



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2023-188
File Name	PRELIMINARY DEVELOPMENT PLAN – Oldham Village Phase 1
Applicant	Engineering Solutions, LLC
Property Address	101 SW Oldham Pkwy, 1025 SW Jefferson St and 1031 SW Jefferson St
Planning Commission Date	September 12, 2024
Heard by	Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

Public Notification

Pre-application held: January 24, 2023 and June 13, 2023
Neighborhood meeting conducted: June 24, 2024
Newspaper notification published on: July 20, 2024
Radius notices mailed to properties within 300 feet on: June 20, 2024
Site posted notice on: July 22, 2024

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, dated August 26, 2024 – 5 pages
Traffic Impact Study prepared by Kimley Horn, signed and sealed August 12, 2024 – 30 pages

Preliminary Development Plan, revision dated August 13, 2024 – 18 pages

Building Elevations and Elevation Summary, uploaded August 2, 2024 – 28 pages

Primary Monument Sign detail, dated November 30, 2022

Macro Storm Water Drainage Study prepared by Engineering Solutions, LLC, signed and sealed June 25, 2024 – 8 pages

Neighborhood Meeting Minutes, dated June 25, 2024 – 3 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	Engineering Solutions, LLC/Applicant
Applicant's Representative	Matt Schlicht, P.E.
Location of Property	101 SW Oldham Pkwy, 1025 SW Jefferson St and 1031 SW Jefferson St
Size of Property	4.81 acres (209,650 sq. ft.) – Lot 1 8.52 acres (370,916 sq. ft.) – Lot 2 1.54 acres (67,271 sq. ft.) – Lot 3 2.67 acres (116,313 sq. ft.) – Lot 4 2.53 acres (110,376 sq. ft.) – Lot 5 0.45 acres (19,459 sq. ft.) – Lot 5A 0.99 acres (43,263 sq. ft.) – Lot 6 0.96 acres (41,723 sq. ft.) – Lot 7 1.68 acres (73,114 sq. ft.) – Lot 8 1.08 acres (47,242 sq. ft.) – Lot 9 1.31 acres (57,003 sq. ft.) – Lot 10 5.62 acres (244,773 sq. ft.) – Lot 11 5.02 acres (218,565 sq. ft.) – Tract A 1.14 acres (49,472 sq. ft.) – Tract B ±38.32 total net acres (1,669,140 sq. ft.)
Number of Lots	12 lots and 2 common area tracts
Building Area	0 sq. ft. – Lot 1 (parking lot only) 12,000 sq. ft. – Lot 2 (fitness tenant) 5,500 sq. ft. – Lot 3 (commercial) 12,400 sq. ft. – Lot 4 (commercial) 7,980 sq. ft. – Lot 5 (commercial) 0 sq. ft. – Lot 5A (parking lot only) 2,715 sq. ft. – Lot 6 (commercial) 2,064 sq. ft. – Lot 7 (commercial) 5,400 sq. ft. – Lot 8 (commercial) 4,000 sq. ft. – Lot 9 (commercial) 4,600 sq. ft. – Lot 10 (commercial) 0 sq. ft. – Lot 11 (future development)

	164,659 total sq. ft.
FAR	N/A – Lot 1 (parking lot only) 0.32 FAR – Lot 2 (fitness tenant) 0.08 FAR – Lot 3 (commercial) 0.11 FAR – Lot 4 (commercial) 0.07 FAR – Lot 5 (commercial) N/A – Lot 5A (parking lot only) 0.06 FAR – Lot 6 (commercial) 0.05 FAR – Lot 7 (commercial) 0.07 FAR – Lot 8 (commercial) 0.08 FAR – Lot 9 (commercial) 0.08 FAR – Lot 10 (commercial) N/A – Lot 11 (future development)
Zoning	PMIX (Planned 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. 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.

Current Land Use

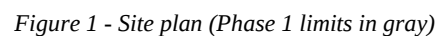
The subject approximately 39-acre project site is composed of the former Adesa Auto Auction site plus an outparcel area with two (2) vacant commercial buildings adjacent to the intersection of the eastbound US 50 Hwy off-ramp and South M-291 Hwy.

Description of Applicant's Request

The applicant proposes a 164,659 sq. ft. commercial development on 43 acres consisting of a mix of retail and service uses (e.g. restaurants, retail, car wash and fitness facility) as the first phase of the larger 66-acre Oldham Village development at the southwest quadrant of the US 50 Hwy/South M-291 Hwy interchange. Phase 1 is composed of 12 lots and two (2) common area tracts.

The applicant requests modifications to the parking lot setback from right-of-way, landscape buffer/screening requirements and to the EnVision LS development standards.

Phase 2 of Oldham Village is on this same agenda for consideration under separation application (Appl. #PL2024-015).



The subject site constitutes approximately 43 acres generally bounded by US 50 Hwy to the north, South M-291 Hwy to the east, Abundant Life Baptist Church campus to the south and Hinsdale single-family residential subdivision to the west. The surrounding area is generally characterized by a transition of industrial uses along South M-291 Hwy to single-family residential west of the project site. Along the SW

Oldham Pkwy/US 50 Hwy frontage, the mix of churches, office, multi-family and commercial buffer the transition from the highway to single-family residential to the south.

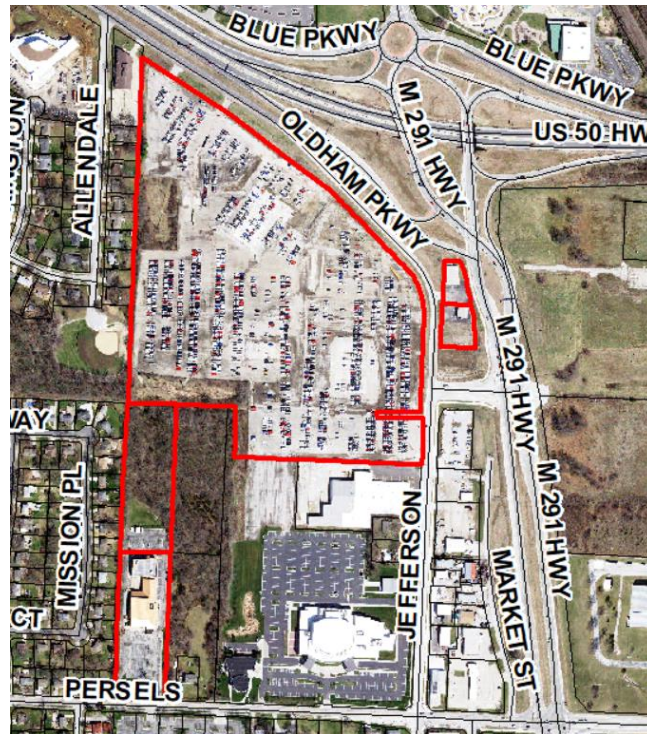


Figure 2 - Subject property shown in red.

Adjacent Land Uses and Zoning

North:	US 50 Hwy
South:	Abundant Life Baptist Church and industrial / PI (Planned Industrial); Abundant Life Baptist Church and large acreage residential / R-1 (Single-family Residential)
East:	South M-291 Hwy; and Vacant industrial / PMIX
West:	Single-family Residential and Pleasant Lea Park / R-1; and Summit Park Church administration office / PO (Planned Office)

Site Characteristics

The project site has frontage along SW Oldham Pkwy to the north and SW Jefferson St to the east. As the former site of Adesa Auto Auction, the site is mostly covered in pavement that was used for vehicle storage and continues to serve as vehicle storage as an interim use under a special use permit that was approved earlier this year. Topographically, the project site generally slopes from northeast to southwest.

Special Considerations

The project site is located within the boundaries of LS Mixed Uses Area of the EnVision LS overlay district. EnVision LS was established in 2017 to serve as a guide for redevelopment efforts of a total of approximately 237 acres generally composed of the northwest, southwest and southeast quadrants of the US 50/South M-291 Hwy interchange. Property located within the overlay boundaries is subject to the list of land uses and development standards established under Article 5, Division VIII of the UDO, unless approved otherwise. The established range of uses allowed within the overlay subarea include all office, service and retail uses allowed by the right in the CP-2 zoning district; loft and multi-family residential; and indoor recreational facilities. The established development standards reflect urban-style design principles centered around compact, pedestrian-oriented design. The proposed development adheres to the allowable land uses in this overlay district but are seeking modification to the development standards which will be addressed later in this report.



Figure 3 - EnVision LS overlay boundaries (The Grove Area is not included in the overlay boundaries.)

3. Project Proposal

Site Design

Land Use	
Impervious Coverage:	50%
Pervious:	50%
TOTAL	100%

Parking

Proposed		Required	
Total parking spaces proposed:	1,698 ¹	Total parking spaces required:	1,099
Parking Reduction requested?	No	Off-site Parking requested?	No

¹ – Proposed parking includes a 529-space parking lot on Lot 1 that will also serve the abutting Summit Park Church campus to the west.

Setbacks (Perimeter)²

Yard	Building / Parking Proposed
Front	20' (Building) / 0' (Parking)
Side	0' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected)
Rear	10' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected)

² – PMIX setback standards are established per approved plan.

Structure(s) Design

Number and Proposed Use of Buildings
1 – Lot 2 (fitness facility) 1 – Lot 3 (restaurant) 1 – Lot 4 (restaurant) 1 – Lot 5 (restaurant) 1 – Lot 6 (drive-through restaurant) 1 – Lot 7 (drive-through restaurant) 1 – Lot 8 (drive-through restaurant) 1 – Lot 9 (car wash) 1 – Lot 10 (drive-through restaurant/retail)
Building Height
TBD – Lot 2 (fitness facility) 24' – Lot 3 (restaurant) 27'-8" – Lot 4 (restaurant) 22' – Lot 5 (restaurant) 24' – Lot 6 (drive-through restaurant) TBD – Lot 7 (drive-through restaurant) 22'-5" – Lot 8 (drive-through restaurant) 20'-3" – Lot 9 (car wash) 21'-6" – Lot 10 (drive-through restaurant/retail)
Number of Stories
1 – Lot 2 (fitness facility) 1 – Lot 3 (restaurant) 1 – Lot 4 (restaurant) 1 – Lot 5 (restaurant) 1 – Lot 6 (drive-through restaurant)

- 1 – Lot 7 (drive-through restaurant)
- 1 – Lot 8 (drive-through restaurant)
- 1 – Lot 9 (car wash)
- 1 – Lot 10 (drive-through restaurant/retail)

4. Unified Development Ordinance (UDO)

Section	Description
2.040,2.260,2.300,2.320	Preliminary Development Plans
4.240	Zoning Districts (PMIX)
9.260	Signs (Permitted Permanent Signs)

Unified Development Ordinance

The PMIX District is intended to permit a mixture of uses which, with proper design and planning, will be compatible with each other and with surrounding uses or zoning districts and will permit a finer-grained and more comprehensive response to market demand. As a customizable zoning district, the land uses allowed under the PMIX zoning district are typically not pre-determined but rather are established at the time of preliminary development plan approval. In this case, the project site is located within the LS Mixed Use Area of the EnVision LS overlay. Said overlay and overlay sub-area does have pre-determined permitted land uses under UDO Section 5.650.A and Section 5.650.C that include all office, retail and service uses allowed under the CP-2 zoning district are allowed within the area that encompasses the proposed Oldham Village development, as well as multi-family residential and fitness/recreational centers. All of the proposed uses within the subject Phase 1 are allowed uses within the EnVision LS overlay.

Neighborhood Meeting

The applicant hosted a neighborhood meeting from 6pm to 7pm at the Summit Park Church Ministry/Office Building (401 SW Oldham Pkwy) on June 24, 2024. Thirteen (13) members of the public attended the meeting. City staff has not received any questions or comments from the public regarding the proposed development.

Discussion topics included the following:

- Stormwater runoff and downstream concerns;
- Land uses;
- Landscaping and buffers between the development and existing residential;
- Impact on area businesses; and
- Traffic improvements.

5. Comprehensive Plan

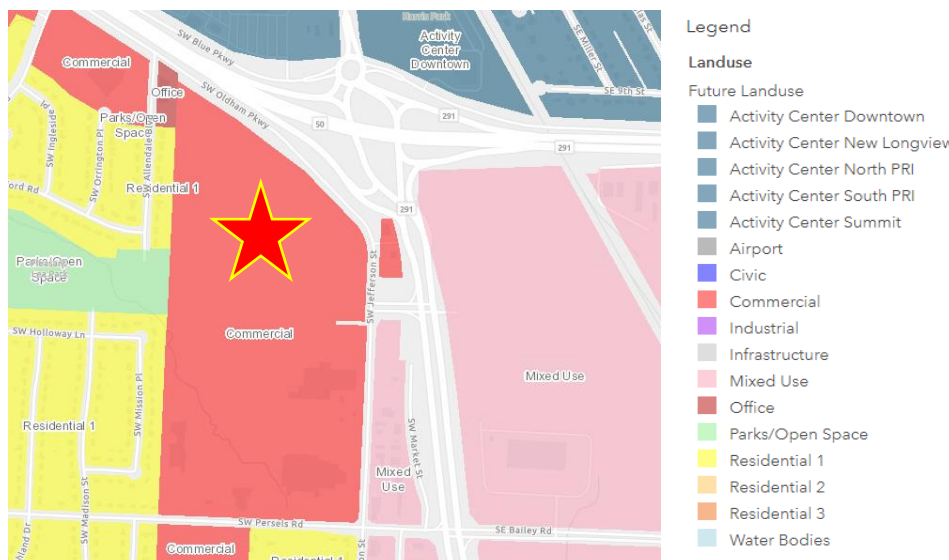
Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods & Housing Choice	Objective: Increase business activity by designing mutually supportive neighborhoods.
Resilient Economy	Objective: Diversity Lee's Summit economy. Objective: Increase business retention and grow business activity.
Land Use & Community Design	Objective: Plan for purposeful growth, revitalization and redevelopment.

Comprehensive Plan

The proposed commercial uses are consistent with the Commercial land use designation under the Ignite Comprehensive Plan for the project site. The Commercial land use designation captures the full range of retail and service uses such as stand-alone commercial, medium to large scale commercial developments, and commercial recreation facilities. The proposed Oldham Village development will serve as a major commercial node at the intersection of US 50 Hwy and South M-291 Hwy to serve both area travelers and residents.

Redevelopment of the subject project site as proposed is consistent with the Commercial land use designation under the Ignite Comprehensive Plan. The location of the proposed commercial uses at the intersection of major highway and commercial corridors is appropriate and compatible with area uses. Redevelopment of the site supports a healthy economic environment at a major commercial node by continuing to provide a needed service by area residents and travelers along both abutting highway corridors.

Redevelopment opportunities also support stated Ignite Comprehensive Plan goals and objectives that call for maximizing the use of existing infrastructure, services and amenities to increase efficiencies in said systems.



6. Analysis

Background and History

- November 3, 2016 – The City Council approved a City-initiated rezoning (Appl. #PL2016-158) from CP-2, PI and PMIX to PMIX and approved a conceptual development for approximately 237 acres generally bounded by the Pine Tree Plaza shopping center, US 50 Hwy, the former Adesa site, SW Jefferson St, SE 16th St, Union Pacific Railroad and South M-291 Hwy by Ordinance No. 8012.
- March 2, 2017 – The City Council an application establishing the EnVision LS Area Development Plan Land Use and Design Standards (Appl. #PL2017-010) for the area generally bounded by the Pine Tree Plaza shopping center, US 50 Hwy, the former Adesa site, SW Jefferson St, SE 16th St, Union Pacific Railroad and South M-291 Hwy by Ordinance No. 8105.
- December 19, 2023 – The City Council approved an appeal (Appl. #PL2023-326) of prohibited uses in the EnVision LS Area Development Plan Area, to allow the following uses within the boundaries of the LS Mixed Uses Area: automotive/truck related uses; retail – big box in excess of 80,000 sq. ft. on one level; car wash – indoor, outdoor or automated; and day care facilities.
- April 9, 2024 – The City Council approved a special use permit (Appl. #PL2023-346) for outdoor automobile storage for a period of five (5) years on the parcels addressed 101 SW Oldham Pkwy, 1051 SW Jefferson St, 1204 SW Jefferson St, 1206 SW Market St and 1210 SW Market St by Ordinance No. 9884.

Signage

The proposed development is subject to the PMIX sign standards listed below, except that the applicant seeks approval for two (2) oversized monument signs to serve as the shopping center's primary identification signage at the western and eastern boundaries of the development. The first table below lists the sign standards to which each individual lot is subject. Individual tenants shall comply with the PMIX sign standards, but may submit for individualized sign package approvals under separate application as allowed under the UDO once individual tenants determine their respective signage needs.

Existing UDO Sign Standards – PMIX zoning district

Sign Type	Number of Signs	Sign Area	Sign Location	Max. Height
Wall signs	3 per building (single-tenant bldg.); or 2 per tenant (multi-tenant bldg.)	10% max. of façade area	Any façade	6' (Letter Height)
Monument	1 per building	72 sq. ft. sign face; and 96 sq. ft. overall sign structure area	Private property	12' (Structure Height)

The table below outlines the characteristics of the proposed monument signs that will provide primary identification for the center at the western and eastern project boundaries.

Proposed Monument Signs – Primary Shopping Center Identification

Sign Type	Number of Wall Signs	Sign Area	Sign Location	Max. Letter Height
Primary Identification Monument Signs	2	224 sq. ft. sign face area; and 312 sq. ft. overall sign structure area	Western project boundary; and Eastern project boundary (SW Oldham Pkwy/South M-291 Hwy intersection)	30' (Structure Height)

The applicant proposes an allowance for oversized monument signs, as described above, along its two highway frontages. The intent for the taller and larger signs is to provide a primary means of identification and wayfinding for the commercial center near the intersection of two grade-separated highways. There is a grade difference of approximately 10' between the western sign location and the adjacent US 50 Hwy travel lanes. There is little grade difference between the eastern sign location and the adjacent South M-291 Hwy travel lanes, but the added sign height provides improved wayfinding visibility from the highway interchange whose centerline is located approximately 1,000' to the north. The City Council recently approved two (2) oversized monument signs for a similar commercial development (Summit Orchards North) having a height of 45' and an overall sign structure size of 637.5 sq. ft. along the project site's I-470 highway frontage. Staff supports the applicant's proposal for taller and larger monument signs along the highway frontages as depicted below.



Figure 4 - Monument Sign Locations (Primary Signs)

Compatibility

The subject property is primarily composed of the former Adesa Auto Auction site that makes up the southwest quadrant of the US 50 Hwy/South M-291 Hwy interchange. The interchange is an intersection of two major highways at the southern gateway to Lee's Summit historic downtown. The interchange is currently anchored by the Pine Tree Plaza shopping center and Harris Park at the northwest and northeast quadrants, respectively.

The proposed commercial uses are compatible and complementary with existing commercial and industrial development along the adjacent US 50 Hwy and South M-291 Hwy corridors, offering a range of retail and service uses typical of a high traffic corridor that can be supported by area travelers as well as area residents.

From an aesthetic standpoint, the proposed development's architectural style and material palette will be varied to accommodate the particular needs and preferences of individual tenants that in many cases have specific corporate architecture. Generally speaking, the development's material palette includes: masonry, cementitious panel, EIFS, glass and architectural metal features (approximately 20% use on any façade). Building elevations have been provided for all proposed Phase 1 lots, save for Lot 2 (fitness facility) and Lot 7 (currently identified as Smalls Sliders). Lot 2 is a potential future site for the City's Parks and Recreation Department's athletic fieldhouse, but is not at a stage where any type of design has been produced. Only an artistic rendering for the potential drive-through/walk-up restaurant user on Lot 7 has been provided. As such, staff recommends that Lot 2 and Lot 7 only be conceptually approved as part of the subject application and thus will require preliminary development plan approval under separate application when detailed building elevations are submitted in order for staff to conduct a comprehensive architectural review.



Figure 5 - Five Four Restaurant & Drafthouse (east elevation) – Lot 4



Figure 5 – Q39 (south elevation) – Lot 5



Figure 6 - Typical multi-tenant building



Figure 6 – Smalls Sliders rendering (east elevation) – Lot 7



Figure 7- Chick-fil-A (north elevation) – Lot 8



Figure 8 – Tunnel Car Wash (north elevation) – Lot 9

Adverse Impacts

The proposed development is not expected to detrimentally impact the surrounding area. The proposed Oldham Village project (Phases 1 and 2) redevelops approximately 66 overall acres of historically industrial property at the southwest quadrant of the US 50 Hwy/South M-291 Hwy interchange with a horizontal mixed-use development composed of retail/service uses and multi-family (in Phase 2). The proposed mixed-use development provides a transition from the adjacent highway interchange to the existing single-family development to the west, and provides access to retail/service uses at the intersection of two major highway corridors and area residents.

Public and Private Infrastructure Services

The proposed development will not impede the normal and orderly development and improvement of the surrounding property. The subject property is a vacant site, but has access to existing water, sanitary sewer and storm sewer that serves existing area development. Water service will come from a relocated main along SW Oldham Pkwy/SW Jefferson St. Sanitary sewer service will be provided by extending mains to connect to existing area manholes located at the periphery of the project site. Stormwater from the proposed development will be piped to a regional detention basin located at the southwest corner of the project site that will then discharge into the adjacent Cedar Creek.

Traffic

A traffic impact study (TIS) for Oldham Village Phase 1 and Phase 2 was completed by Kimley Horn, sealed August 12, 2024. The traffic study analyzed the impact of the proposed development on the surrounding streets and intersections extending south to the SW Persels Rd intersections with both SW Jefferson St and South M-291 Hwy, as well as the signalized intersection of SW Oldham Pkwy and SW Ward Rd located approximately 1 mile to the west. The traffic impact study considered the Oldham Village project as two phases, as reflected in the separate preliminary development plan applications for each phase. Phase 1 includes the realignment of SW Oldham Pkwy through the northern portion of the site. A portion of SW Jefferson St will also be realigned to the west to create greater separation from South M-291 Hwy. The Phase 1 portion of the site will be accessed from six driveway intersections with public streets. Additional access points internal to the development will come off a private road serving Lots 5-10. Phase 1 includes several restaurants and a large building for fitness and athletic events.

The TIS recommends the following road improvements to achieve acceptable levels of service along the area street network:

SW Oldham Parkway & M-291

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

Oldham Parkway & Jefferson Street

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

- Construct a westbound left-turn lane with a minimum storage length of 200 feet plus taper.

SW Oldham Parkway & Access 2

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

SW Oldham Parkway & Access 3

- Construct a northbound left-turn lane with a minimum storage length of 150 feet plus taper. This will require moving the access farther to the north to allow for a 150-foot southbound left-turn lane to be constructed at Access 2.

SW Jefferson Street

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

City staff reviewed the TIS completed by Kimley Horn and prepared a Transportation Impact Analysis (TIA) dated August 26, 2024, that accompanies the staff report as an attachment. Staff agreed with Kimley Horn's findings and road improvement recommendations, but also made additional recommendations for Phase 1 and the associated Phase 2 proposed under separate application. The additional Phase 1 recommendation included as a condition of preliminary development plan approval in the TIA is removal of the existing driveway onto SW Oldham Pkwy from 401 SW Oldham Pkwy (Summit Park Church Ministry Center building) upon construction of the proposed Lot 1 driveway onto SW Oldham Pkwy. The proposed preliminary development plan notes the removal of the driveway in question based on staff's recommendation.

As previously mentioned, the proposed development calls for the realignment of SW Oldham Pkwy in Phase 1. This is due to the proposed Lots 5, 8, 9 and 10 conflicting with the existing SW Oldham Pkwy road alignment. Staff recommends that traffic is maintained on existing SW Oldham Pkwy while the relocated SW Oldham Pkwy is under construction in order to minimize disruptions to traffic and to minimize the amount of detoured traffic travelling through the adjoining neighborhoods. Construction-related traffic control concerns, such as potential temporary road closures, are typically not a point of discussion at the preliminary development plan stage. However, inclusion in the TIA and staff report of the recommendation to maintain existing SW Oldham Pkwy operational during construction of the realigned SW Oldham Pkwy is intended to bring awareness of the impact project-related construction may have on the existing street network and area neighborhoods.

Modifications

The applicant is seeking a modification to UDO Section 8.620 pertaining to the required 20' parking lot setback. Staff has reviewed the request and supports the requested modification for the reasons identified below.

- Required – Minimum 20' setback from the right-of-way.
- Proposed – 0'-15' along SW Oldham Pkwy; 0'-18' setback from the US 50 Hwy and South M-291 Hwy rights-of-way

- Recommended – The areas with proposed reduced parking lot setbacks are along the MoDOT rights of-way where there is an abundance of right-of-way width that provides ample separation between the parking lot boundaries and adjacent travel lanes. Along SW Oldham Pkwy, the proposed parking lot boundaries will maintain between approximately 33' and 58' of separation; along US 50 Hwy and South M-291 Hwy, the proposed parking lot boundaries will maintain between 38' to 67' of separation. The proposed parking lots with reduced setbacks will maintain similar or greater separation from the adjacent travel lanes than a typical commercial site. Staff supports the modification request.



Figure 7 - Representative parking lot setback along SW Oldham Pkwy.

The applicant is seeking a modification to UDO Section 8.890 pertaining to the required high impact buffer between PMIX and R-1 zoning districts. Staff has reviewed the request and supports the requested modification for the reasons identified below.

- Required – A 20'-wide high-impact buffer composed of a 6' masonry wall or vinyl fence plus low-impact landscape screening planted on both sides of the wall or fence along the western boundary of Lots 1 and 2.
- Proposed – A 30' wide buffer composed of a modular block retaining wall supplemented by low-impact landscaping on the east side of the retaining wall.
- Recommended – The proposed development primarily abuts a single-family residential subdivision along the western project boundary. A portion of the proposed development also abuts Pleasant Lea Park (zoned R-1) and the administrative office of Summit Park Church (zoned PO) at the southern and northern ends of the western boundary, respectively. The western project boundary is currently composed of an existing tree line and a mix of residences with chain link fencing, wooden fencing or no fencing along their back yards. In response to residents' desire to preserve the tree line as a buffer, the applicant's proposed retaining wall design allows for the tree line to remain and allows sufficient room to plant additional landscaping on the east side of the retaining wall to supplement the preserved tree line. Staff supports the modification request.

The applicant is seeking a modification to UDO Section 5.640 pertaining to the EnVision commercial design standards. Staff has reviewed the request and supports the requested modification for the reasons identified below.

- Required – Urban-style design principles centered around compact, pedestrian-oriented design with building placement/orientation that addresses active sidewalk areas. Additionally, requirement for consistent architectural theme that discourages corporate architecture.
- Proposed – Stand-alone and multi-tenant pad site development. No restriction against corporate architecture.
- Recommended – The EnVision LS Area Development Plan was approved and its development standards were established in 2016 and 2017, respectively, in association with a preliminary development plan for a 73-acre development known as The Grove for the southeast quadrant of US 50 Hwy/South M-291 Hwy. The Grove was a mixed-use development with an industrial/flex-tech component primarily located south of SE Bailey Rd and a vertical office/retail/residential mixed-use component located north of SE Bailey Rd. The Grove incorporated lifestyle/town center characteristics of pedestrian-oriented streetscapes, storefronts, plazas and green spaces. In an effort to create synergy between redevelopment efforts for the vacant southeast interchange quadrant (site of The Grove) and the vacant southwest interchange quadrant (site of the former Adesa Auto Auction), the City adopted the EnVision Design Standards with the vision of cohesive and complementary design anchoring development at the interchange. The Grove remains an undeveloped project. The subject site of Phase 1 of the proposed Oldham Village redevelopment project remains undeveloped and underutilized eight (8) years on from the establishment of the EnVision LS overlay and approximately 15 years since Adesa Auto Auction vacated the premises. The requested modifications to the EnVision LS commercial design standards are reflective of the site design needs and architectural preferences of the range of uses the market appears to support for the subject locale at the intersection of two major highways in the city. Staff supports the modification request.

Recommendation

With the conditions of approval below, the application meets the Ignite! Comprehensive Plan and the requirements of the UDO and Design & Construction Manual.

7. 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 parking lot setbacks ranging from 0' to 18' along SW Oldham Pkwy, US 50 Hwy and South M-291 Hwy rights-of-way as depicted on the preliminary development plan.
2. A modification shall be granted to the high impact buffer requirement between the proposed PMIX-zoned development and the abutting R-1 zoning district, to allow a buffer along the western boundary of Lots 1 and 2 composed of a retaining wall supplemented with low impact landscaping planted along the east side of the retaining wall.
3. A modification shall be granted to the EnVision LS overlay commercial design and architectural standards, to allow the proposed development to follow the standard design and architectural standards of Article 8 of the UDO.
4. Development shall be in accordance with the preliminary development plan dated August 13, 2024, and

building elevations uploaded August 2, 2024. However, Lots 2 (fitness facility) and 7 (Smalls Sliders) are approved with conceptual approval only and a preliminary development plan shall be required for said lots prior to final development plan approval.

5. Road improvements for Phase 1 shall be constructed as recommended in the Transportation Impact Analysis conducted by staff dated August 26, 2024.
6. Approval shall be granted for two (2) primary identification monument signs with an overall height of 30', 224 sq. ft. sign face area and 312 sq. ft. overall sign structure area.

Standard Conditions of Approval

7. 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.
8. 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).
9. 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.
10. 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.
11. 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 or approval of the final plat. A certified copy shall be submitted to the City for verification.
12. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
13. A United States Army Corps of Engineers (USACE) permit may be required for work within the jurisdictional stream near the proposed in-line detention basin. A jurisdictional determination letter shall be submitted during the Final Development Plan phase of this project.
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.
15. 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.

Consult with Water Utilities to determine if there is adequate fire flow for the proposed buildings per IFC Table B105.1(2). A 50% reduction is allowed for having an automatic sprinkler system.

16. Provide a drawing showing turning movements on the fire lanes for a 44' straight fire truck. Show movements to shared parking lot accesses, private roads and particularly the aerial access lanes next to the apartment building.
17. 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.

Provide a complete hydrant plan showing public and private hydrants. Hydrant distances are measured around the buildings and not through them. Public hydrants shall be located and spaced per design standards. Provide a plan for the maintenance of the private hydrants on the access roads.

Provide hydrants on four lane roads and roads separated by medians arrange hydrants on either side of the street with an average spacing of 500 feet (IFC Table C102.1).
18. 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.
19. 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.