE: 10/1/2019

BY: [Signature]

PROJECT INFORMATION

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DATE: 10/1/2019

BY: [Signature]

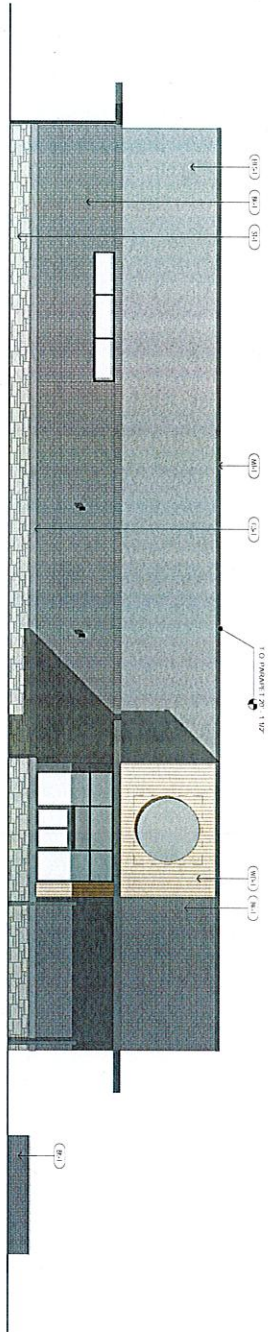
PROJECT INFORMATION

TIDAL WAVE

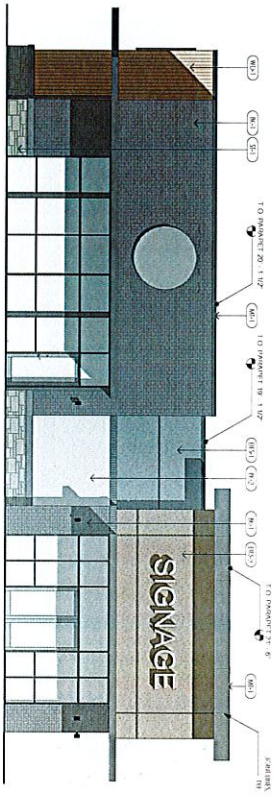
AUTO SPA

ADDRESS: 1115 SUMMIT AVE

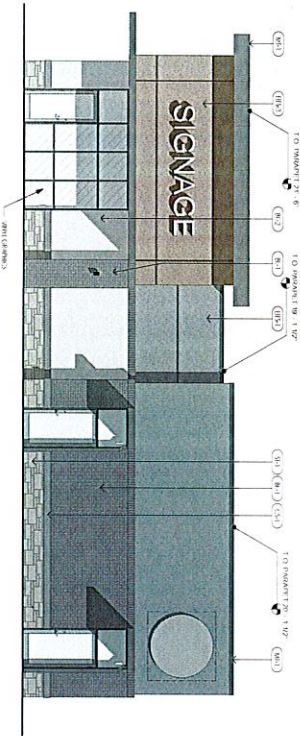
EXTERIOR FINISH LEGEND			
NO.	FINISH	NO.	FINISH
1	BRICK	11	PAINTED METAL ROOFING
2	CONCRETE	12	PAINTED METAL ROOFING
3	PAINTED METAL ROOFING	13	PAINTED METAL ROOFING
4	PAINTED METAL ROOFING	14	PAINTED METAL ROOFING
5	PAINTED METAL ROOFING	15	PAINTED METAL ROOFING
6	PAINTED METAL ROOFING	16	PAINTED METAL ROOFING
7	PAINTED METAL ROOFING	17	PAINTED METAL ROOFING
8	PAINTED METAL ROOFING	18	PAINTED METAL ROOFING
9	PAINTED METAL ROOFING	19	PAINTED METAL ROOFING
10	PAINTED METAL ROOFING	20	PAINTED METAL ROOFING



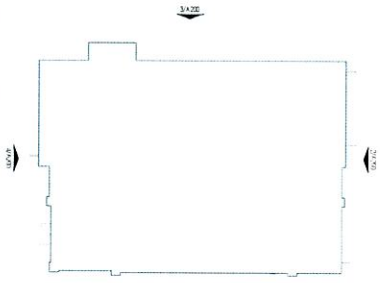
WEST ELEVATION 3
SCALE: 1/8" = 1'-0"



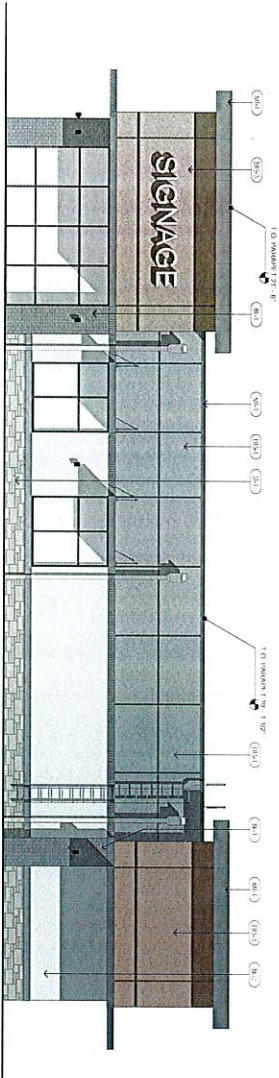
SOUTH ELEVATION 4
SCALE: 1/8" = 1'-0"



NORTH ELEVATION 2
SCALE: 1/8" = 1'-0"



KEY PLAN 5
SCALE: 1/8" = 1'-0"



EAST ELEVATION 1
SCALE: 1/8" = 1'-0"



PHASE I CLUBHOUSE



PHASE II POOL COURTYARD



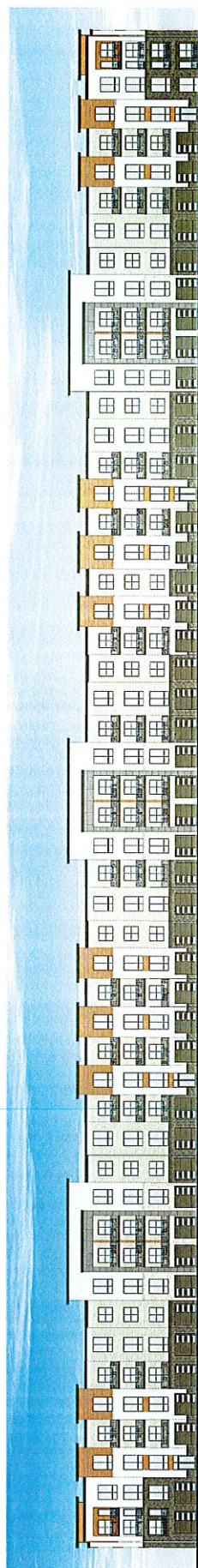
AERIAL VIEW OF PHASE I & II LOOKING SOUTH



PHASE II SOUTH COURTYARD AND CLUBHOUSE



1 NORTH ELEVATION



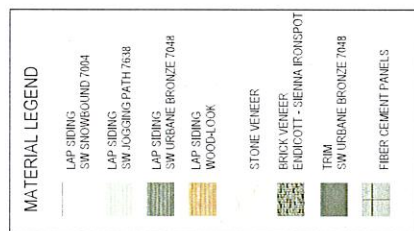
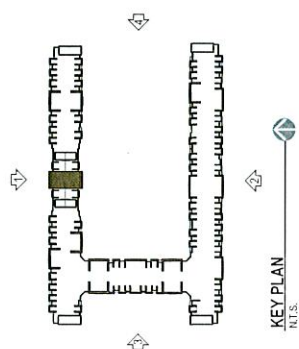
2 SOUTH ELEVATION



2 WEST ELEVATION



EAST ELEVATION





OLDHAM VILLAGE

50 & 291 MIXED USE
 LEES SUMMIT, MISSOURI

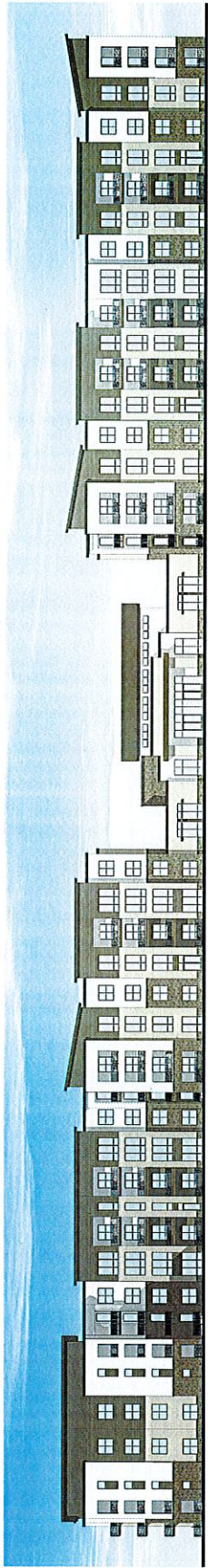
DRAWING TITLE: L&S L&S
 05/20/2020

IN VIEWS

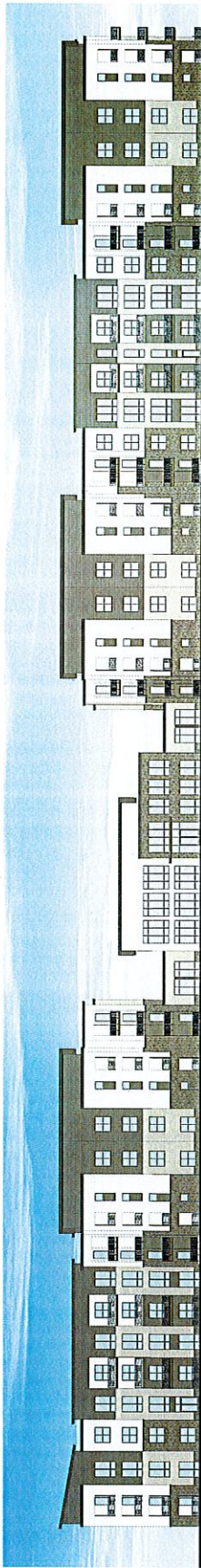
JOB NO.
 DATE
 DRAWN BY
 PRELIM DEVELOP PLAN

EXTERIOR
 ELEVATIONS

A3.20



1 SOUTH ELEVATION
 Scale: 1" = 20'-0"



2 NORTH ELEVATION
 Scale: 1" = 20'-0"



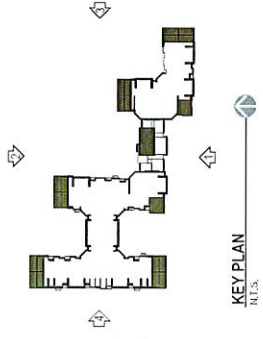
3 EAST ELEVATION
 Scale: 1" = 20'-0"



4 WEST ELEVATION
 Scale: 1" = 20'-0"

MATERIAL LEGEND

LAP SIDING	SW SHAKESIDE 7004
LAP SIDING	SW JOGGING PATH 7538
LAP SIDING	SW URBANE BRONZE 7046
BRICK VENEER	ENDICOTT - SENIA IRONSPOT
TRIM	SW URBANE BRONZE 7046





NOTE: CONTRACTOR TO NOTIFY 3rd PARTY ENDOR, PER THE ENDOR LIST, FOR ALL PRE-TREAT BEFORE CLOSING WALLS

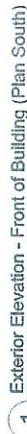
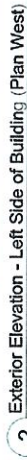
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100

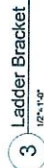
ELEVATION	1
	A-200

Scale = 1/4" = 1'-0"

1. PLAN, PROFILE AND COORDINATE WITH ALL OTHER SHEETS WITHIN PROJECT OF THIS DRAWING.
2. NOTIFY ARCHITECT AND OWNER OF DISCREPANCIES.
3. RELATED DRAWING SHEETS REFERS TO THE FOLLOWING:
 - A-101 FOR BUILDING LOCATION ON SITE
 - A-102 FOR BUILDING FOOTPRINT
 - A-121 PROPOSED FLOOR PLAN FOR CONSTRUCTION LAYOUT
 - A-123 ROOF PLANNING FOR EQUIPMENT
 - A-124 ROOF PLANNING FOR VENTILATION
 - G-101 NORTH AND ELEVATION
 - G-102 FLOOR TYPICAL
4. MARKING POINT: THE VENTILATION POINT (VPP) INDICATED ON THE DRAWINGS IS THE POINT OF ENTRY OF THE AIR INTO THE ROOM AND A COMMON POINT OF REFLECTED WASTE USED IN THESE DRAWINGS.
5. ALL VENT PENETRATIONS ON BACK OF MODULES OF ROOF.

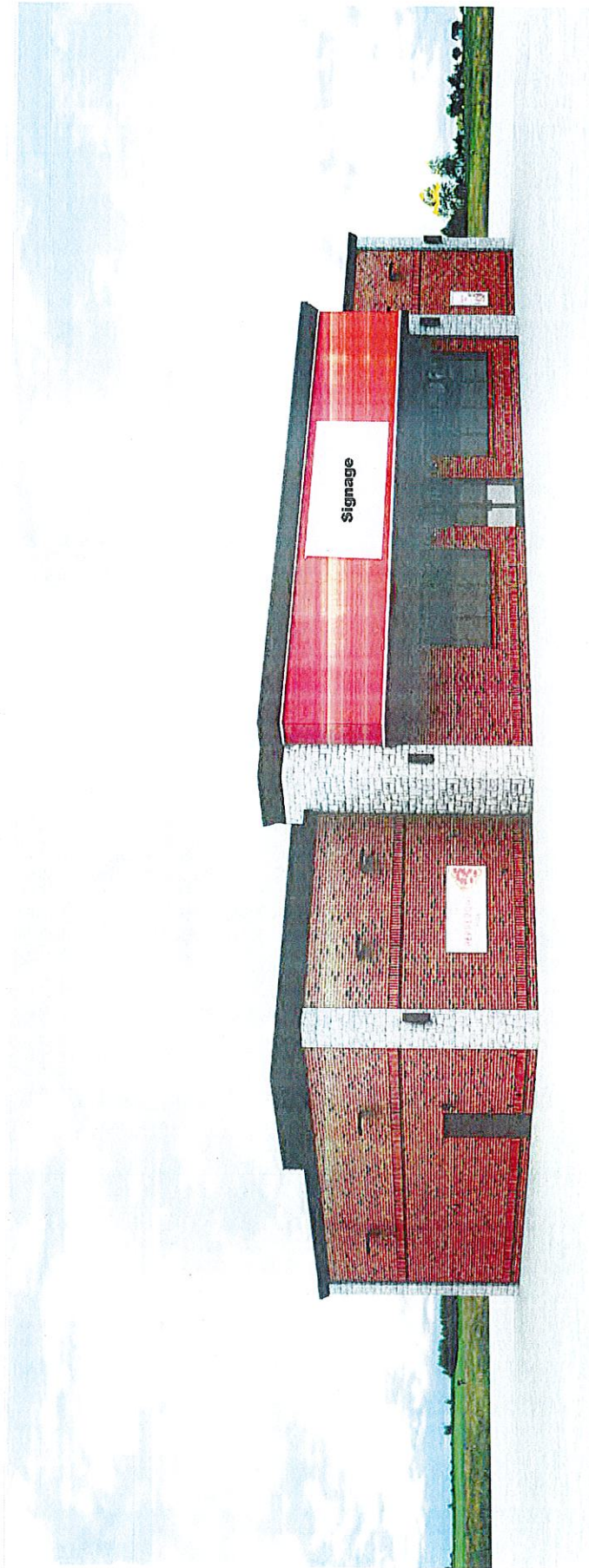


2022 "JA" STYLE STORE V.03	05/13/22	EXTERIOR ELEVATIONS	A-201
FLAT ROOF	07/13/22		

[illegible]

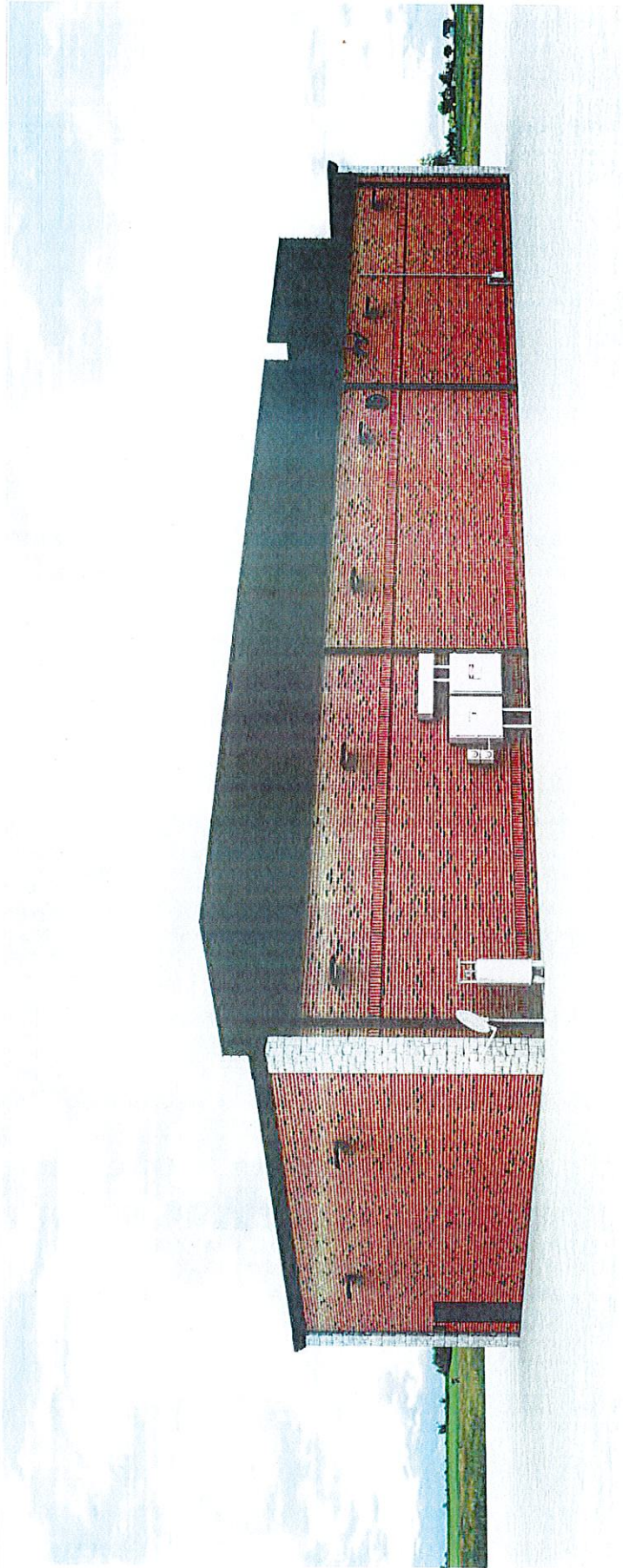
-0.10-0.11

 $1/6210$ 



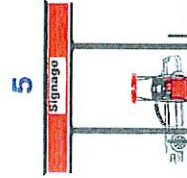
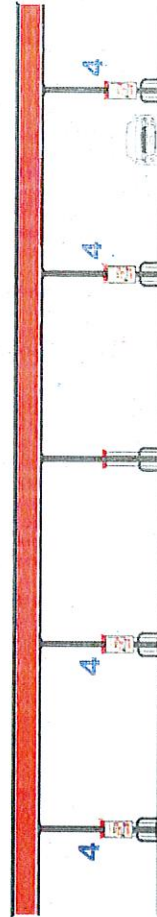
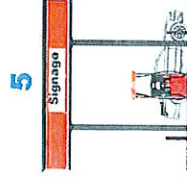
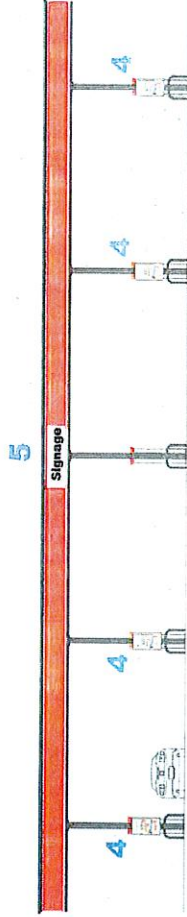
Oldham Village - Lot 18

FRONT



BACK

SIGNS 4, 5



Oldham Village - Lot 18

GAS CANOPY
5 IN A ROW HEAD-IN

DRAWN BY:
J. CLARK

DATE:
02-08-21



LEE'S SUMMIT
MISSOURI

DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	September 10, 2024	CONDUCTED BY:	Erin Ralovo, PE, PTOE
SUBMITTAL DATE:	July 14, 2023	PHONE:	816.969.1800
APPLICATION #:	PL2023188/PL2024015	EMAIL:	Erin.Ralovo@cityofls.net
PROJECT NAME:	OLDHAM VILLAGE	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located on the southwest corner of the US 50 and M291 interchange. It is bordered by M291 on the west, US 50 Highway on the north and Persels Road on the south. The area to the west is largely residential. East of M291 is a largely undeveloped commercial/industrial area and to the south of Persels Road is mixed residential and commercial area. Phase 1 is north of the existing intersection of M291 and Oldham Parkway and will be built on the east and west of Oldham Parkway. Phase 2 is south of Oldham Parkway and will be built along the east and west sides of realigned Jefferson Street.

ALLOWABLE ACCESS

The proposed development will be accessed from M291 and Oldham Parkway on the north. Oldham will be realigned and the entrance at M291 will be lengthened. From the south, the development will be accessed from Persels Road on Jefferson Street. Jefferson Street will also be realigned and will connect to Oldham Parkway at a location approximately 215 FT to the east of the current connection point to Oldham Parkway.

Internal access points are as follows:

- Access 1 is a RIRO access on the west side of Oldham Parkway approximately 320 feet west of Jefferson Street near the south end of the fitness and athletic business.
- Access 2 is a full access intersection along Oldham Parkway approximately 345 feet north of Access 1 serving the Fitness and athletic center to the west and pad sites to the north and east of Oldham Parkway.
- Access 3 is a full access driveway along Oldham Parkway located 375 feet north of Access 2 serving the restaurants on the east and west sides of Oldham Parkway.
- Access 4 is a full access driveway along Oldham Parkway approximately 375 feet north and west of Access 3 providing access to the small retail building and surface parking lot south of Oldham Parkway.
- Access 5 is a full access driveway along Oldham Parkway located 380 feet west of Access 4 and 200 feet east of an existing access point to an office building.
- Access 6 is a full access driveway and is located approximately 275 feet north of Access 10 serving the apartments on the west and two fast food restaurants and one coffee shop on the east.
- Access 7 is a full access driveway on the east side of Jefferson Street located approximately 160 feet north of Access 6 and 430 feet south of Oldham Parkway. This access serves a coffee shop and a small retail building as well as a small grocery store and continues to the north to Oldham Parkway as Access 8.
- Access 8 is a RIRO driveway on the south side of Oldham Parkway located approximately 275 feet east of Jefferson Street and 325 feet west of M291. MoDOT has expressed the desire to

change this entrance to a right-in only due to a concern about drivers trying to cross multiple lanes of traffic on Oldham Parkway to go north on M291.

- Access 9 is a right-in only driveway servicing the gas station with convenience store and is located approximately 175 feet east of the intersection at Jefferson Street and Persels and 400 feet west of M291.

- Access 10 is a full access driveway and is located on the east side of Jefferson Street located 300 feet north of the proposed public street connection and will serve two fast food restaurants.

EXISTING STREET CHARACTERISTICS (*Lanes, Speed limits, Sight Distance, Medians*)

Oldham Parkway is a two lane roadway, undeveloped north of the connection to M291. Jefferson Street is a two lane roadway, upgraded to urban standards with curb and gutter, a 5 foot sidewalk on the west side and a 10 foot multi-use path on the east side. M291 is a 6 lane divided highway with a signal at the intersection of Oldham Parkway. US 50 Highway is a 4 lane divided highway with offramps to M291. Persels Road is a 2 lane road with curb and gutter and sidewalk on both sides of the road. There is a signal at the intersection of Jefferson Street and Persels Road. There are no sight distance concerns within the study area.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☐

No ☒

The Access Management Code includes requirements for minimum spacing between street connections, depending on street classification and the type of access. Along commercial collector streets, such as Oldham Parkway and Jefferson Street, the minimum spacing for full access intersections is 300 feet, measured between centerlines. The majority of the access points in Phase 1 meet this minimum spacing. Access 5 is spaced 200 feet east of an existing driveway to an office building (currently Summit Park Church), which does not meet the minimum spacing requirement. This private drive should be removed as a condition of approval.

Access 8 is a right-in, right-out (RIRO) access along the south side of Oldham Parkway. This access is located within the functional area of the M291 intersection. MoDOT has suggested that the RIRO access is changed to a right-in only.

None of the proposed accesses meet the minimum spacing requirements. These closely spaced driveways are proposed due to the small lot sizes and the lack of access from other sides of the sites. Efforts have been made to have shared access with adjoining properties wherever possible and we support this waiver to the AMC.

Persels Road is a minor arterial and the minimum spacing is 400 feet. Access 9 is a right-in only driveway that just meets the minimum spacing from M291, however the spacing to Jefferson Street is not met. There is a separate right-turn lane and there are no safety or operational concerns with this access. To ensure that the driveway operates as a right-in only, a raised median on Persels Road will be required.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	17291	N/A	N/A
A.M. Peak Hour	1775	917	858
P.M. Peak Hour	1324	695	629

Trip generation shown was provided in the Traffic Impact Study provided by the applicant. The trips estimated for the proposed development based on various ITE Codes in the ITE Trip Generation Manual 11th Edition Using ITE Codes 495-Recreational Community Center, 822-Strip Retail, 932-High Turnover Sit Down Restaurant, 934-Fast Food Restaurant with Drive Through, 937-Coffee Shop with Drive Through, 948-Automated Car Wash, 221-Multifamily Housing (Mid-Rise), 822-Strip Retail Plaza (<40K), 850-Supermarket, and 945-Convenience Store/Gas Station. The total trips were determined based on the anticipated use for each pad site. The total daily trips were not separated into Trips In and Trips Out. In the case where use is not finalized, the most conservative likely use is used.

TRANSPORTATION IMPACT STUDY REQUIRED?

YES ☒

NO ☐

The proposed development will likely generate more than 100 vehicle trips to the surrounding street system during a peak hour based on industry standard methods for trip generation estimates, a minimum requirement for a traffic impact study in the Access Management Code. A traffic impact study was prepared by Kimley Horn, dated August 2024. The traffic study was prepared to assess traffic impacts associated with the development and to provide public improvement recommendations or waivers requested by the development that mitigate delay and/or meet minimum standards defined by City and/or MoDOT policies.

The traffic study evaluated existing conditions and proposed development conditions of the subject development. The analysis included morning and evening commuter peak hours at the intersections of Oldham Parkway and Ward Road, Oldham Parkway and Jefferson Street, M291 and Oldham Parkway, Persels Road and Jefferson Street, M291 and Persels Road/Bailey Road. The study considered several scenarios; Existing Conditions, Existing plus Phase 1 Development Conditions, Existing plus Phase 2 Development, and Future Conditions for year 2044.

The traffic study looked at each intersection for turn lane requirements based on classification and projected turning movements. The available space and storage lengths were reviewed in coordination with the required turn lane lengths to provide recommendations for the subject development. The study found that the following improvements would be required:

PHASE 1

1. Oldham Parkway and M291

- Construct an eastbound Left Turn Lane with a minimum storage length of 350 feet plus taper.
- Construct a second eastbound left turn lane. This lane will extend at least 300 feet west of Jefferson Street plus taper.
- Construct an eastbound right-turn lane with a minimum storage length of 350 feet plus taper.
- Construct two westbound lanes on Oldham Parkway, extending east of the intersection. The right lane should terminate as a right-turn lane at Access 2, and the left lane will continue as the through lane.

2. Oldham Parkway and Jefferson Street

- Construct a raised median on Oldham Parkway to restrict Jefferson Street access to left-in/right-in/right-out.
- Construct an eastbound left-turn lane with a minimum storage length of 150 feet plus taper.
- Construct a westbound left-turn lane with a minimum storage length of 200 feet plus taper.

3. Oldham Parkway and Access 2

- Install a traffic signal.
- Construct a northbound left-turn lane with a minimum storage length of 150 feet plus taper.
- Construct a southbound left-turn lane with a minimum storage length of 150 feet plus taper.
- Construct the eastbound and westbound approaches with three lanes, to provide one inbound lane and two outbound lanes.

4. Oldham Parkway and Access 3

- Construct a northbound left-turn lane with a minimum storage length of 150 feet plus taper.

5. Jefferson Street

- Construct the realigned portion of Jefferson Street as a three-lane roadway with a center two-way left-turn lane.

PHASE 2

1. Oldham Parkway and M291

- Lengthen the southbound right-turn lane to provide a minimum storage length of 300 feet plus taper.

2. Persels Road and M291

- Construct an eastbound right-turn lane with a minimum storage length of 150 feet plus taper.

3. Persels Road and Market Street

- Construct a raised median on Persels Road from M291 to Jefferson Street to restrict access to right-in/right-out.

4. Persels Road and Gas Station Access

- Construct a westbound right-turn lane with a minimum storage length of 150 feet plus taper.

The traffic study looked at each noted intersection to be analyzed for traffic operations and assigned a Level of Service (LOS) associated with their delay. Level of Service (LOS) is an industry accepted performance measure for traffic operations based on delay represented by the A to F lettered scale, with A the best and F the worst. City policy has established a LOS goal C for traffic signal operations and LOS D (where LOS E and F may be acceptable) for stop controlled movements. MoDOT has a similar performance standard, but LOS D is acceptable for signal operations. These LOS targets indicate acceptable operational performance or adequate operational conditions for the transportation network.

In addition to measured vehicle delay, vehicle queues were analyzed. With exception of a couple movements, all of the overall LOS meet the City's goals.

It is recommended that traffic is maintained on existing Oldham Parkway while the relocated Oldham Parkway is under construction to minimize disruptions to traffic and to minimize the amount of detoured traffic travelling through the adjoining neighborhoods. Contractor should minimize the amount of time that Oldham Parkway is closed to through traffic.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT ☒

EXCEPTIONS ☐

The proposed development plan will provide required sidewalks and all elements otherwise required by ordinances and standards, including but not limited to property landscaping, lighting, parking, and ADA accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 are requested.

RECOMMENDATION:

APPROVAL ☒

DENIAL ☐

N/A ☐

STIPULATIONS ☒

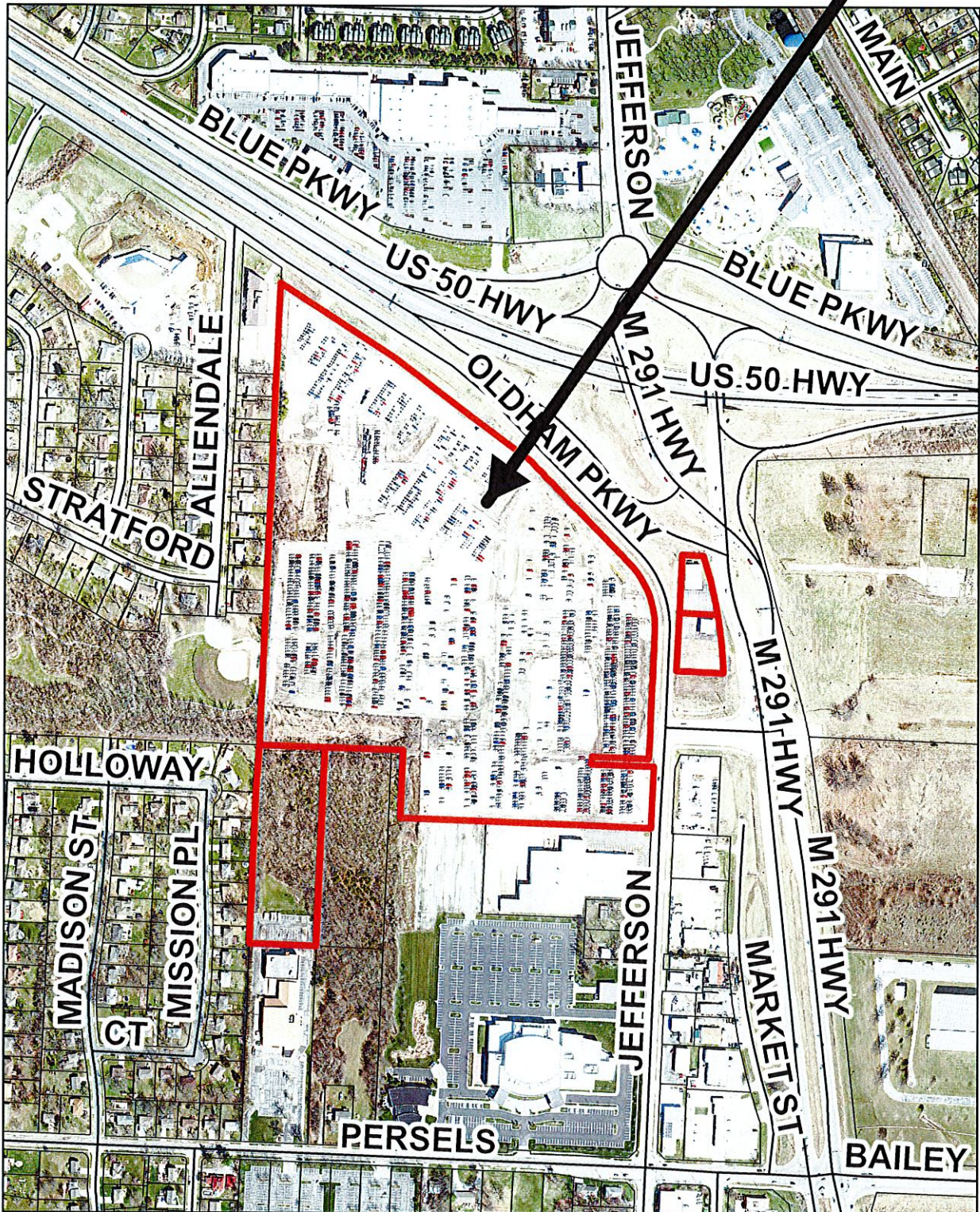
Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

Staff recommends approval of the proposed preliminary development plan subject to the conditions noted below:

1. Construct all improvements recommended by the Traffic Impact Study and stated above.
2. Construct improvements required by MoDOT.
3. Remove Summit Park Church access, located approximately 200 feet west of Access 5, after the parking lot is constructed and work on Access 5 is complete.

PL2023-188 - PRELIM DEV PLAN

Oldham Village Phase 1



N