



LEE'S SUMMIT MISSOURI®

Development Services Department

Development Services Staff Report

File Number	PL2024-319
File Name	PRELIMINARY DEVELOPMENT PLAN – 150 & Ward Apartments
Applicant	Milhaus
Property Address	3620 SW Ward Rd.
Planning Commission Date	April 24, 2025
Heard by	Planning Commission and City Council
Analyst	Adair Bright, AICP, Senior Planner

Public Notification

Pre-application held: November 8, 2024
Neighborhood meeting conducted: January 29, 2025, and February 26, 2025
Newspaper notification published on: April 5, 2025
Radius notices mailed to properties within 300 feet on: April 3, 2025
Site notice posted on: April 4, 2025

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, PE, PTOE, dated April 10, 2025 – 2 pages
 Preliminary Development Plan and Architectural Elevations, with an upload date of April 11, 2025 – 19 pages

Storm Drainage Study prepared by Kimley-Horn and Associates, Inc., dated March 11, 2025 – 150 pages
 Storm Drainage Study Addendum prepared by Kimley-Horn and Associates, Inc., dated March 17, 2025 – 22 pages

Traffic Impact Study prepared by Kimley-Horn and Associates, Inc., sealed February 7, 2025 – 125 pages

Parking Determination Memorandum, revision date April 10, 2025 – 3 pages

Modification Request Letter, revision date April 16, 2025 – 2 pages

First Neighborhood Meeting minutes, dated January 31, 2025– 2 pages

Second Neighborhood Meeting minutes, dated February 28, 2025 – 2 pages

Emails Received Expressing Concerns or Opposition - 31 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	Milhaus / Applicant
Applicant's Representative	Devon Coffey
Location of Property	3620 SW Ward Rd.
Zoning (Existing)	PMIX (Planned Mixed Use)
Zoning (Proposed)	PMIX (Planned Mixed Use)
Size of Property	11.46 acres (Apartment Complex) 7.00 acres (Future Development) ± 18.46 total acres (804,117.6-sf.)
Number of Lots	1 Lot
Dwelling Units	272 dwelling units
Density	23.73 du/acre
Comprehensive Plan Designation	Commercial
Procedure	<p>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.</p> <p>Duration of Validity: 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.</p>

Current Land Use

The subject 11.46-acre site (shown with blue hatching) is part of a larger 18.46-acre parcel that was zoned PMIX in 2003 by Ordinance No. 5548 (shown with purple outline) and is located at the southwest corner of SW Arborwalk Blvd. and SW Ward Rd. The land use on the property is currently vacant-undeveloped.

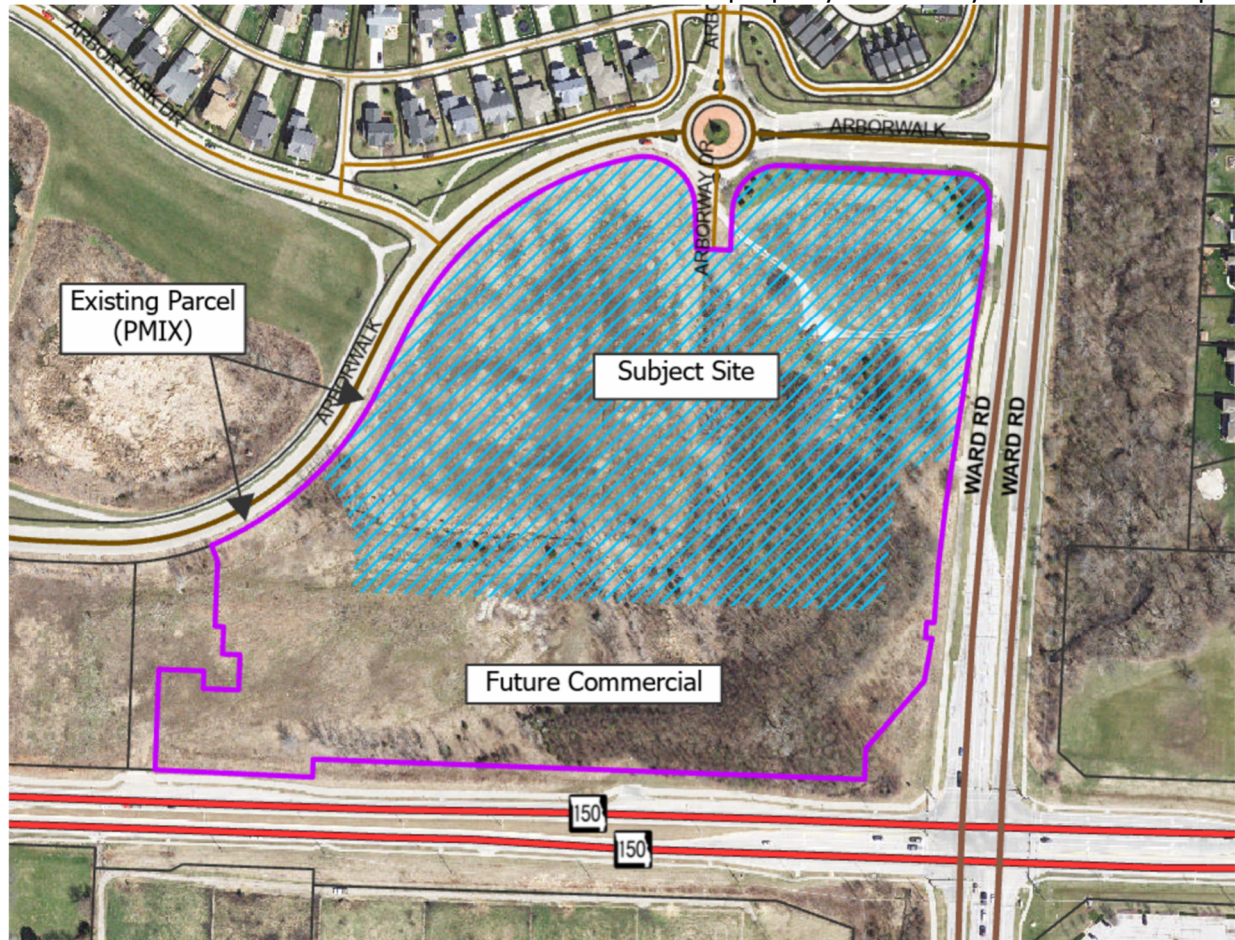


Figure 1 – Map showing the current parcel configuration

Description of Applicant's Request

The applicant is requesting approval of a preliminary development plan (PDP) for a 272-unit apartment complex on 11.46 acres. The development includes seven (7) multi-family apartment buildings, two (2) garage buildings, one (1) clubhouse with amenities, and one (1) maintenance facility. The apartment buildings range from 3 to 4 stories with the only 4-story building proposed on the southern side of the site. The applicant is proposing 33% open space with amenities including a dog park, pool, grilling stations, and fire pits.

The applicant has provided a conceptual layout for the southern 7-acres demonstrating how the remaining property could develop in the future. Any future development of this 7-acres will require approval of a preliminary development plan.

The applicant is requesting five (5) modifications to the following UDO requirements: screening of rooftop equipment, inclusion of an elevator in 1 out of every 3 multi-family buildings, primary entrance orientation,

multi-family building design elements, and parking lot setback. Staff analysis and recommendations regarding the requested modifications is provided later in the staff letter.

2. Land Use

Description and Character of Surrounding Area

The site is in a prominent location just north of the intersection of SW Ward Road and M-150 Highway and is located within the Arborwalk Master Development area which includes a mix of uses such as attached single-family dwellings, detached single-family dwellings, multi-family apartments, and commercial. The original preliminary development plan for the site was shown as commercial; however, a proposal for final commercial development has not been received since preliminary approval in 2003. Outside of the Arborwalk development, much of the surrounding area contains detached single-family dwellings or is undeveloped.

Adjacent Land Uses and Zoning

North (across SW Arborwalk Blvd.):	Dwelling, Single-Family Detached & Dwelling, Single-Family Attached / PMIX (Planned Mixed-Use)
South (across M-150 Hwy.):	Vacant - Undeveloped / CP-2 (Planned Community Commercial)
East (across SW Ward Rd.):	Dwelling, Single-Family Detached & Vacant - Undeveloped / R-1 (Single-Family Residential) & CP-2 (Planned Community Commercial)
West (across SW Arborwalk Blvd.):	Park / PMIX (Planned Mixed Use)

Site Characteristics

The project site is composed of one parcel that is currently undeveloped, generally sits 8-ft. taller than SW Ward Road, and slopes southeast. The overall site is relatively unremarkable, having little in the way of distinguishable or unique features.

Special Considerations

The subject property is located within the boundaries of the M-150 Corridor Development Overlay (CDO) District. The purpose of the CDO is to facilitate the development of property in the M-150 corridor in accordance with the M-150 Sustainable Corridor Vision and Framework Plan (M-150 Corridor Plan) with the highest possible levels of community and building design consistent with the healthy economic development and redevelopment of the plan area. The CDO includes more prescriptive regulations for building design and site layout.

3. Project Proposal

Site Design

Land Use	
Impervious Coverage:	55.62%
Pervious:	44.38%
TOTAL	100%

Parking

Proposed		Required	
On-site parking spaces proposed:	474	Total parking spaces required:	Per plan
Accessible spaces proposed:	12	Accessible spaces required:	12

The UDO outlines two methods for calculating parking – a standard chart which identifies parking counts for specified uses or an alternate parking plan which provides greater flexibility and application on a case-by-case basis.

The applicant is proposing parking at a ratio of 1.74 stalls per unit through an alternative parking plan based on data that establishes the number of spaces required for the specific use. The applicant has provided a parking determination memo outlining their research and reasoning behind their proposed parking. The memo compares the parking ratios of the proposed project to other similar developments, other published sources and the requirements of other area suburban cities.

The parking determination memo cited information published by the Urban Land Institute (ULI) as a guideline for many parking studies. The ULI has analyzed parking ratios for many different land uses based on data collection and trends across the US. For the rental residential land use, this resource indicates a parking ratio of 1.50 space per unit for the residents and a ratio of 0.15 spaces per unit is to be provided for visitor parking. Per, the ULI the total parking ratio for the rental residential land use should be 1.65 space per unit.

Additionally, the proposed development was evaluated with the parking requirements of other comparable suburban cities in the Kansas City area. Based on the data from comparable cities, the parking ratio of 1.99 per unit required by Lee's Summit is higher than any of the other cities. The resulting parking ratios are provided in the table below.

City	Parking Ratio
Blue Springs, MO	1.68
Independence, MO	1.00
Raymore, MO	1.50
Olathe, KS	1.50
Lenexa, KS	1.85
Overland Park, KS	1.62

Staff also compared the provided parking determination memo with the Institute of Transportation Engineers (ITE) Parking Generation Manual 5th Edition. The ITE Parking Generation Manual includes site-specific studies and identifies peak parking demands and parking supply ratios. The most applicable use in the manual is

“Multifamily Housing (Mid-Rise)” and the studies identified a parking supply ratio of 1.7 stalls per dwelling unit for a general urban/suburban setting.

Staff believes sufficient parking will be provided based on the applicant’s information and staff analysis. Staff is also supportive of the request as it is similar to past projects such as the Evren Apartments (southwest corner of NE Douglas Street and NE Tudor Road), Summit Orchard West (northwest corner of NW Chipman Road and NW Ward Road), and Ellis Glen (off SW Market Street between SW 1st Street and SW 2nd Street).

Staff is supportive of the applicant’s request to provide 1.74 parking stalls per dwelling unit.

Parking Setbacks (Perimeter)

Yard	Parking Setback Required	Parking Setback Proposed
Front	20’	0’ (along SW Arborwalk Blvd.); and 60’ (along SW Ward Rd.)
Side	6’	17.6’ (south)

Building Setbacks (Perimeter)

Yard	PMIX zoning standard	Proposed Building
Front ¹	Established with the plan	20’ (along SW Arborwalk Blvd.); 44.7’ (along SW Ward Rd.)
Side ¹	Established with the plan	90’ (south)

¹ – Under the UDO, each street frontage of a corner lot is considered to be a front property line. The remaining interior lot lines are considered to be side property lines.

Structure(s) Design

Number and Proposed Use of Buildings	Square Footage	FAR	Height
6 buildings; Multi-Family	67,740	0.13	3 stories (37’ 1”)
1 building; Multi-Family	26,450	0.05	4 stories (52’ 9”)
1 building; Clubhouse	7,950	0.01	1 story (18’ 4”)
2 buildings; Garage	5,300	0.01	1 story (13’ 8”)
1 building; Maintenance Facility	1,185	0.002	1 story (11’ 2”)
11 buildings	108,625	0.21	1-4 stories

4. Unified Development Ordinance (UDO)

Section	Description
2.040, 2.260, 2.300, 2.320	Preliminary Development Plans
2.320	Modifications
4.240	Zoning Districts (PMIX)
5.510	Overlay Districts (M-150 CDO)
8.620	Parking Lot Design

This site was zoned Planned Mixed-Use (PMIX) district in 2003. Uses in the PMIX district are approved per the preliminary development plan (PDP).

Neighborhood Meeting

The applicant hosted a neighborhood meeting on January 29, 2025, and seventeen (17) members of the public attended.

The applicant reported that the topics covered and questions answered related to the following:

- Amount of apartments in Lee's Summit and occupancy percentages
- Traffic generation
- Stormwater runoff going to Raintree Lake
- Lighting spillover
- Construction timeline and associated anticipated mess

To address concerns from the first meeting and ensure proper notice of the project, an additional neighborhood meeting was hosted on February 26, 2025, and fifty-one (51) members of the public attended.

The applicant reported that the topics covered and questions answered related to the following:

- Street parking
- SW Ward Road and SW Arborwalk Boulevard intersection – desires for a traffic light
- Stormwater runoff going to Raintree Lake
- Stream buffers
- Compatibility of proposed building height with existing structures
- Grading and earthwork
- Construction timeline and associated anticipated mess

Staff has received nineteen (19) comments or phone calls expressing concern and/or opposition to the project from the public. Written comments received from the public are included in this meeting packet.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Quality of Life	<p>Goal: Create a community that celebrates, welcomes and supports cultural, parks, and recreational amenities.</p> <p>Objective: Increase the percent of residents within ½ mile of a park.</p>
Strong Neighborhoods and Housing Choices	<p>Goal: Create and maintain a variety of housing options, styles and price ranges.</p>

The proposed development supports two identified focus areas of the comprehensive plan, namely “Quality of Life” and “Strong Neighborhoods and Housing Choices”. Each focus area has goals and objectives that establish a long-term framework to direct growth and change for the city. As it relates to the Quality of Life plan element, the proposed development is adjacent to a City park which works toward the 2040 goal of increasing the percent of population within a 10-minute walk to a park. The proposed development also supports the Strong Neighborhoods and Housing Choices element by creating a variety of housing options in the area.

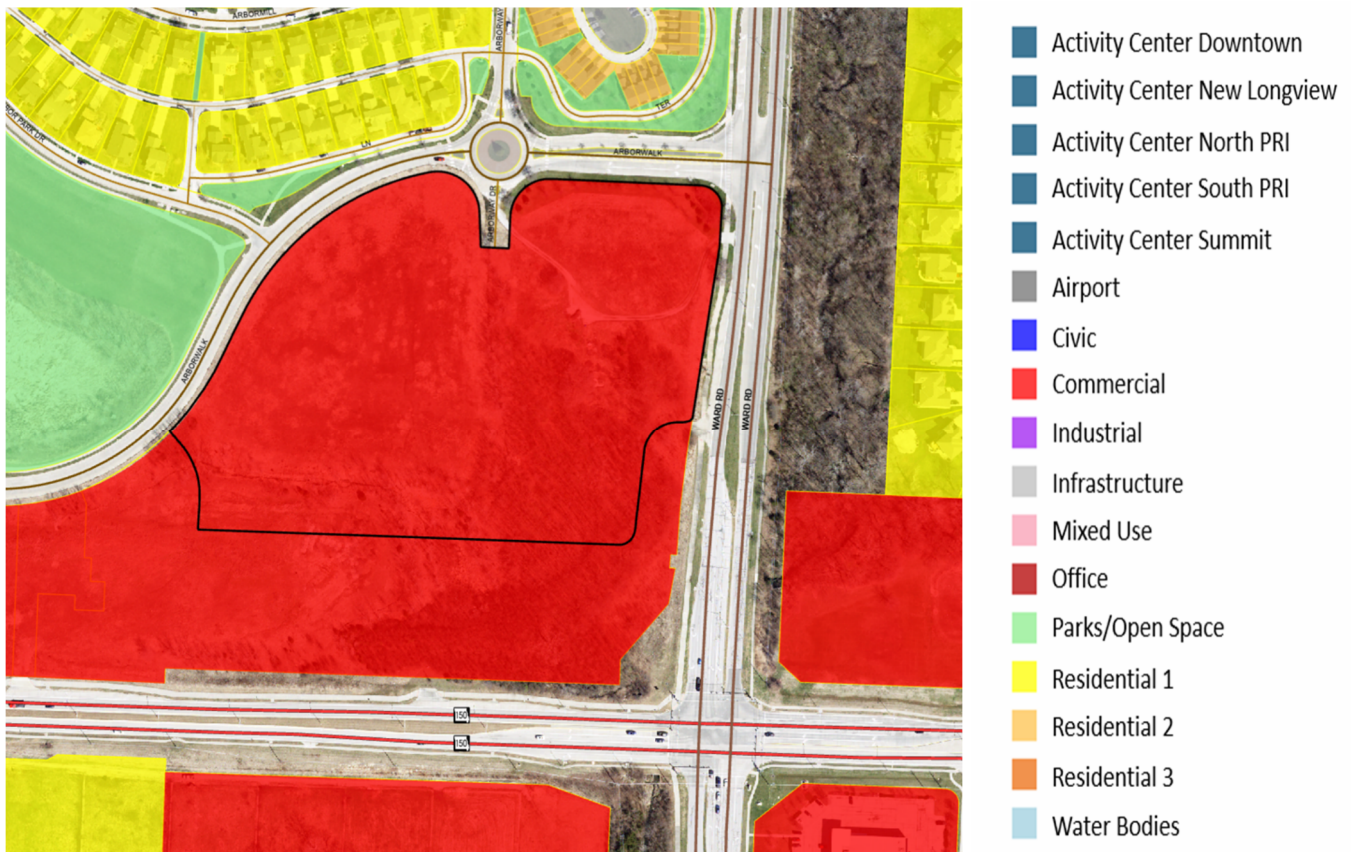


Figure 2 – Future Land Use Map & Legend

The future land use map identifies the subject property as Commercial which includes uses such as Low Intensity Strip Commercial, Large Format Standalone Commercial, Hotel, etc. Although the proposed development would require a Comprehensive Plan Amendment to the Future Land Use Map, the proposed use would help serve as a buffer between anticipated commercial development to the south and lower intensity residential to the northwest.

6. Analysis

Background and History

- June 19, 2003 – The City Council approved a rezoning (Appl. #2002-224) from AG (Agricultural) to PMIX and a preliminary development plan (Appl. #2002-225) for Arborwalk by Ord. No. 5548.
- 2013 – The residence and barn at 3620 SW Ward Road were demolished.
- 2023 – A Preliminary Development Plan (Appl. PL2023-029) request for Arborwalk East apartments including 314 apartments on 11.46 +/- acres was withdrawn. A Minor Plat (Appl. PL2023-031) was withdrawn.

Compatibility

The site is located at the southwest corner of SW Arborwalk Boulevard and SW Ward Road. The surrounding area includes single-family residential to the north and east (across SW Ward Road), a park to the west, and vacant undeveloped property to the south (across M-150 Highway). The proposed apartment complex is compatible as a transitional use between the future commercial uses to the south and residential development to the north. This type of transitional use can also be seen through the existing Manor Homes of Arborwalk Apartments further west.

Within the site, the applicant has arranged the 3-story buildings to the north and the 4-story building is on the south to mitigate height concerns. The proposed building materials meet UDO requirements, are similar and compatible with existing apartment developments in the area and throughout the city, and include brick, fiber cement siding and board and batten siding.



Figure 3 – Typical “Building A” (front elevation)



Figure 4 – Typical “Building B” (front elevation)



Figure 5 – Typical “Building C” (front elevation)



Figure 6 – Clubhouse building (front elevation)

Adverse Impacts

The proposed development is not expected to seriously injure the appropriate use of, or detrimentally affect, neighboring property, nor does it negatively impact the health, safety, or welfare of the public. The proposed residential use is expected to be an appropriate transitional use from low intensity uses (detached and attached single-family dwellings) to higher intensity uses (future commercial and an arterial roadway).

Infrastructure

The proposed development is not expected to impede the normal and orderly development of surrounding property. Water and sanitary sewer for the proposed development will utilize existing public water and sewer lines that are on or adjacent to the property.

Detention for this site has been included in the previously designed and constructed regional detention system for the overall Arborwalk development, so on-site detention is not required of this project. However, the project will be required to meet water quality requirements that did not exist when the Arborwalk stormwater system was originally designed and constructed. The specifics of the water quality design will be included as a part of the final development plan submittal.

Downstream analysis of the existing stormwater system was required to ensure no adverse impacts would occur. Drainage from this site will flow through a box culvert under M-150 Hwy. and an existing small pond

with a concrete dam before ultimately reaching Raintree Lake. The box culvert was analyzed to confirm that adequate capacity was available. The pond and dam were analyzed to confirm structural integrity of the dam and adequate capacity to confirm no stormwater will encroach on adjacent residential properties.

The applicant also performed a peak flow stormwater analysis at the entrance to the pond immediately north of Raintree Lake, which confirmed that peak flows actually decreased slightly at this point. Therefore, the development directing drainage to the existing system at the box culvert under Hwy M150 is both appropriate, adequate, and beneficial.

Road Improvements

The proposed development will be accessed from two drives off SW Arborwalk Boulevard and will have a future connection to commercial development to the south. SW Ward Road has been built to full urban standards with curb and gutter along with a shared use path on the west and a sidewalk on the east side of the road. There is also an existing southbound right turn lane and a northbound left turn lane at SW Arborwalk Boulevard. SW Arborwalk Boulevard is classified as a two-lane commercial/industrial collector with existing curb and gutter and sidewalk on the north and west sides.

The traffic impact study was performed by Kimley-Horn + Associates. The study area included four intersections surrounding the development: M-150 Hwy. and SW Ward Rd., M-150 Hwy. and SW Arborlake Dr./SW Stoney Creek Dr., SW Ward Rd. and SW Arborwalk Blvd., and SW Arborwalk Blvd. and SW Arborway Dr. A signal analysis was performed for the intersection of SW Ward Rd. and SW Arborwalk Blvd and the study shows that a signal is not currently warranted and will not be warranted with the addition of apartments. It did show that volumes will warrant a signal in the future, perhaps with the addition of the commercial development to the south.

The following improvement is identified on SW Arborwalk Boulevard:

- Construct an ADA-compliant sidewalk along the SW Arborwalk Boulevard frontage.

Modification Requests

The applicant has provided a Modification Request Letter, included as an attachment, outlining their requests and justification. The requested modifications are as follows:

1. The applicant has requested a modification to UDO Sec. 5.510.B.3.a pertaining to screening of rooftop mechanical equipment as required by the M-150 CDO. Staff has reviewed the request and **does not** support the modification for the reason identified below.
 - **Requirement** – Roof-mounted mechanical equipment shall be screened by a parapet wall or similar feature that is an integral part of the building's architectural design. The parapet wall or similar feature shall be of a height equal to or greater than the height of the mechanical equipment being screened.
 - **Proposed** – The applicant is requesting to waive this requirement.
 - **Staff Recommendation** – Staff is **not supportive** of the requested modification since the intent is to enhance the appearance of buildings by screening equipment. Staff recommends that the height of the parapet wall be increased to fully screen the mechanical equipment as required by the UDO or that a modification be granted to allow the developer to install a bolt-on inset screening system to meet the intent as seen and approved for other developments.

2. The applicant has requested a modification to UDO Sec. 5.510.B.4.a(2) pertaining to elevators in multi-family buildings as required by the M-150 CDO. Staff has reviewed the request and supports the modification for the reasons identified below.
 - **Requirement** – Multi-family buildings, three stories and above, shall, at a minimum, equip one out of every three buildings with an ADA approved elevator. This requirement is an instrument to establish the goals set out in the City’s commitment to provide “a community for all ages.”
 - **Proposed** – In lieu of providing one out of every three buildings with elevators, the applicant is proposing to provide elevators in one building which will serve 1/3 of the total units.
 - **Staff Recommendation** – Staff is supportive of the proposed modification as the intent of the code is to provide 1/3, or 91, of the units with an ADA compliant elevator. The applicant is proposing that Building C have ADA-compliant elevators which will serve 92 units.
3. The applicant has requested a modification to UDO Sec. 5.510.B.4.b(3)(a) pertaining to entrance orientation as required by the M-150 CDO. Staff has reviewed the request and supports the modification for the reasons identified below.
 - **Requirement** – Primary entrances and facades shall not be oriented towards parking lots, garages, or carports.
 - **Proposed** – The applicant is proposing that all primary entrances and facades be oriented towards the parking lots and garages due to the internal floor plan of the buildings offering a primary entrance on only one side of the building.
 - **Staff Recommendation** – Staff is supportive of the proposed modification as the current layout provides most of the parking interior to the site and the buildings help screen the parking. The intent of the code is being met since the elevations have been designed where there is not a clear differentiation between a “rear” and “front” which makes it appear as though both elevations are a primary façade.
4. The applicant has requested a modification to UDO Sec. 5.510.B.4.c(6) pertaining to building design as required by the M-150 CDO. Staff has reviewed the request and supports the modification for the reasons identified below.
 - **Requirement** – At least 20 percent of all walls facing a public street shall contain windows or doorways.
 - **Proposed** – Due to the orientation of the buildings and the site having a street on three out of the four sides, the side elevations of building types A, B, and C will face the street and have less than 20% windows or doorways.
 - **Staff Recommendation** – Staff is supportive of the proposed modification since the intent is to ensure street-facing facades include a mix of materials and variation. The street facing facades use five different materials including the windows and doorways. On average, the street-facing facades of buildings A, B, and C will have 11%-17% containing windows or doorways.

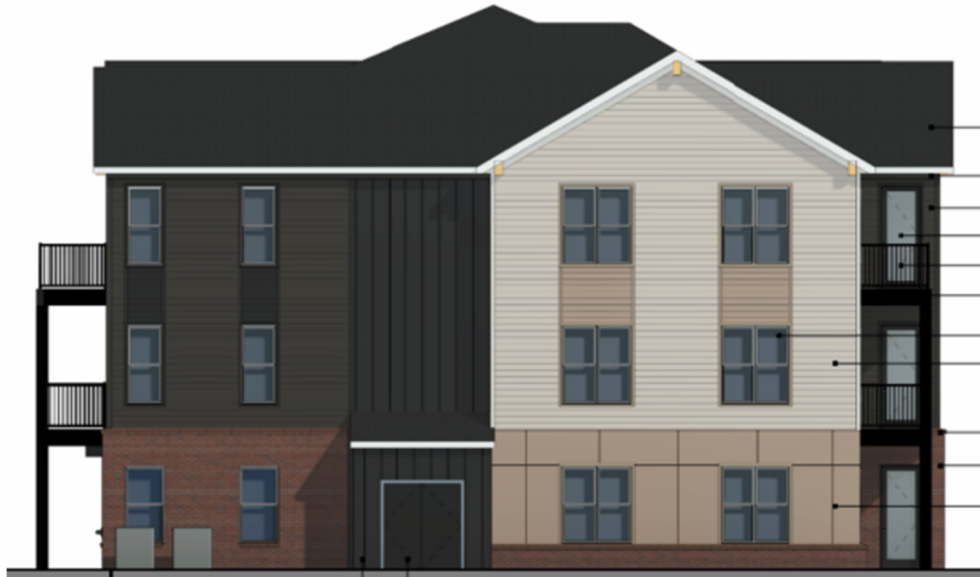


Figure 7 – Typical “Building A” (side elevation)

5. The applicant has requested a modification to UDO Sec. 8.620.B.1 pertaining parking lot setbacks. Staff has reviewed the request and supports the modification for the reasons identified below.
- **Requirement** – All parking lots shall be set back a minimum of 20 feet from any public right-of-way or private street edge of pavement.
 - **Proposed** – The applicant is proposing to reduce the parking lot setback adjacent to the right-of-way for the SW Arborwalk Boulevard roundabout from the required 20-ft. to 0-ft.
 - **Staff Recommendation** – Staff is supportive of the proposed modification due to how far the right-of-way cuts into the proposed site. The right-of-way extends 60-ft. south into the site from the edge of pavement of the roundabout. Approval of the modification is not anticipated to negatively impact the appearance of the site from public right-of-way.

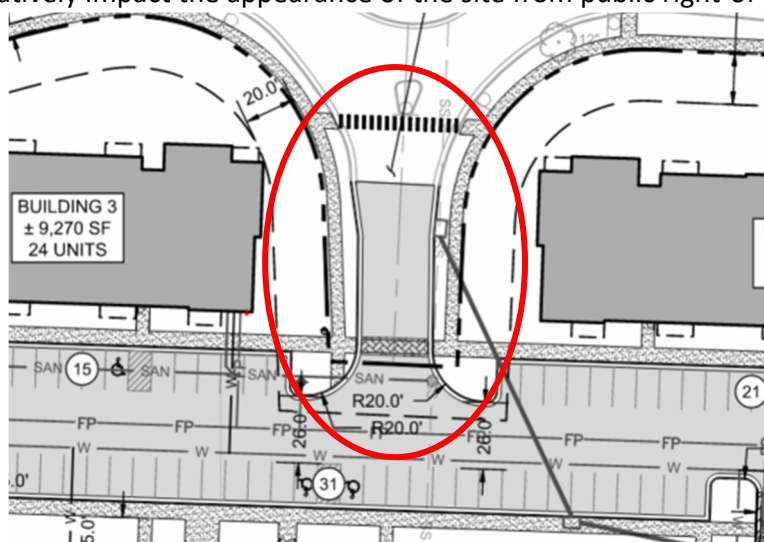


Figure 8 – Site Plan showing property lines and existing right-of-way (property line shown in thick dashed line)

Recommendation

With the conditions of approval below, the application meets the goals of the Ignite! Comprehensive plan, the requirements of the UDO and Design and Construction Manual (DCM).

7. Recommended Conditions of Approval

Site Specific

1. Development shall be in accordance with the preliminary development plan with an upload date of April 11, 2025.
2. A modification shall be granted to UDO Sec. 5.510.B.4.a(2) to allow one-third of the units to be served by an ADA-compliant elevator in lieu of requiring one out of every three buildings to include an ADA-compliant elevator.
3. A modification shall be granted to UDO Sec. 5.510.B.4.b(3)(a) to allow primary entrances and facades to be oriented towards parking lots or garages.
4. A modification shall be granted to UDO Sec. 5.510.B.4.c(6) to reduce the required percent of windows or doorways on walls facing a public street from 20% to 11% for Building Type C and 17% for Building Types A and B.
5. A modification shall be granted to UDO Sec. 8.620.B.1 to reduce the required parking lot setback adjacent to the right-of-way for the SW Arborwalk Boulevard roundabout from 20-ft. to 0-ft.
6. All roof-mounted equipment shall be screened by:
 - a. A parapet or similar feature equal to the height of the equipment being screened; or,
 - b. A bolt-on inset screening system.
7. A 5-ft. wide ADA-compliant sidewalk shall be constructed along the SW Arborwalk Boulevard frontage.

Standard Conditions of Approval

8. 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.
9. 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).
10. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 7.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of the public infrastructure as outlined in Article 3, Division V, Sections 3.540 and 3.550 and Article 3, Division IV, Section 3.475 of the UDO, respectively.
11. 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.
12. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness

and base requirements.

13. The Final Development Plan will be required to meet all City stormwater design criteria unless a Design Modification Request (waiver) is submitted and approved by the City.
14. 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.

The building is shown with a water main for an automatic sprinkler system.

15. Show the location of the FDC on the building.
16. All exterior mechanical equipment, whether roof mounted or ground mounted, shall be entirely screened from view. Roof mounted equipment shall be screened by the parapet equal to the height of the mechanical equipment. Ground mounted equipment shall be screened by masonry wall or landscaping equal to the height of the units.
17. Accessible parking signs shall meet the requirements set forth in the **Manual on Uniform Traffic Devices (R7-8)**. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure, located 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.
18. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the Unified Development Ordinance.
19. A final plat shall be approved and recorded prior to issuance of any building permits.