

City of Lee's Summit

Planning & Codes Administration

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October 15, 2015

CITY COUNCIL

PUBLIC HEARING - Appl. #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr.; Engineering Solutions, applicant

Exhibit (A) - List of Exhibits 1-20.

1. Application for preliminary development plan dated July 31, 2015.
2. Notice of Planning Commission public hearing published in the Lee's Summit Journal on September 4, 2015, for the September 22, 2015 meeting.
3. Affidavit from the Lee's Summit Journal of publication of the Planning Commission notice.
4. Letter sent to property owners within 185 feet of the site dated August 28, 2015.
5. List of property owners within 185 feet of the site, prepared by the applicant.
6. Affidavit of Notice to Property Owners, notifying them of the Planning Commission public hearing. Signed by the applicant and dated September 11, 2015.
7. Curriculum Vitae for Robert G. McKay, AICP.
8. Unified Development Ordinance No. 5209, as amended.
9. 2005 City of Lee's Summit Comprehensive Plan, adopted by the Planning Commission, as amended.
10. First Amended Charter of the City of Lee's Summit, Missouri, adopted November, 2007.
11. Location map.
12. Preliminary Development Plan
13. Transportation Impact Study
14. Transportation Impact Analysis prepared by Michael Park, dated September 15, 2015
15. Staff's letter dated September 18, 2015
16. City Council Packet Form, dated September 18, 2015.
17. Notice of City Council public hearing published in the Lee's Summit Journal on September 25, 2015, for the October 15, 2015 meeting.
18. Affidavit from the Lee's Summit Journal of publication of the City Council notice.
19. Minutes from the September 22, 2015 Planning Commission meeting
20. City Council Packet Form dated October 6, 2015

City Council Information Form



DATE: 10/06/2015
ASSIGNED STAFF: Robert McKay
DEPARTMENT: Planning&Development

TYPE OF FORM: Public Hearing

Form No.: 5045

APPROVALS:

None

ISSUE/REQUEST:

PUBLIC HEARING – Appl. #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr.; Engineering Solutions, applicant

KEY ISSUES:

This preliminary development plan application is for a 78,250 sq. ft church, located at 3381 NW Chipman Rd. The church will be constructed in two phases, with the first phase composed of 29,368 square feet. The proposed building materials and color palette predominately consist of stone and grey textured concrete tilt-wall panels with blended red brick and blended earth tone masonry.

- 29,368 sq. ft. church – Phase 1; 78,250 sq. ft. church – Phase 1 + Phase 2
- 0.03 floor area ratio (FAR) – Phase 1; 0.06 floor area ratio (FAR) – Phase 1 + Phase 2
- 19% impervious coverage – Phase 1; 26% impervious coverage – Phase 1 + Phase 2
- 875 total parking spaces provided (340 spaces – Phase 1; 535 spaces – Phase 2); 500 spaces required at full build-out

PROPOSED COMMITTEE MOTION:

PROPOSED CITY COUNCIL MOTION:

BACKGROUND:(including location, programs/departments affected, and process issues)

IMPACT/ANALYSIS:

TIMELINE

Start:

Finish:

OTHER INFORMATION/UNIQUE CHARACTERISTICS:

STAFF RECOMMENDATION

20

Staff recommends **APPROVAL** of the preliminary development plan, subject to the following:

1. Access roads from the north and the west shall be constructed to City standards for future dedication as City streets.
2. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, the road improvements recommended in the Transportation Impact Analysis form dated September 15, 2015. No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Recorders' Office.
3. **The applicant shall install dimmable parking lot light fixtures. The fixtures shall comply with the lighting standards of the Unified Development Ordinance . (Added by the Planning Commission)**

OTHER BOARDS AND COMMISSIONS ASSIGNED: Planning Commission

DATE: 09/22/2015

ACTION:

On motion of Mr. Delibero and seconded by Mr. DeMoro the Planning Commission voted four "yes" (Mr. Norbury, Mr. Funk, Mr. DeMoro and Mr. Delibero) and one "no" (Ms. Roberts) by voice vote to recommend **APPROVAL** of Appl. #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr; Engineering Solutions, applicant. Subject to staff's letter, recommendation items 1-2, and the Planning Commission adding item #3 to read "The applicant shall install dimmable parking lot light fixtures. The fixtures shall comply with the lighting standards of the Unified Development Ordinance".

COUNCIL COMMITTEE ASSIGNED: Not Applicable

DATE:

ACTION:

List of Reference Documents Attached

1. Staff Letter
2. PC Minutes
3. Transportation Impact Analysis
4. Traffic Impact Study
5. Preliminary Development Plan
6. Location Map

City Council Information Form



DATE: 10/06/2015
ASSIGNED STAFF: Kim Brennan
DEPARTMENT: Planning&Development

TYPE OF FORM: Ordinances

Form No.: 5070

APPROVALS:
None

ISSUE/REQUEST:

AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN ON LAND LOCATED AT THE SOUTHEAST CORNER OF CHIPMAN ROAD AND VIEW HIGH DRIVE, IN DISTRICT AGRICULTURAL, THE SUMMIT CHURCH, ALL IN ACCORDANCE WITH THE PROVISIONS OF UNIFIED DEVELOPMENT ORDINANCE, NO. 5209, FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

PROPOSED COMMITTEE MOTION:

PROPOSED CITY COUNCIL MOTION:

FIRST MOTION: I move for a second reading of AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN ON LAND LOCATED AT THE SOUTHEAST CORNER OF CHIPMAN ROAD AND VIEW HIGH DRIVE, IN DISTRICT AGRICULTURAL, THE SUMMIT CHURCH, ALL IN ACCORDANCE WITH THE PROVISIONS OF UNIFIED DEVELOPMENT ORDINANCE, NO. 5209, FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

SECOND MOTION: I move for adoption of AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN ON LAND LOCATED AT THE SOUTHEAST CORNER OF CHIPMAN ROAD AND VIEW HIGH DRIVE, IN DISTRICT AGRICULTURAL, THE SUMMIT CHURCH, ALL IN ACCORDANCE WITH THE PROVISIONS OF UNIFIED DEVELOPMENT ORDINANCE, NO. 5209, FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

BACKGROUND:(including location, programs/departments affected, and process issues)

IMPACT/ANALYSIS:

TIMELINE

Start:

Finish:

OTHER INFORMATION/UNIQUE CHARACTERISTICS:

STAFF RECOMMENDATION

OTHER BOARDS AND COMMISSIONS ASSIGNED: Not Applicable

DATE:

ACTION:

COUNCIL COMMITTEE ASSIGNED: Not Applicable

DATE:

ACTION:

List of Reference Documents Attached

1. Ordinance
2. PDP
3. Location Map

BILL NO.

AN ORDINANCE APPROVING A PRELIMINARY DEVELOPMENT PLAN ON LAND LOCATED AT THE SOUTHEAST CORNER OF CHIPMAN ROAD AND VIEW HIGH DRIVE, IN DISTRICT AGRICULTURAL, THE SUMMIT CHURCH, ALL IN ACCORDANCE WITH THE PROVISIONS OF UNIFIED DEVELOPMENT ORDINANCE, NO.5209, FOR THE CITY OF LEE'S SUMMIT, MISSOURI.

WHEREAS, Application #PL2015-117 submitted by Engineering Solutions, requesting approval of a preliminary development plan in District AG (Agricultural) on land located at the southeast corner of Chipman Road and View High Drive was referred to the Planning Commission to hold a public hearing; and

WHEREAS, the subject property was zoned District AG by the passage of the Unified Development Ordinance, Ordinance No. 5209, on September 6, 2001, which reclassified zoning districts citywide, effective November 1, 2001; and

WHEREAS, the Unified Development Ordinance provides for the approval of a 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 preliminary development plan on September 22, 2015, and rendered a report to the City Council recommending that the preliminary development plan be approved; and

WHEREAS, after due public notice in the manner prescribed by law, the City Council held a public hearing on October 15, 2015, and rendered a decision to approve the 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 in District AG on the following described property:

All that part of the West one half of Lot 2 of the NW 1/4 of Section 3, Township 47 N, Range 32 W, in Lee's Summit, Jackson County, Missouri, except the East 16.5 feet, and except that part in existing street rights of way, more particularly described as follows:

Commencing at the Northwest corner of said Section 3; thence S 86°41'55" E along the North line of said 1/4 Section, a distance of 30.00 feet; thence S 03°18'59" W, a distance of 30.00 feet to the Point of Beginning, said point being the intersection of the existing East right of way line of View High Drive and the South line of the existing right of way line of Chipman Road; thence S 86°41'55" E parallel with the North line of said 1/4 Section, a distance of 337.94 feet; thence S 86°35'42" E parallel with the North line of said 1/4 Section, a distance of 945.57 feet; thence S 03°22'09" W, West of, parallel with and 16.5 feet distant from the East line of the West 1/2 of said Lot 2, a distance of 1420.09 feet to a point on the South line of the West 1/2 of said Lot 2; thence N 87°16'57" W along said South line, a distance of 1282.27 feet; thence N 03°18'59" E along a line, East of, parallel with and 30.00 feet distant from the West line of said Lot 2, a distance of

BILL NO.

1434.84 feet to the Point of Beginning, containing 42.046 acres, more or less, all being subject to easements, restrictions, and rights of way of record.

SECTION 2. That the following conditions of approval apply:

1. Access roads from the north and the west shall be constructed to City standards for future dedication as City streets.
2. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, the road improvements recommended in the Transportation Impact Analysis form dated September 15, 2015. No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Records' Office.
3. The applicant shall install dimmable parking lot light fixtures. The fixtures shall comply with the lighting standards of the Unified Development Ordinance.

SECTION 3. That development shall be in accordance with the amended preliminary development plan removing the north parking lot from consideration, date stamped October 2, 2015 appended hereto and made a part hereof.

SECTION 4. In granting modifications listed herein, the Governing Body concludes that the development will provide sustainable value to the City, incorporates sound planning principles and design elements that are compatible with surrounding properties and consistent through the proposed project, effectively utilize the land upon which the development is proposed, and further the goals, spirit and intent of the Unified Development Ordinance.

SECTION 5. 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 6. That failure to comply with all of the provisions contained in this ordinance shall constitute violations of both this ordinance and the City's Unified Development Ordinance, enacted by Ordinance No. 5209 and amended from time to time.

SECTION 7. 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 _____ day of _____, 2015.

Mayor Randall L. Rhoads

BILL NO.

ATTEST:

City Clerk *Denise R. Chisum*

APPROVED by the Mayor of said city this ____ day of _____, 2015.

Mayor Randall L. Rhoads

ATTEST:

City Clerk *Denise R. Chisum*

APPROVED AS TO FORM:

City Attorney *Brian Head*

lot. He had also considered a plan for a use similar to what was proposed in this application, so the uses would certainly be compatible. He was in favor of approving the application.

Chairperson Norbury then asked if the Commission had questions for the applicant or staff.

Mr. DeMoro noted that the school had a chain link fence and that the existing vegetation would provide a buffer. He asked Mr. Minnis if the buffer going in there would be any disturbance or damage to the trees during development. Mr. Minnis answered that this was a rather wide strip of vegetation, and they would ensure that any grading and disturbance of the land would end at the property line. They intended on putting in a low-impact landscaping buffer on their side of the property. The shrubs used would be fairly small on this side but the buffering would include some evergreens and deciduous trees as well.

Chairperson Norbury asked for some details about the plans for a bike trail. Mr. Minnis related that they planned a 10-foot wide concrete bike trail along the north and east side of the property, extending all the way down to the south end. The plan included a rest area at the corner of Akin Circle and Akin Drive, with some shade trees and benches.

Chairperson Norbury asked if there were further questions for the applicant or staff. Hearing none, he closed the public hearing at 5:19 p.m. and asked for discussion, or for a motion.

Mr. DeMoro made a motion to recommend approval of Application PL2015-116, Rezoning from CP-2 to RP-4 and Preliminary Development Plan: Chapel Ridge 4-plexes, 3620 NE Akin Dr; CEAH Realtors, applicant; subject to staff's letter of September 18, 2015, specifically Recommendation Items 1 through 4, with the date in Recommendation Item 3 changed to "August 31, 2015". Mr. Delibero seconded.

Chairperson Norbury asked if there was any discussion of the motion. Hearing none, he called for a vote.

On the motion of Mr. DeMoro, seconded by Mr. Delibero, the Planning Commission members voted unanimously by voice vote to recommend **APPROVAL** of Application PL2015-116, Rezoning from CP-2 to RP-4 and Preliminary Development Plan: Chapel Ridge 4-plexes, 3620 NE Akin Dr; CEAH Realtors, applicant; subject to staff's letter of September 18, 2015, specifically Recommendation Items 1 through 4, with Recommendation Item 3 corrected as stated.

(The foregoing is a digest of the secretary's notes of the public hearing. The transcript may be obtained.)

3. Application #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr; Engineering Solutions, applicant

Chairperson Norbury opened the hearing at 5:21 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in. He asked those present in the audience who wished to speak to provide name and address, and said that everyone would get a chance to speak.

Mr. Matt Schlicht of Engineering Solutions gave his address as 50 SE 30th Street in Lee's Summit. Also present were Ms. Robin Dawson and Mr. Jim Crisik from the church as well as Mr. Brian Rahsome from Mantel Teeter Architects. He stated that this was a 42-acre site at the southeast corner of View High Drive and Chipman Road, in northwest Lee's Summit. Everything west of View High and north of Chipman was Kansas City Missouri. The property was bordered on the east by the Edgewood single-family residential subdivision. It had ten-acre estate lots and had been there about 20 years. Mr. Schlicht pointed out a 15-acre piece that the church owned south of the proposed site. They intended to eventually develop a preliminary development plan for the entire 40 acres. He then pointed out Ashurst Drive that would run south of the church. The stub had been done when Edgewood was built and it would connect to View High Drive. Concerning Chipman Road, they had held meetings and discussions with staff about what it would look like in the future and how the church could coordinate its plans with that.

Shaded areas on the plan indicated the first phase, which would be the central portion of the church building, with the outer portion added at build-out. In addition to the 29,368 shown for Phase 1 in staff's report, they were considering adding a room at the back of the sanctuary, which would make the area closer to 34,000. However, the indicated 78,250 square feet at build-out would not change. At Phase 1, a driveway would lead out to Chipman at the north, and south to Ashurst and out to View High. The turn on View High would be right-in-right-out, due to a median at that point.

They had held a neighborhood meeting on September 10th, notifying about 100 people; and about 22 had attended. Most of the discussion had focused on Ashurst Drive. Many of the Edgewood residents had lived there for a number of years and liked the seclusion; and so they had not wanted Ashurst to connect with View High Drive. They had been informed that once the additional 15 acres was developed, by the church or a buyer, the street would go in. Additionally, some of the residents to the north were concerned about light levels. The plan followed the code lighting requirements and they were investigating mechanisms for reducing the light levels further.

Other questions were asked about the north parking lot and its proximity to houses directly across Chipman. Mr. Schlicht emphasized that master planning included scenarios for what might happen in the future; but they did want to keep it on the plan for possible future use. At that time they would meet any requirements for buffering and screening. Another issue was the median break at View High in order to have full access. Based on the traffic study provided, that and any turn lanes would be addressed in Phase 2. Considering the current traffic levels in the area and the fact that churches typically were not operating during peak traffic hours, that would not be justified at present. Similarly, on Chipman Road the impact would not be enough for any improvements at this point.

The church site was at a high point of the lot, and the property drained mostly to the north, with a portion draining to the east. The resident directly east of the property had attended the neighborhood meeting. He had a storm drainage system in his back yard and had stated that large amounts of water came off the site. The applicants proposed providing a secondary stormwater detention facility to address that situation. Mr. Schlicht observed that Edgewood sat at the top of a hill and drained toward Chipman. Within the subdivision, most of the drainage was on the surface. He pointed out the main water detention facility, which would be to the west

of the secondary one and closer to the church. The property to the south was not developed at this point and drained into a secondary watershed to the south. When it developed, it would need its own detention facilities.

Mr. Schlicht then displayed the building elevations. The west elevation, seen from View High, would be the front access; with the sanctuary behind it and some classrooms on the lower level. The back, facing Edgewood, was a blank view but would be thoroughly screened by the existing vegetation.

Chairperson Norbury asked Mr. Schlicht if the applicants agreed with the two Recommendation Items. Mr. Schlicht replied that they did. Chairperson Norbury then asked for staff comments.

Mr. Seyl entered Exhibit (A), list of exhibits 1-16 into the record. He confirmed that this was a preliminary development application for a church to be located at 3381 NW Chipman Road. It would be constructed in two phases, with the first phase being 29,368 square feet. Proposed building materials and color palette were predominantly stone and gray textured concrete with blended red brick and blended earth tone masonry. Build-out for Phase 1 and Phase 2 would be 78,250 square feet. The floor to area ratio was .03 for Phase 1, and a total of .06 at build-out. Phase 1 would have 19% impervious coverage, with 26% at full build-out. The total parking would be 875 spaces, with 340 for Phase 1. The total would be well above the UDO requirement for 500 spaces.

The applicants were requesting reclaimed wood veneer as an accent on the west elevation. Wood was a conditional material and had to be approved by the Commission. It generally had to provide some compatibility with nearby structures. Mr. Seyl pointed out the location on the elevation. Staff recommended approval of this material, as the property was bounded by districts zoned AG, and it was compatible with the uses in this area. Churches were allowed in all zoning districts as a conditional use, and this project met all conditions for churches under the UDO. The analysis of ordinance criteria (pgs. 2-3) noted that the property was not platted but parcels over 10 acres zoned AG were not required to be. The church was not expected to negatively impact the value of neighboring properties, and services and facilities were available that could meet the demand generated by this use.

Mr. Seyl confirmed that access to the church property would be via two private access drives. One would run south off Chipman into the church's north parking lot. The southern part would have access via an extension of Ashurst Drive and View High Drive. Both drives would be designed and built to public standards, anticipating their future dedication as public roads that would accommodate future development.

No sidewalks were being proposed for the project. The property was divided into parcels of more than 10 acres in AG zoning and so did not require a subdivision plat. In the absence of that, the City could not require sidewalks along that stretch of Chipman. The two driveways within the property would not require sidewalks either, since they were private driveways. However, sidewalks would be required at whatever point they became public roads.

Staff recommended approval of the preliminary development plan, subject to Recommendation Items 1 and 2.

Chairperson Norbury then asked if there was anyone present wishing to give testimony, either in support for or opposition to the application.

Mr. Matthew Koche stated that he was a resident of Edgewood as well as a member of its Homeowners Association. He commended the architect and engineering firm on their work. It looked like a good layout, and a good choice for that property. They had known that the property would be developed eventually, and certainly preferred a church over an intense commercial use. The neighbors' concerns were not primarily with the aspects covered tonight, such as access or building materials.

One was the traffic situation on Chipman Road. They did not know when the City would be able to get the right-of-way for the bridge and to make Chipman a three-lane road; and during services and other church events going westbound on Chipman up to View High might be a problem. However, he had looked at the traffic study and it had addressed that concern. The other issue for the neighbors was the extension of Ashurst Road. It was not a through street to the east because of the creek and did not really go anywhere, so they did not see any benefit other than alleviating traffic in the area. Mr. Koche urged the Commissioners to consider, as this property developed, the impact of traffic through what was, at present, a "dead-end" neighborhood. The neighborhood did not have sidewalks. While the extension would mean easier access to the neighborhood, it would also mean an unwelcome level of traffic.

Mr. Richard Kramer gave his address as 10620 View High Drive. He first pointed out that View High did not have sewers; and had a 4-inch water line that ran across the Longview Lake dam. When the golf course was watered early in the morning, water pressure was very low. Consequently, it was not likely that the church would get adequate services of this kind from Kansas City. A lot of development was expected along View High, and the City needed to be prepared for it. The area down by the creek would be especially difficult. Mr. Kramer added that he had heard the HOA representative saying Edgewood residents did not want the extended road through their neighborhood; but people along View High had already seen the widened road take as much as 200 feet from their front yards. What had been the front edge of his yard was now on the other side of the street. Jackson County owned the west side of View High in the form of the park and golf course. He also pointed out that none of the infrastructure associated with the church would generate any income for the City.

Mr. Kenneth Ahrie gave his address as 11510 Chipman Road. He had bought the property about 20 years ago and had known the 40 acres would eventually be developed. He agreed with Mr. Koche that the church use would be a fairly low-impact one, and remarked that it was certainly preferable to a residential subdivision or apartments. For this reason, he urged the Commission to approve the plan.

Mr. John Wright gave his address as 11710 Chipman Road. His property was the closest to the subject property, and would get the most of any impact it would have. He also would prefer a church to any other kind of development on this property. However, he did have two issues. They had discussed the outdoor lighting during the neighborhood meeting, and had been told that the parking lot would be illuminated every night, as well as dimmable LED pole lights being an option for the lighting plan to be submitted. He understood that the proposed lights had a High and Low setting, with the High setting used during church service or event hours a Low setting all other times. Motion detectors would switch the lights to High whenever a vehicle entered the parking lot. Mr. Wright considered the dimmable LED option to be less intrusive

and he hoped that would be used, although he understood that the applicants' lighting plan had met the City's requirements.

Mr. Wright's other concern was the proposed north parking lot, adjacent to Chipman. On a displayed image of the site, he pointed out the location of his house and of the parking lot. The neighbors to either side of him would have a view of greenery but his front living room window would look into a parking lot that was illuminated every night. This would not only be an annoyance; it could negatively affect his property's value. He read from the definitions of Lee's Summit zoning districts (Section 5.060, "Agricultural District"): "*It is also intended to conserve rural character.*" Under the circumstances, he felt that he had rural character in his neighborhood and would prefer the church to develop minus the parking lot in that location. He was aware that it would not be built during the first phase, but suggested that instead of the parking lot the church added a row along the east side and another across the south side. That would retain the green buffer around the whole development. Mr. Wright noted that the whole development had a total of almost 7.5 acres of parking, and this was almost double the amount required. He requested that the Commission approve the project, but without the north parking lot in the interest of preserving the neighborhood's referenced rural character.

Mr. Tom Turner gave his address as 613 NW Edgewood Drive. He was skeptical about the traffic study being used, and did not think Chipman could easily handle the spike in traffic on Sunday mornings, including both to and from church and possibly including more than one service. One curve in particular was hazardous and a vehicle would have nowhere to go but a ditch if anything went wrong. On another stretch, rock regularly washed down onto the road after a heavy rain. Mr. Turner also felt that there needed to be a better plan for accessing the property; and it was odd that the front of the church would face View High but it would have a Chipman Road address. He considered it possible that the Chipman address was to justify having a driveway access off Chipman, and sympathized with the resident who might have to deal with headlights and parking lot view.

Mr. Kramer did not think that Mr. Turner would prefer apartments or a business on the subject property. Concerning the bridge, he noted that near the property was a 50-year-old abandoned bridge that Raytown had tried to put in. The railroad right-of-way was what complicated these efforts.

Chairperson Norbury then opened the hearing for questions from the Commission for the applicant or staff.

Ms. Roberts asked to see a display of the water and sewer plan. A City-owned main on Chipman would be extended on site as a private line. Mr. Schlicht pointed out the location of the water line. A fire hydrant would be installed along the west side. The sanitary sewer would be extended from Edgewood, and an existing sewer manhole was at the northeast corner of the Edgewood intersection. A new sanitary sewer main would extend to the site from that existing sewer main.

Ms. Roberts then asked about the 375 extra parking spaces. Mr. Schlicht related that the UDO's requirement for parking spaces worked for retail and office uses but the formula did not work well for churches. This was particularly true for churches with more than one worship service, as a social or fellowship hour often extended from the end of one service to the beginning of another. These overlapping patterns created a need for more parking, in this case

a 1:2 parking ratio. Mr. Schlicht added that in this kind of hearing, applicants had to include everything they might want to see. The north area was shown for the sake of future potential. He pointed out that as Sunday school classrooms were at the other end, it was likely that much Sunday morning traffic would be diverted there to drop off children.

Mr. Delibero asked how many spaces the north parking lot would have. Mr. Schlicht estimated it was 50 to 60. Mr. Delibero summarized that 535 spaces were required and they hoped to have as many as 800 although their plan called for 875. Mr. Schlicht confirmed that if this lot were developed, it would be the last piece and would be added if needed. Mr. Delibero asked if they had eliminated other locations on the site, and Mr. Schlicht answered that there was a limit on how far away a space could be. At some point, people would decide they did not want to walk that far. Another parking consideration was that a church's busiest days were usually Christmas and Easter; and these were both at times of year when whether could be unpredictable. The potential 50 or 60 spaces at the north parking lot site were in a good location that people would use. Further, some of the site was not suitable for parking, such as the edge of the north parking lot where there was a steep downward slope. Mr. Delibero noted that the lot could be extended the other direction, toward View High; and Mr. Schlicht acknowledged that this was possible. Another option could be developing only the rows furthest from Chipman and eliminating the front two rows.

Mr. Delibero asked if they definitely planned to include dimmable LED lighting. Mr. Schlicht said they had discussed this at the meeting but at this early stage they were still looking at the general design rather than details. No detailed discussion of this option, including its cost, had taken place as yet. However, according to the electrical designer the cost would not be prohibitive. This was probably the applicants' intent, as it would lower their electrical costs and from a long-term perspective might pay for itself. He added that the church had been a good neighbor in its Downtown location for several years so it was likely they would want to address a neighbor's concerns.

Mr. Delibero asked if it was correct that the property would retain its AG zoning. Mr. Seyl responded that it was. Any buyer of the reserved acreage wanting a commercial use would have to get it rezoned. Mr. Delibero then noted that he had driven to the site and it looked like Chipman Road should be widened at least to the entry drive. It was difficult for him to conclude that the expected volume of traffic in and out of the site would not be a problem. Mr. Park replied that the traffic impact study indicated the levels of service would be maintained at least through the first phase. That was why they would need the second access from View High by the time the second phase was underway; and why the City recommended turn lanes on View High for both northbound and southbound traffic after the median was opened. Chipman was currently two lanes and what would be added would be a turn lane; and this was a fully funded part of the City's capital improvement plan. Essentially the City was waiting for a resolution such as acquiring the right-of-way via the Jackson County proposal. While Chipman would remain two lanes, the City was taking into account the fact that the church's peak hours would not be peak hours for traffic generally. No other intersection improvements were planned for that part of Chipman, and View High was not within Lee's Summit's jurisdiction although it was included on the traffic impact study. The recommendation for both this study and the one done by Kansas City was consistent with the study done by TranSystems and staff concurred with those as well. The plan was to widen the road with a left turn lane; and staff had identified right-of-way impacts in the area including the Rock Island Trail corridor and various private interests.

He added that the City did plan to move forward with the Chipman Road project without the local partners if necessary.

Mr. Delibero then asked staff if the Planning Commission had the purview to require the dimmable LED lighting as a condition of approval in a situation where the lighting plan met UDO requirements. Mr. Stiles answered that the Commission could do that.

Chairperson Norbury asked what the Comprehensive Plan said about future land use for this area. Mr. Soto answered that it anticipated the View High corridor north of 3rd Street as commercial use. Chairperson Norbury then recalled Mr. Schlicht mentioning that they were considering expanding the Phase 1 29,000 square feet to 34,000 via an addition at the back of the sanctuary. He asked if the Commission would be able to approve that, and Mr. Soto answered that it could.

Chairperson Norbury then asked what the landscape plan was for buffering the property's northern boundary. Mr. Schlicht answered that it would be the standard required buffering for parking lot landscaping. The requirements specifically addressed light spillage from car headlights. Chairperson Norbury asked if these would apply during Phase 1 or when the parking on that side went in, and Mr. Schlicht said his understanding was they would go into effect when the parking development occurred. He pointed out the planned landscape buffering that would be installed during Phase 1. Chairperson Norbury noted that when such landscaping was installed the plants were not full-grown. He asked if there was any estimate on how long it would take for the screening to become effective. Mr. Schlicht said he did not have any way of knowing that. He added that the applicants were agreeable to making the LED lighting a condition. Chairperson Norbury asked if a requirement that the landscaping on the northern boundary go in early would create any construction problems and if the applicant would agree. Mr. Schlicht answered that due to both Chipman Road and parking improvements going in, the plants were not likely to survive if they were put in at an early stage.

Mr. DeMoro asked if the southern portion of the private drive that exited onto View High was in Kansas City or in Lee's Summit, and Mr. Schlicht replied all of the church's property was in Lee's Summit, as it was south of Chipman and east of View High. Mr. DeMoro then asked if a future median cut at View High would be Kansas City's call and Mr. Schlicht answered that it would be. They would have to do the review and approval.

Mr. Wright noted Mr. Schlicht's reference to not wanting people to have to walk too far, however, he had also heard a reference to most of the activities occurring in the classroom area of the development. The current stub for Ashurst showed a sharp swing in that direction; however, if that was modified they could put in more spaces at that end. Another alternative was to put in a few more parking spaces close to the detention pond. That might make it possible to eliminate the north parking lot.

Chairperson Norbury asked if there were further questions for the applicant or staff. Hearing none, he closed the public hearing at 6:35 p.m. and asked for discussion among the Commission members.

Mr. Delibero suggested adding a Recommendation Item 3, stating that "*applicants shall install dimmable lighting as discussed, subject to staff approval.*"

Ms. Roberts stated that she had been apprehensive about putting any additional traffic on Chipman to the east of the church but this had been somewhat addressed by Mr. Park. She also understood the reasoning for asking for extra parking spaces; however, the fact remained that they were required to put in 500 spaces but were asking for 875. She considered this beyond excessive; and either the UDO needed to be changed or she wanted to hear some expert testimony making a good case for it not being excessive. In terms of environment, parking lots were typically the dirtiest part of a development, producing polluted rainwater runoff and generating heat from the impervious coverage. In view of that part of the plan, she could not support this application.

Hearing no further discussion, Chairperson Norbury called for a motion.

Mr. Delibero made a motion to recommend approval of Application PL2015-117, Preliminary Development Plan: The Summit Church, southeast corner of Chipman Rd and View High Dr; Engineering Solutions, applicant; subject to staff's letter of September 18, 2015, specifically Recommendation Items 1 and 2, adding a Recommendation Item 3 stipulating that the applicants install dimmable lighting as discussed with the Planning Commission subject to staff's approval. Mr. DeMoro seconded.

Chairperson Norbury asked if there was any discussion of the motion. Hearing none, he called for a vote.

On the motion of Mr. Delibero, seconded by Mr. DeMoro, the Planning Commission members voted by voice vote of four "yes" and one "no" (Ms. Roberts) to recommend **APPROVAL** of Application PL2015-117, Preliminary Development Plan: The Summit Church, southeast corner of Chipman Rd and View High Dr; Engineering Solutions, applicant; subject to staff's letter of September 18, 2015, specifically Recommendation Items 1 and 2 with Recommendation Item 3 added as stated.

(The foregoing is a digest of the secretary's notes of the public hearing. The transcript may be obtained.)

4. Application #PL2015-072 – UNIFIED DEVELOPMENT ORDINANCE (UDO) AMENDMENT #54 – Article 5 Zoning Districts, Article 9 Uses Permitted with Conditions and Article 10 Special Use Permits, an amendment allowing an indoor recreational facility and use as a use permitted by right but with conditions in the PI District; and Article 12 Parking, for the purpose of reorganization, clarifying language, and amending paving requirements; City of Lee's Summit, applicant

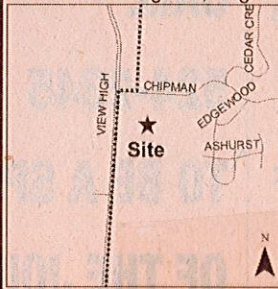
Chairperson Norbury opened the hearing at 6:40 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in.

Mr. McKay remarked that these periodic amendments were for the purpose of keeping the zoning ordinance up to date on an ongoing basis, rather than rework the entire ordinance at the point where that became necessary. He entered into the record Exhibit A, list of exhibits 1 through 9.

Article 5 was being amended to lessen the impact on indoor recreational uses. This currently had a requirement for a public hearing in order to utilize large vacant buildings found mostly in

NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held by the City Council of the City of Lee's Summit, Missouri, during the regularly scheduled meeting at **6:15 p.m.** on Thursday, October 15, 2015, at City Hall, 220 SE Green Street, Lee's Summit, Missouri, on Application #**PL2015-117 - PRELIMINARY DEVELOPMENT PLAN** - The Summit Church, southeast corner of Chipman Rd and View High Dr; Engineering Solutions, applicant



The public is invited to attend and participate in the public hearing. Witness our hands this 25th day of September, 2015.

Denise Chisum
City Clerk

Published: Vol. 134 No. 28, Sept. 25, 2015

City of Lee's Summit

Planning & Codes Administration

220 SE Green Street Lee's Summit, MO 64063
Phone (816) 969-1600 Fax (816) 969-1619

September 22, 2015

PLANNING COMMISSION

PUBLIC HEARING - Appl. #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr.; Engineering Solutions, applicant

Exhibit (A) - List of Exhibits 1-16.

1. Application for preliminary development plan dated July 31, 2015.
2. Notice of Planning Commission public hearing published in the Lee's Summit Journal on September 4, 2015, for the September 22, 2015 meeting.
3. Affidavit from the Lee's Summit Journal of publication of the Planning Commission notice.
4. Letter sent to property owners within 185 feet of the site dated August 28, 2015.
5. List of property owners within 185 feet of the site, prepared by the applicant.
6. Affidavit of Notice to Property Owners, notifying them of the Planning Commission public hearing. Signed by the applicant and dated September 11, 2015.
7. Curriculum Vitae for Robert G. McKay, AICP.
8. Unified Development Ordinance No. 5209, as amended.
9. 2005 City of Lee's Summit Comprehensive Plan, adopted by the Planning Commission, as amended.
10. First Amended Charter of the City of Lee's Summit, Missouri, adopted November, 2007.
11. Location map.
12. Preliminary Development Plan
13. Transportation Impact Study
14. Transportation Impact Analysis prepared by Michael Park, dated September 15, 2015
15. Staff's letter dated September 18, 2015
16. City Council Packet Form, dated September 18, 2015.

City Council Information Form



DATE: 09/18/2015
 ASSIGNED STAFF: Hector Soto
 DEPARTMENT: Planning&Development

TYPE OF FORM: Public Hearing

Form No.: 5045

APPROVALS:

None

ISSUE/REQUEST:

PUBLIC HEARING – Appl. #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr.; Engineering Solutions, applicant

KEY ISSUES:

This preliminary development plan application is for a 78,250 sq. ft church, located at 3381 NW Chipman Rd. The church will be constructed in two phases, with the first phase composed of 29,368 square feet. The proposed building materials and color palette predominately consist of stone and grey textured concrete tilt-wall panels with blended red brick and blended earth tone masonry.

- 29,368 sq. ft. church – Phase 1; 78,250 sq. ft. church – Phase 1 + Phase 2
- 0.03 floor area ratio (FAR) – Phase 1; 0.06 floor area ratio (FAR) – Phase 1 + Phase 2
- 19% impervious coverage – Phase 1; 26% impervious coverage – Phase 1 + Phase 2
- 875 total parking spaces provided (340 spaces – Phase 1; 535 spaces – Phase 2); 500 spaces required at full build-out

PROPOSED COMMITTEE MOTION:

I move to recommend to the City Council approval of the preliminary development plan.

PROPOSED CITY COUNCIL MOTION:

I move

FIRST MOTION:

SECOND MOTION:

BACKGROUND:(including location, programs/departments affected, and process issues)

IMPACT/ANALYSIS:

TIMELINE

Start:

Finish:

OTHER INFORMATION/UNIQUE CHARACTERISTICS:

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the preliminary development plan, subject to the following:

1. Access roads from the north and the west shall be constructed to City standards for future dedication as City streets.
2. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, the road improvements recommended in the Transportation Impact Analysis form dated September 15, 2015. No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Recorders' Office.

OTHER BOARDS AND COMMISSIONS ASSIGNED: Not Applicable

DATE:

ACTION:

COUNCIL COMMITTEE ASSIGNED: Not Applicable

DATE:

ACTION:

List of Reference Documents Attached

1. Staff Letter
2. Transportation Impact Analysis
3. Traffic Impact Study
4. Preliminary Development Plan
5. Location Map

City of Lee's Summit

Department of Planning & Codes Administration

September 18, 2015

TO: Planning Commission
FROM: Robert G. McKay, AICP, Director *RGM*
RE: **PUBLIC HEARING – Appl. #PL2015-117 – PRELIMINARY DEVELOPMENT PLAN – The Summit Church, southeast corner of Chipman Rd and View High Dr.; Engineering Solutions, applicant**

Commentary

This preliminary development plan application is for a 78,250 sq. ft church, located at 3381 NW Chipman Rd. The church will be constructed in two phases, with the first phase composed of 29,368 square feet. The proposed building materials and color palette predominately consist of stone and grey textured concrete tilt-wall panels with blended red brick and blended earth tone masonry.

- 29,368 sq. ft. church – Phase 1; 78,250 sq. ft. church – Phase 1 + Phase 2
- 0.03 floor area ratio (FAR) – Phase 1; 0.06 floor area ratio (FAR) – Phase 1 + Phase 2
- 19% impervious coverage – Phase 1; 26% impervious coverage – Phase 1 + Phase 2
- 875 total parking spaces provided (340 spaces – Phase 1; 535 spaces – Phase 2); 500 spaces required at full build-out

Recommendation

Staff recommends **APPROVAL** of the preliminary development plan, subject to the following:

1. Access roads from the north and the west shall be constructed to City standards for future dedication as City streets.
2. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, the road improvements recommended in the Transportation Impact Analysis form dated September 15, 2015. No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Records' Office.

Project Information

Proposed Use: church/worship facility

Zoning: AG (Agricultural)

Total Land Area: 42.04 acres (1,831,226 sq. ft.)

Project Land Area: 26.84 acres (1,169,284 sq. ft.)

Proposed Building Area: Phase 1 — 29,368 sq. ft.
Phase 2 — 48,882 sq. ft.
Total—78,250 sq. ft.

Location: 3381 NW Chipman Rd.

Surrounding zoning and use:

North (across Chipman Rd): AG (Agricultural District) — Haller Estates

South: AG (Agriculture District) – unplatted land

East: R-1 (Single-family Residential) — Edgewood Trail subdivision

West: (across View High Dr): AG (Agriculture District) — undeveloped, Jackson County parkland

Background

- July 31, 2015 – A preliminary development plan (Appl. #PL2015-117) was submitted for *The Summit Church* located at 3381 NW Chipman Rd. (The application is scheduled for the September 22, 2015, Planning Commission meeting, and City Council on October 15, 2015).

Analysis of Preliminary Development Plan

Conditional Material (Only as approved by the Planning Commission and/or Governing Body).

- Proposed – Accent of reclaimed wood veneer on the west elevation.
- Required – Wood is considered a conditional material and can only be used when providing compatibility to surrounding buildings or residential districts.
- Recommended – Staff recommends approval of the proposed reclaimed wood material. The church is surrounded by agricultural zoning districts to the north, west, and south. The proposed use of wood is compatible and appropriate for the area given the agricultural nature of the surrounding uses.

Conditions of Use for Churches, Temples or Synagogues

A church, temple or synagogue, including associated accessory uses such as day care services, is a use permitted by right subject to the following conditions:

1. Buildings shall be located not less than fifty (50) feet from the boundary of adjoining property zoned for residential use. **At full build-out, no portion of the building will be closer than approximately 490 feet from adjoining residential property.**
2. Primary driveway access for any such use with more than five thousand (5,000) square feet of floor area shall be from a collector or arterial street. **Access to the church property is provided from Chipman Rd and View High Dr, which function as collector and arterial streets, respectively.**
3. Primary driveway access for any such use with more than ten thousand (10,000) square feet of floor area shall be from an arterial street. **Access to the church property is provided from Chipman Rd and View High Dr, which function as a collector and arterial streets, respectively.**

Ordinance Criteria. The criteria enumerated in Article 4 were considered in analyzing this request.

- The property is currently zoned AG. Churches are allowed in any zoning district as a conditional use. The surrounding area includes agricultural districts to the north, south, and west.
- The property is currently unplatted. The total land area owned by the church is over 42 acres in size; the project area is over 26 acres in size. Parcels over 10 acres in size and zoned AG are not required to be platted.

- The development will be accessed from a driveway connecting to Chipman Rd, and a driveway connecting to View High Dr.
- The proposed church is not expected to negatively affect the values of the property or neighboring properties.
- Adequate public facilities and services are available to meet the demand generated by the proposed use.

Access. As part of the development, two private access drives will be constructed. One drive will extend south from Chipman Rd to the northern section of the church parking lot. This driveway will provide full access to and from the property off Chipman Rd. The other private drive will extend south to connect the southern portion of the parking lot to an extension of Ashurst Dr to View High Dr. This driveway is will be restricted to only right turns in and out of the site at View High Dr as part of Phase 1. The developer will construct a southbound left turn lane and full median break to allow for full access at the intersection of View High Dr and Ashurst Dr at full build-out. The city limit line between Lee’s Summit and Kansas City runs along the west edge of the site, just east of View High Dr. Therefore, View High Dr is located in Kansas City along with a portion of Chipman Rd and the intersection of Chipman Rd and View High Dr. The improvements proposed as part of this project have been approved by the City of Kansas City. Both of the proposed private drives will be designed and built to public standards in anticipation of their future dedication as public roads to accommodate future development in the area. Future road improvements in the subject area also include the widening of Chipman Rd to three (3) lanes, as well as the extension of Ashurst Dr west from the Edgewood Trail subdivision to form a “T” intersection at View High Dr. For additional information refer to the Transportation Impact Analysis, as submitted by the City Traffic Engineer.

Sidewalks. According to UDO Section 16.020 of the UDO, the division of land into parcels of (10) ten acres or more in agricultural zoning shall not require a subdivision plat. Sidewalks are an improvement required only as part of the subdivision of land. Since no platting is required for the subject property, the City cannot require the construction of sidewalks along Chipman Rd. Additionally, the two drives that are being constructed to access the site from Chipman Rd and Ashurst Dr will serve as private driveways which do not require sidewalks. If these private drives later become extensions of public roads, as the development plans indicate, sidewalks will be required to be installed at that time by the property owner prior to the City’s acceptance of the roads.

Code and Ordinance Requirements

The items in the box below are specific to this development and must be satisfactorily addressed in order to bring the plan into compliance with the Codes and Ordinances of the City.

Public Works

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.
2. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the engineering plans and prior to the issuance of any infrastructure permits or the start of construction (excluding land disturbance permit).

3. A Land Disturbance Permit shall be obtained from the Public Works Department if ground breaking will take place prior to the issuance of an infrastructure permit or prior to the approval of the Final Development Plan/Engineering Plans.
4. 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. A certified copy shall be submitted to the City for verification.
5. The applicant will become responsible to provide the appropriate level of right-of-way maintenance (mowing) during each growing season with the defined area abutting their property as defined and outlined in the City's Mowing Policy, approved by Council on November 3, 2005.
6. Any cut and / or fill operations, which cause public infrastructure to exceed the maximum / minimum depths of cover shall be mitigated by relocating the infrastructure vertically and / or horizontally to meet the specifications contained within the City's Design and Construction Manual.

Fire

7. 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 of fire fighters and emergency responders during emergency operations, shall be in accordance with the 2012 International Fire Code.
8. IFC 903.3.7 – Fire department connections. The location of fire department connections shall be approved by the fire code official. Connections shall be a 4 inch Storz type fitting and located within 100 feet of a fire hydrant, or as approved by the code official. Action required: Show the location of the FDC.
9. 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.
10. 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. Action required: The 6' main shall be capable of providing the required flow.

Planning and Codes Administration

11. Sign permits shall be obtained prior to installation of any signs through the Department of Planning and Codes Administration. All proposed signs must comply with the sign requirements of Article 13 of the UDO.
12. All vehicle parking and loading areas and all access drives shall meet the UDO requirements outlined in Section 12.120 of the UDO.
13. The trash enclosure shall have a steel gate painted to be compatible with the color of the masonry walls and building it is to serve.
14. All lighting shall comply with the standards listed under Article 7 of the UDO.
15. All parking stalls shall comply with the standards listed under Article 12 of the UDO.
16. All landscaping shall comply with the standards listed under Article 14 of the UDO.

17. All exterior mechanical equipment, whether roof mounted or ground mounted shall be entirely screened from view utilizing screens of a height equal to the height of the mechanical equipment in accordance with the UDO.
18. Provide manufacturer's specification sheets for proposed mechanical equipment.

RGM/res

Attachments:

1. Transportation Impact Analysis prepared by Michael Park, dated September 15, 2015 – 4 pages
2. Traffic Impact Study prepared by TranSystems, dated August 27, 2015 – 22 pages including cover sheet
3. Preliminary Development Plan, date stamped September 2, 2015 - 23 pages
4. Building Elevations, date stamped July 31, 2015 – 2 pages
5. Location Map



LEE'S SUMMIT
MISSOURI
DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: September 15, 2015 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: September 4, 2015 **PHONE:** 816.969.1800
APPLICATION #: PL2015117 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: SUMMIT CHURCH **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development project is located along the east side of View High Drive, south of Chipman Road. The surrounding area is large lot residential or undeveloped with exception of a single family residential subdivision directly to the east.

ALLOWABLE ACCESS

The proposed development project will be accessed from Chipman Road and View High Drive via proposed private roadways that will eventually be converted to public roadways when the surrounding land develops and road construction is completed connecting adjacent properties. The proposed east-west private road aligns with and will be future the extension of Ashurst Drive, an existing dead-end residential street that has been planned to extend to View High Drive as development occurs. The extension of Ashurst Drive is not proposed with this development, but would occur when the surrounding property develops. The proposed north-south private road will eventually be extended to the south, from Chipman Road, serving the remaining property east of View High Drive and south of the proposed church development.

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

View High Drive is a Kansas City, Missouri, roadway adjacent to the proposed development. View High Drive is a four lane median divided major arterial. Chipman Road is a two lane, interim standard arterial without shoulders adjacent to the site and within Lee's Summit. It has a posted speed limit of 35 mph. There are City plans, a preliminary design and funded capital improvement project to reconstruct Chipman Road in this area. The reconstructed Chipman Road will have two lanes, left-turn lanes, sidewalk, shared-use path and street lighting on an improved alignment. The project will also eliminate the nearby one-lane tunnel under the Rock Island Railroad Corridor. This project currently has an unknown construction schedule awaiting resolution to the current railroad right-of-way acquisition interests by Jackson County that directly impacts the project budget. The T-intersection of View High Drive and Chipman Road is full access with a stop sign on Chipman Road. A traffic signal is not warranted at this intersection. Ashurst Drive is a residential street. An extension of Ashurst Drive to View High Drive is planned as development occurs. Sight distances at the proposed intersections with View High Drive and Chipman Road are adequate.

ACCESS MANAGEMENT CODE COMPLIANCE? Yes No

The proposed intersection along Chipman Road does not include left-turn or right-turn lanes as otherwise required by the Access Management Code. A left-turn lane will be provided as part of

the City's planned and funded Chipman Road Improvement Project. A right-turn lane has not been proposed with the development plan or City road improvement project due to the conflict with a significant gas transmission line that would have to be relocated and such costs are extraordinarily high compared to the traffic benefits gained. Furthermore, the proposed church development will not generate significant traffic during the commuter peak hours (there is no daycare or formal education programming proposed with the church facility). Staff supports the absence of turn lanes along Chipman Road at the proposed intersection for these conditions.

The proposed intersection along Chipman Road is too closely spaced with View High Drive to comply with the Access Management Code intersection spacing criteria. However, the intersection is within 100 feet of the minimum spacing required and maintains sufficient separation necessary for future left-turn capacity needs along Chipman Road to the west and retains a commercially viable frontage along View High Drive. Staff is supportive of the intersection location given these circumstances and the proposed land use.

All other criteria in the Access Management Code have been satisfied. Access management and required improvements along View High Drive are the responsibility of Kansas City, Missouri and subject to their approval. This proposed development has been coordinated between the developer, Kansas City and Lee's Summit. The City of Kansas City, Missouri has reviewed the traffic impact of this development and its recommendations for approval are consistent with those listed by staff.

The Access Management Code permits the City Engineer (or designee) to grant waivers for the aforementioned exceptions.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	610	305	305
A.M. Peak Hour	38	23	15
P.M. Peak Hour	37	18	19
Sunday Peak Hour	915	458	458

The trip generation shown above represents the Full Build Development Scenario for Weekday A.M. and P.M. Peak Hours and a Sunday Peak Hour. This does not include land uses for the surrounding commercial property (which is not included in the preliminary development plan, but considered in the traffic study). Phase 1 of the Development is approximately 50% of the Full Build trip generation noted above.

TRANSPORTATION IMPACT STUDY REQUIRED? **Yes** **No**

The proposed church development will not likely generate more than 100 vehicle trips to the surrounding street system during any given weekday peak hour, but will likely generate significant traffic in excess of 800 vehicle trips per hour during a Sunday at Full Build. The surrounding commercial property, included but not planned or proposed within the development area, is also projected to generate at least 100 vehicle trips during the weekday peak hour.

A traffic impact study for the proposed development was completed by TranSystems Corp., dated August 27, 2015. The traffic study separately considered the impact of Phase 1 and Full Build to the surrounding streets and intersections during the P.M. weekday peak hour and Sunday peak

hours. For the purposes of this traffic study, Full Build doubles the size of the church constructed in Phase 1 (consistent with the preliminary development plan future scenario) and includes projected commercial land uses for the remaining property within the development property (land uses that are not included in the preliminary development plan). The study of potential commercial uses upon the surrounding property was done to comprehensively evaluate and better plan the entire subject property in consideration of partial use by the proposed church. The traffic study also considered the impact of approved, but unbuilt, development in the areas along View High Drive/Longview Boulevard (e.g. the New Longview Area). The intersections of View High Drive at Chipman Road and proposed intersections along View High Drive and Chipman Road were analyzed based on level of service (vehicle delay) and vehicle queuing. Level of service is a performance rating from A to F, similar to a school grade card with A representing free flow conditions and F highly congested gridlock or failed operation. It is a measure of acceptable traffic operations from the driver's perspective. The City Council has adopted a level of service goal C, but level of service D and below may be acceptable for some stop controlled approaches.

All intersections and traffic movements evaluated for the existing and existing plus approved but unbuilt traffic scenarios were shown to currently operate at acceptable levels of service C or above during the P.M. and Sunday peak hours. Phase 1 of the development was shown to accommodate trips generated at acceptable levels of service C or above with the following recommendations and improvements:

1. The proposed intersection along View High Drive is limited to right-in/right-out by the existing median.
2. The northbound approach to the proposed intersection along Chipman Road should have separate left-turn and right-turn lanes.

Phase 2 which includes church expansion and the commercial development surrounding the church will likely result in a level of service D for the stop controlled westbound left-turn movement at Chipman Road and View High Drive. Pending Chipman Road improvements by the City (e.g. widening, left-turn lanes, sidewalk, etc.) are assumed complete by the time Phase 2 occurs. All other traffic movements are expected to operate at levels of service C or better with the following recommendations and improvements:

1. A median break with southbound left-turn lane shall be constructed at the proposed intersection along View High Drive. Without this median break, the absence of secondary full access to/from the site causes failed traffic operations for the westbound left-turn movement at Chipman and View High during both peak hours.
2. Construct a northbound right-turn lane at the proposed intersection along View High Drive. The projected right-turn volume at Full Build warrants the need for a right-turn lane.

No other road or intersection improvements are recommended for adequate operations in consideration of the proposed development.

The City of Kansas City, Missouri, has reviewed the traffic study and concurs with the study recommendations. Staff also concurs with the traffic study recommendations.

LIVABLE STREETS (*Resolution 10-17*)

COMPLIANT

EXCEPTIONS

With exception of sidewalk/greenway path along the Chipman Road frontage, the proposed development plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not

limited to sidewalk, landscaping, and accessibility. A shared use path (Greenway) along Chipman Road is included in the City's Chipman Road Improvement Project. An exception to the sidewalk should be acceptable knowing the City has a planned and funded project to provide this improvement. When the surrounding commercial property is developed, sidewalk along the private streets (to become public streets) will be required, connecting sidewalk along View High Drive and along Chipman Road to the proposed church. No other exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

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 following conditions:

1. The northbound approach to the proposed intersection along Chipman Road shall have separate left-turn and right-turn lanes each with a standard vehicle queuing capacity in accordance with the Access Management Code similar to those required for collector roadways.
2. Prior to occupancy permits being granted for any development in Phase 2 (expansion of the church as proposed in the preliminary development plan or commercial development surrounding the church), a median opening shall be constructed along View High Drive at the proposed intersection to provide full access.
3. Prior to occupancy permits being granted for any development in Phase 2 (expansion of the church as proposed in the preliminary development plan or commercial development surrounding the church) a southbound left-turn lane shall be constructed. The left-turn lane shall be at least 200 feet in length plus taper.
4. Prior to occupancy permits being granted for any development in Phase 2 (expansion of the church as proposed in the preliminary development plan or commercial development surrounding the church) a northbound right-turn lane shall be constructed. The right-turn lane shall be at least 150 feet in length plus taper.
5. Prior to the acceptance of Improvement recommendations 2, 3, and 4 that provide for full access at the proposed intersection along View High Drive, the westbound approach to this intersection shall have separate left-turn and right-turn lanes each with a standard vehicle queuing capacity in accordance with the Access Management Code similar to those required for collector roadways.
6. Easements as shown on the preliminary development plan for public access similar to right-of-ways for public streets (i.e. 50' and 60' typical widths or larger as may be required for necessary turn lanes) shall be provided along the proposed north-south private road and the proposed east-west private road. The easement along the east-west private road shall extend to and align with the existing right-of-way for Ashurst Drive. These easements shall be donated as public right-of-way when surrounding development occurs and the public streets are constructed.

Ron Seyl

From: Michael Park
Sent: Wednesday, September 16, 2015 8:23 AM
To: Ron Seyl
Cc: Gene Williams
Subject: FW: PL2015-117 PDP The Summit Church - Traffic
Attachments: Summit Church TIS 2015-08-27.pdf; RE: PL2015-117 PDP The Summit Church - comment letter

Here is the traffic study for Summit Church. You only need to include the first 23 pgs (up to Appendix B) in the PC & CC Packets. I have also received approval from KCMO, email conversation is attached for planning reference (this does not need to be attached to the PC or CC Packets, but KCMO approval of the traffic improvements should be noted). I am working on the staff TIA and should have it completed later today or tomorrow.

Thanks,
Michael

Michael Park, P.E., PTOE | City Traffic Engineer
220 SE Green St. | Lee's Summit, MO 64063
816.969.1800 | lspw.net | PublicWorks@cityofls.net



From: Gnani Mahalingam [<mailto:Gnani.Mahalingam@kcmo.org>]
Sent: Monday, September 14, 2015 11:12 AM
To: jjwilke@transystems.com; Michael Park
Cc: Wei Sun
Subject: FW: PL2015-117 PDP The Summit Church - comment letter

Jeff and Michael,

Thank you for providing us the opportunity to review your traffic impact study. We have no objection to the developer constructing the proposed left turn lane and median break on View High Road at his sole cost. The storage for all turn lanes should provide for 95th percentile queue lengths, and all tapers should meet AASHTO standards for the design speed and posted speed (whichever is higher). Full intersection sight distances should be provided on all intersections.

The improvements to the intersection of View High Road and Chipman Road should be constructed at the beginning of Phase 1, and the south site drive should be constructed at the beginning of Phase 2.

The developer will need to submit plans to and obtain all the necessary permits from the KCMO Public Works Department. All construction on KCMO right-of-way should meet KCMO design and construction standards.

Thanks



Gnani Mahalingam, P.E.

Transportation Engineer,
Transportation Planning Section,
Capital Projects Division – Street & Traffic,
Public Works Department
City of Kansas City, Missouri,
Traffic Operations Center,
5310 Municipal Avenue, Kansas City, MO 64120
Email: Gnani.Mahalingam@kcmo.org
Phone: 816-513-9843

From: jjwilke@transystems.com [<mailto:jjwilke@transystems.com>]
Sent: Thursday, August 27, 2015 2:38 PM
To: Gnani Mahalingam
Cc: Michael.Park@cityofks.net
Subject: FW: PL2015-117 PDP The Summit Church - comment letter

Gnani,

Attached is a traffic impact study we completed for the Summit Church at View High Drive and Chipman Road. It is currently going through the development process in Lee's Summit. If you agree with the findings of the study, can you please notify Michael Park by letter or e-mail?

Let me know if you have any questions or comments regarding the study.

Thanks—Jeff

From: Matt Schlicht [<mailto:mschlicht@es-kc.com>]
Sent: Wednesday, August 26, 2015 12:01 PM
To: KC-Jeff Wilke <jjwilke@transystems.com>
Subject: FW: PL2015-117 PDP The Summit Church - comment letter

Here is the comment letter

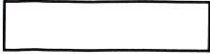
I did not see a comment. In the meeting he indicated he was going to talk to you and ask you to send a study if he could not find his

Matthew J. Schlicht

Engineering Solutions
50 SE 30th Street
Lee's Summit, MO 64082
P (816) 623-9888
F (816) 623-9849
www.engineeringsolutionskc.com

From: Hector Soto [<mailto:Hector.Soto@cityofks.net>]
Sent: Friday, August 14, 2015 4:37 PM
To: Matt Schlicht <mschlicht@es-kc.com>; rdawson@reachingthesummit.com
Cc: Ron Seyl <Ronald.Seyl@cityofks.net>; Dawn Bell <Dawn.Bell@cityofks.net>
Subject: PL2015-117 PDP The Summit Church - comment letter

See Attached



Hector Soto, AICP | Planning Division Manager
220 SE Green Street | Lee's Summit, MO 64063
816.969.1604 | cityofLS.net | Hector.Soto@cityofls.net



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Ron Seyl

From: Gnani Mahalingam [Gnani.Mahalingam@kcmo.org]
Sent: Tuesday, September 15, 2015 7:36 AM
To: Michael Park; jjwilke@transystems.com
Cc: Wei Sun
Subject: RE: PL2015-117 PDP The Summit Church - comment letter

Thank you.



Gnani Mahalingam, P.E.
Transportation Engineer,
Transportation Planning Section,
Capital Projects Division – Street & Traffic,
Public Works Department
City of Kansas City, Missouri,
Traffic Operations Center,
5310 Municipal Avenue, Kansas City, MO 64120
Email: Gnani.Mahalingam@kcmo.org
Phone: 816-513-9843

From: Michael Park [mailto:Michael.Park@cityofks.net]
Sent: Monday, September 14, 2015 4:40 PM
To: Gnani Mahalingam; jjwilke@transystems.com
Cc: Wei Sun
Subject: RE: PL2015-117 PDP The Summit Church - comment letter

Lee's Summit staff will include those development conditions in its letter of recommendation for Council consideration of project approval.

Thanks,
Michael

Michael Park, P.E., PTOE | City Traffic Engineer
220 SE Green St. | Lee's Summit, MO 64063
816.969.1800 | lspw.net | PublicWorks@cityofks.net



From: Gnani Mahalingam [mailto:Gnani.Mahalingam@kcmo.org]
Sent: Monday, September 14, 2015 4:24 PM
To: jjwilke@transystems.com; Michael Park
Cc: Wei Sun
Subject: RE: PL2015-117 PDP The Summit Church - comment letter

Jeff and Michael,

OK. A right-turn will suffice for Phase 1 and the remainder will be required at Phase 2.

If Lees Summit staff can have the appropriate language included in the ordinance conditions of approval to ensure these improvements occur at the beginning of appropriate Phases at developer's expense, that would be appreciated.

Thanks



Gnani Mahalingam, P.E.

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Transportation Planning Section,
Capital Projects Division – Street & Traffic,
Public Works Department
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Traffic Operations Center,
5310 Municipal Avenue, Kansas City, MO 64120
Email: Gnani.Mahalingam@kcmo.org
Phone: 816-513-9843

From: jjwilke@transystems.com [mailto:jjwilke@transystems.com]
Sent: Monday, September 14, 2015 4:16 PM
To: Gnani Mahalingam; Michael.Park@cityofks.net
Cc: Wei Sun
Subject: RE: PL2015-117 PDP The Summit Church - comment letter

Gnani,

Thanks for your review. Just to clarify, we have not identified any improvements for Phase 1 at the intersection of View High Drive and Chipman Road. We identified the need for a northbound right-turn lane on View High Drive at the site driveway.

Thanks--Jeff

From: Gnani Mahalingam [mailto:Gnani.Mahalingam@kcmo.org]
Sent: Monday, September 14, 2015 11:12 AM
To: KC-Jeff Wilke <jjwilke@transystems.com>; Michael.Park@cityofks.net
Cc: Wei Sun <Wei.Sun@kcmo.org>
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See Attached



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