



**LEE'S SUMMIT**  
MISSOURI  
Development Services Department

---

## Development Services Staff Report

<b>File Number</b>	PL2021-283 – PRELIMINARY DEVELOPMENT PLAN – Summit Park Church building and parking lot expansion
<b>Applicant</b>	Olsson
<b>Location</b>	425 SW Oldham Pkwy
<b>Planning Commission Date Heard by</b>	September 23, 2021 Planning Commission and City Council
<b>Analyst</b>	Hector Soto, Jr., AICP, Planning Manager
<b>Checked By</b>	Kent Monter, PE, Development Engineering Manager

---

### Public Notification

Pre-application held: April 27, 2021  
Neighborhood meeting conducted: September 13, 2021  
Newspaper notification published on: September 4, 2021  
Radius notices mailed to properties within 300 feet on: September 3, 2021  
Site notice posted on: September 3, 2021

---

### Table of Contents

1. Project Data and Facts	2
2. Land Use	3
3. Unified Development Ordinance (UDO)	5
4. Comprehensive Plan	5
5. Analysis	5
6. Recommended Conditions of Approval	8

### Attachments

Transportation Impact Analysis prepared by Brad Cooley, dated September 13, 2021 – 2 pages  
Micro Storm Drainage Study by Olsson, sealed August 23, 2021 – 14 pages  
Preliminary Development Plan, dated August 23, 2021 – 14 pages

- Title Sheet
- General Notes
- Existing Conditions

- Preliminary Site Plan
- Preliminary Grading Plan
- Preliminary Utility Plan
- Preliminary Landscape Plan
- MEP, Mechanical and Plumbing Sheets – 3 pages
- Site Lighting – 2 pages
- Preliminary Architectural Elevations – 2 pages

Location Map

## 1. Project Data and Facts

Project Data	
Applicant/Status	Summit Park Church/Property Owner
Applicant's Representative	Jeremy Needham
Location of Property	425 SW Oldham Pkwy
Size of Property	±8.02 acres (355,563 sq. ft.)
Number of Lots	1
Building Area	33,000 sq. ft. – existing 9,000 sq. ft. – proposed Phase 2 23,000 sq. ft. – proposed Phase 3 <b>65,000 sq. ft. proposed total building area</b>
FAR (Floor Area Ratio)	0.09 – existing 0.12 – existing + proposed Phase 2 <b>0.18 – proposed total FAR</b>
Parking Spaces – Required	200 – existing <b>400 – total spaces required at full build-out</b>
Parking Spaces – Proposed	245 – existing 150 – proposed Phase 1 <b>395 proposed total on-site parking spaces*</b> <b>(*75 additional off-site parking spaces are available across SW Allendale Blvd to the east at the site of Summit Park Church office building)</b>
Zoning	RP-2 (Planned Two-family Residential) and RP-3 (Planned Residential Mixed Use)
Comprehensive Plan Designation	Commercial
Procedure	The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan. The City Council takes final action on the preliminary development plan in the form of an ordinance.  <b><i>Duration of Validity:</i></b> Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within

	such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.
--	--

<b>Current Land Use</b>
The subject 8.02-acre property was developed as a church in 1988, a use that has been maintained since that time.

<b>Description of Applicant’s Request</b>
The applicant proposes a three-phase preliminary development plan to expand the existing church building and parking lot. Phase 1 is a parking lot expansion resulting in a total of 395 parking spaces for the site. Phases 2 and 3 are building expansions that will take the church from a 33,000 sq. ft. building to a 65,000 sq. ft. building at full build-out.

## 2. Land Use

<b>Description and Character of Surrounding Area</b>
The subject site located at 425 SW Oldham Pkwy sits along the US 50 Hwy corridor, approximately ¼ mile west of the US 50 Hwy / M-291 South interchange. As a frontage road, SW Oldham Pkwy is primarily developed with commercial uses that transition to residential uses further away from US 50 Hwy. The subject church property abuts single-family residential development to the south.

### Adjacent Land Uses and Zoning

<b>North:</b>	US 50 Hwy
<b>South:</b>	Single-family residential / R-1
<b>East (across SW Allendale Blvd):</b>	Office building / PO (Planned Office)
<b>West (across SW Lakeview Blvd):</b>	Church and single-family residential / R-1

<b>Site Characteristics</b>
<p>The property sits along the south side of the US 50 Hwy corridor. The property is bounded by SW Oldham Pkwy to the north, SW Lakeview Blvd to the west and SW Allendale Blvd to the east. The site currently has three (3) points of access – one (1) driveway off SW Lakeview Blvd and two (2) driveways off SW Allendale Blvd.</p> <p>The property primarily drains from east to west toward a natural drainage area that crosses the northwest corner of the property. The boundaries of the 100-year and 500-year floodplain extend onto the property along and adjacent to the natural drainageway.</p>

<b>Special Considerations</b>
The westernmost portion of the property along and adjacent to the natural drainageway lie within the 100-year and 500-year floodplain. No portion of the existing or future building expansion is proposed to

be located within the current floodplain boundaries. A portion of the parking lot expansion at the northwest corner of the site is proposed to be located within the current floodplain boundaries. The applicant shall be required to obtain a floodplain development permit at the time of final development plan for the impacted parking lot expansion.

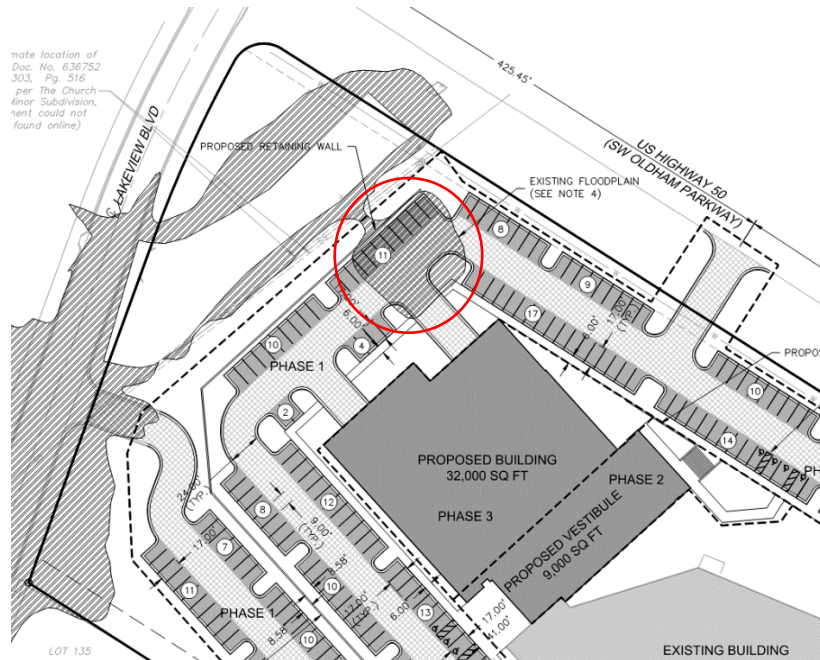


Figure 1- Proposed site improvements. Hatched area represents 100-year floodplain.

**Building Setbacks**

Yard	Required Minimum	Proposed
Front	20'	85' to north
Side	15'	172' to west; 88' to east
Rear	20'	94' to south

**Parking Lot Setbacks**

Yard	Required Minimum	Proposed
Front	20'	15' to north*
Side	20'	72' to west; 26' to east
Rear	20'	0' to south (existing)

\*modification required

### 3. Unified Development Ordinance (UDO)

Section	Description
2.260,2.300	Preliminary development plan
4.110, 4.120	Zoning Districts
7.060	Modifications

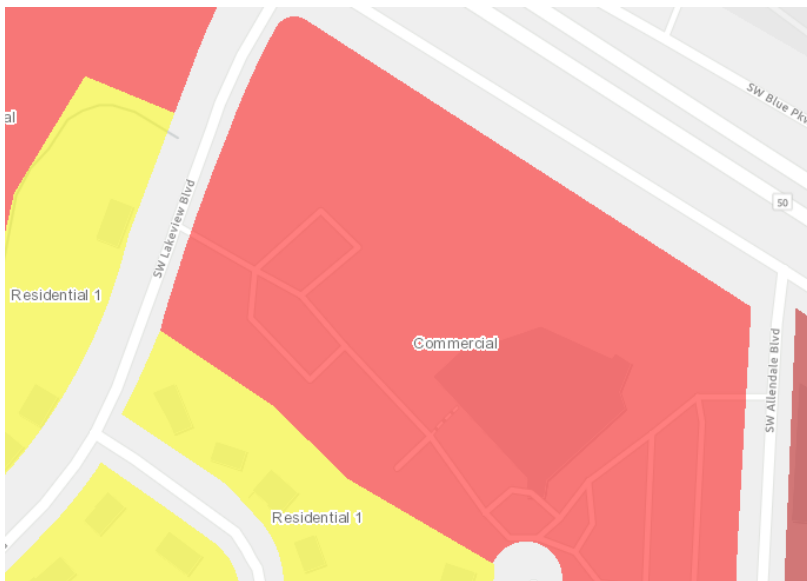
The subject property has both RP-2 and RP-3 zoning. The RP-2 zoning district is established to provide opportunities for moderate-density mix of single-family and duplex residential development. The RP-3 zoning district is established to provide opportunities for medium-density mixed residential development accommodating a mix of one-, two-, three- and four-family attached and detached dwelling units.

Churches are permitted by right, but with conditions, in all but two (the NFO [Neighborhood Fringe Office] and AZ [Airport Zone]) zoning districts, subject to the following use conditions:

- Buildings shall be located not less than 50 feet from the boundary of adjoining property zoned for residential use. **No portion of the church will be closer than approximately 85 feet from the nearest adjoining residentially zoned property.**
- Primary driveway access for any such use with more than 10,000 sq. ft. of floor area shall be from an arterial street. **Access to the site currently comes off SW Lakeview Blvd and SW Allendale Blvd, a residential collector street and a local street, respectively. The proposed plan calls for the closure of one of two existing driveways onto the local street and construction of a new primary driveway onto SW Oldham Pkwy, a commercial collector street and highest classification street abutting the site. The absence of an arterial street from which to gain access to the subject development is an existing lawful non-conforming condition. No further action is needed.**

### 4. Comprehensive Plan

The 2021 Ignite Comprehensive Plan land use map identifies the subject site’s future recommended land use as Commercial based on its location along a highway frontage road in the event the property is ever redeveloped as a use other than a church.



## 5. Analysis

### Background and History

- May 17, 1988 – The Board of Aldermen approved the final site plan (Appl. #1988-094) for the First Assembly of God church.
- July 6, 1988 – The minor plat (Appl. #1988-124) of *Church Acres* was recorded with the Jackson County Recorder of Deeds office by Document #1988-I-855009.

### Compatibility

The proposed development is an expansion of an existing church originally constructed in 1988. As a land use, the church provides a buffer between the existing residential subdivisions to the south and the US 50 Hwy corridor to the north.

The proposed exterior building materials are similar and compatible with existing development along the corridor. Exterior building materials include brick, architectural metal, EIFS, engineered (composite) wood siding and standing seam metal roofing.



The use of architectural metal panel requires approval as a conditional material. The proposed architectural metal panel is the same type of material proposed and approved as a primary building material for other churches, commercial buildings and the City’s Water Utilities building. The percentage of architectural metal panel used on any one façade ranges from 7% on the west elevation to 52% on the north elevation.

### Adverse Impacts

The proposed development is not expected to negatively impact the use or aesthetics of any neighboring property, nor does it negatively impact the health, safety and welfare of the public. The use is an expansion of a church that has existed on the subject property for approximately 33 years.

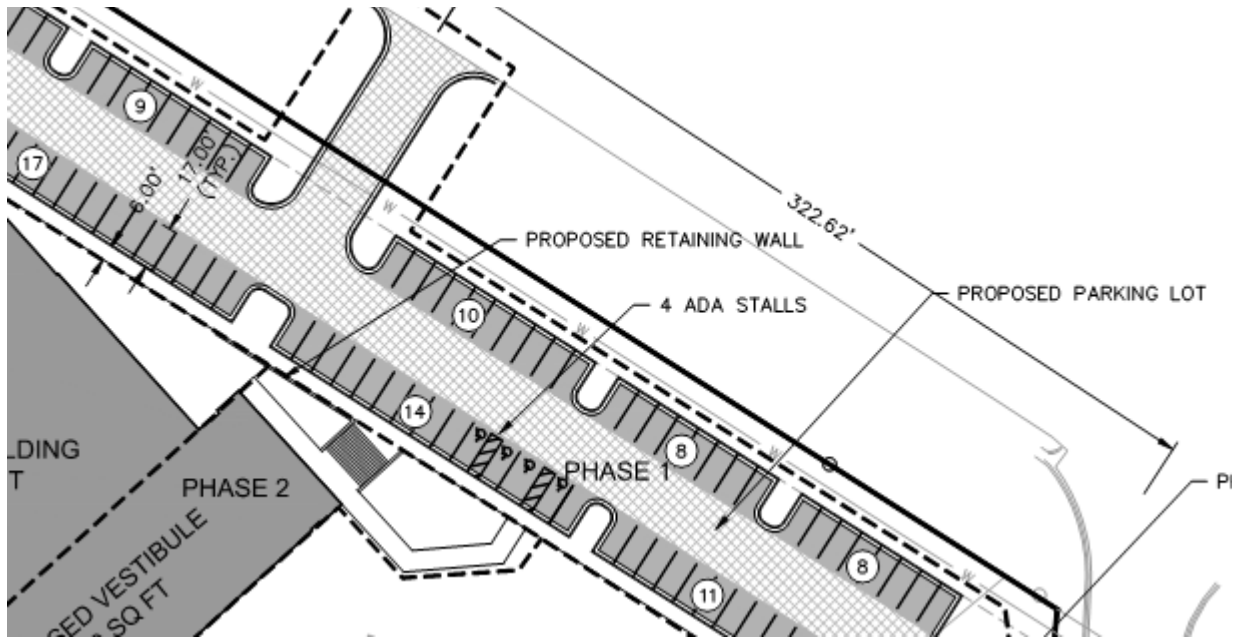
### Public Services

The proposed preliminary development plan will not impede the normal and orderly development and improvement of the surrounding property. The necessary road network, water, sanitary sewer and storm sewer to serve the site already exist and currently serve the site.

**Modifications**

**Parking lot setback.** Modification requested. **Staff supports the requested modification.**

- **Required** - The UDO requires parking lots to be set back a minimum 20' from any public right-of-way.
- **Proposed** - The propose parking expansion is set back approximately 15' along the SW Oldham Pkwy right-of-way.
- **Recommended** – Staff supports the requested modification. Common to properties in the City along US 50 Hwy and M-291 Hwy is the presence of an excess amount of right-of-way width that results in parking lots with reduced setbacks from the right-of-way yet still maintain a significant amount of separation between the parking lot boundary and the actual highway and / or frontage road travel lanes. In this particular case, the parking lot is set back 15' along the SW Oldham Pkwy frontage road vs. the minimum required 20'. However, the parking lot is set back approximately 72' from the SW Oldham Pkwy travel lanes. Along SW Oldham Pkwy, it is not unusual to see existing development with as little as 0' parking lot setback that maintain at least 20' of separation between the parking lot and frontage road travel lanes.



**Recommendation**

With the conditions of approval below, the application meets the requirements of the UDO and Design and Construction Manual (DCM).

## **6. Recommended Conditions of Approval**

### **Site Specific**

1. A modification shall be granted to the minimum 20' parking lot setback from the right-of-way, to allow a 15' parking lot setback along SW Oldham Pkwy.
2. The applicant shall be required to obtain a floodplain development permit at the time of final development plan for the impacted parking lot expansion.
3. Development shall be in accordance with the preliminary development plan dated August 23, 2021, including the approval of architectural metal panels as depicted on the preliminary architectural elevations.

### **Standard Conditions of Approval**

4. 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.
5. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
6. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
7. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
8. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the design criteria and specifications contained in the Design and Construction Manual.
9. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.
10. IFC 503.3 - Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
11. 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.
12. 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.



13. IFC 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.