

Rush Funplex – Lee’s Summit MO

Date: April 24, 2026

Application Number: PL2026070

Type of Application: Commercial Preliminary Development Plan

Applicant Name: The Rush Funplex – Summit Orchards West

Property Owner: Townsend Summit LLC

Location: 900 NW Ward Road, Lees Summit MO 64086

Zoning: PMIX

Response to Site Parking Related Agency Comments:

City Comment:

PARKING. A parking statement addressing and justifying the adequacy of a shared parking model to serve the Rush Funplex and the two multi-tenant pad site was provided. However, the statement is a copy of one prepared for a project in Goodyear, AZ. All details, context of development, site plan, etc., is for Goodyear. The Statement needs to be updated to address the site-and community-specifics of Lee's Summit.

Response:

As owners and operators of 9 existing Rush Funplex development sites in MO (2), UT (6) and AZ (1), and 5 more Rush Funplex developments in the due diligence / feasibility or entitlement stage, we have a unique perspective and understanding when it comes to parking our facilities. We never want to be under parked and possibly turn away customers, but we also do not want to be overparked. A significant number of unneeded parking spaces does not serve the city, the public or the owner / operator well.

The majority of our customers are not of driving age, so they are dropped off or carpool to our facilities. While not stated specifically in the city code, it is written in a way that seems to assume everyone coming to an “amusement center” type use, is each driving their own vehicle. This is simply not the case with a Rush Funplex and significantly overstates the parking need for our use.

Many municipal codes do not have a parking generation use that fits the Rush Funplex building and use, that is not the case with Lee’s Summit. Our use is identified as “amusement center”, with a required parking ratio of 6 spaces per 1000 sf of GFA, requiring

462 parking spaces. Assuming 345 sf per parking space (includes drive aisles and landscaping per space) we'd need to provide 3.66 acres of 'parking' just to satisfy this standard. This represents an unnecessary expense and large asphalt areas that are better used for landscaping and site access (vehicular and pedestrian). As a comparison – our entire Goodyear AZ Rush Funplex development is on less than 3.6 acres.

This Lee's Summit development proposes 318 parking spaces for the total project; the Rush Funplex and the 2 flex office buildings. And a shared parking arrangement among all uses.

On average, our Rush Funplex developments are parked at 1/500 square feet of "usable building area". This usable building square foot number typically 'nets out': vertical circulation; custodial / janitor closets; equipment rooms; storage areas; back of house for the bowling alley; etc. These areas typically make up at least 5% of the gross floor area.

Assuming the Rush Funplex is parked at 1 space / 500 SF of gross building area (more than will be needed based on data provided with the application submittal, and per the note above), the Rush Funplex use requires 154 parking spaces. This leaves 164 spaces for the 2 flex office buildings.

The 2 flex office buildings total 25,435 gross square feet. The 164 parking spaces for these 2 buildings equate to 1 parking space per 155 sf of building area. The code requires 1 parking space for each 1000 sf of gross building area, or 101 parking spaces.

The "Additional Parking" area noted on the site plan in the SW corner of the development site could support an additional 20+ parking spaces should parking become an issue in the future.

To conclude, we've planned, developed and built numerous Rush Funplex sites, some standalone buildings, and some within existing or proposed commercial centers (such as Goodyear AZ). We have a keen understanding of our development requirements as they relate to operational efficiencies of our sites. This includes understanding the balance of providing adequate facilities, including parking, while not over providing and incurring additional costs in land purchase, development and long-term maintenance obligations and costs.

Along with this memo summary, the additional parking data and use information previously provided should allow you to have the confidence that parking is more than adequately provided for as shown on the current site development plan.

We appreciate your support of this information, and look forward to moving forward with our development.