

City Council
207 SW Market St.
Lee's Summit, Missouri 64063

August 3, 2005

Dear City Council:

This letter is response to the proposed Raintree Lake Village development (Applications #2005-179, #2005-199, and #2005-200) on the southeast corner of Missouri Highway 150 and Ward Road. The Raintree Lake Property Owners Association (RLPOA) Board of Directors (Board) and residents have identified concerns with the proposed development plan that must be addressed. A similar letter was presented to the Planning Commission at the July 12, 2005 meeting and later mailed to City Council on July 13, 2005.

The Board appreciates Joe Bauer and Mike Atcheson presenting their development plan for Raintree Lake Village to a gathering of approximately 50 Raintree residents this past Monday, August 1st at the Raintree Clubhouse.

The Board and residents have worked together to identify concerns regarding screening, traffic, construction, and the Raintree Lake watershed. Many of these concerns were addressed at the community meeting on Monday; however, the Board wants to make sure these concerns are on record and addressed in front of City Council. A few core concerns were raised on Monday that seemed to be easily resolved. I will indicate these core concerns, as appropriate. Details of all concerns and RLPOA requests follow:

1. Such that unpleasant odors, noise, light, and other factors, which may adversely affect quality of life may be abated, there should be high-impact screening or sufficient screening of a minimum 10 feet in elevation between the development and all residential lots (e.g., berms, brick walls, mixed landscaping including mature deciduous and evergreen trees). There is particular concern with parking lot streetlights shining into the homes on lots 44, 45, and 46. Consideration should be given to reducing the output lumens, lowering the height of the light poles (maximum 20 feet), and/or shading to reduce light pollution. Roof top units must be screened. The parking spaces on the southeast corner of the development and the desire for Windjammer residents to not see the commercial zone are core concerns of residents.
2. Such that the residential nature of Windjammer be maintained, the green space between the commercial buildings and residential homes should be much greater than 20 feet and ideally 200 feet.

3. There should be sufficient parking for businesses (30 spaces for 9,000 sq.ft. appears insufficient), yet all parking should not be visible from residential properties.
4. Due to resident concerns over the safety of young children in the residential areas, the applicant/developer must restrict pedestrian access to the residential homes from the parking lots of the commercial development. Residents are strongly opposed to the sidewalk on the south side of this development and north of the homes on Windjammer. This is a core concern of residents. In addition, thorny bushes and/or vegetation should be considered along the berm to reduce the likelihood of pedestrian traffic from the commercial zone crossing the berm into the residential zone.
5. Due to the nature of the fast-food industry requiring pre-dawn unloading of large delivery trucks and the prospect of a venue for loitering, residents adjacent to the development are very concerned about the prospect of fast-food establishments in this commercial zone. The current placement is unacceptable; however, if a fast-food establishment must exist an acceptable plan might be to switch the bank site with the easternmost fast-food pad site and/or switch the retail/pharmacy site with the easternmost fast-food pad site.
6. The commercial applicant/developer should provide sufficient security for the area such that loitering does not become a problem during and after construction.
7. Residents feel safety would best be served with attempts to minimize traffic entering the commercial zone off of Regatta and instead having all traffic enter from Missouri Highway 150 and Ward Road. Regatta is a residential street and may not be able to safely handle the increased traffic typical of commercial development. Again, preservation of residential character in this area is of paramount importance to residents.
8. If item 7 is not feasible, RLPOA requests the city require the applicant/developer to install a traffic signal at Missouri Highway 150 and Regatta. Ideally this signal would be a full permanent signal with mast arms and not a flashing span-wire red/yellow beacon.
9. The southernmost eastbound through lane of Missouri Highway 150 should be extended to provide a dedicated turn lane into Regatta. Ideally there would be two eastbound through lanes and one eastbound right turn lane into the commercial area.
10. A center left turn lane for westbound should be constructed on Missouri Highway 150 at Regatta to prevent traffic backup on Missouri Highway 150 and a potentially dangerous situation.

11. There should be a dedicated construction entrance from Missouri Highway 150 to ensure that the existing roads remain safe for travel from either direction. Residents are particularly sensitive about not wanting construction traffic entering and exiting off of Ward Road or Regatta.
12. No construction or construction traffic should be allowed before 7:00 am or after 6:00 pm, with additional limitations on weekends.
13. Trash must be contained and prevented from blowing around the community. Trash receptacles must be screened from adjacent residences and trash collection must occur during normal business hours. After development, there should be one trash receptacle for all tenants that should be fully enclosed with a roof and doors and being similar in outward design as the surrounding commercial buildings. Controls need to be put in place to ensure that trash is properly placed in the trash receptacle during and after construction.
14. Businesses must not be 24-hour establishments and ideally close by 11:00 pm.
15. As the applicant has not approached the RLPOA regarding the project, the applicant must understand Raintree Lake is a community with covenants and restrictions on such items as, but not limited to, buildings, signs, and assessments. All Architectural Review procedures must be adhered to, and each building should have four-sided architecture.
16. Siltation and erosion control measures must be put in place prior to any groundbreaking and vigilantly enforced.
17. The applicant/developer must clean out the basin in Tract A in order to accommodate the anticipated storm water runoff from Raintree Lake Village. This basin must be periodically cleaned subsequent to development to maintain its intended function. We believe that the basin is insufficient to accommodate the storm runoff upon full build-out, as it is barely sufficient to manage current storm run-off. Silt accumulation is a core concern for the Board.
18. Because Raintree Lake is a sensitive area with swimming and fish caught for consumption, there must be an oil separator for effluent that is maintained (periodically cleaned/drained to prevent contamination of lake) before the storm water enters the lake.

The RLPOA Board appreciates the time and effort of the members of the City Council and their careful consideration on matters that affect the quality of life of Lee's Summit residents.

Sincerely,

RLPOA Board of Directors

