
PLANNING AND DEVELOPMENT**Commercial Preliminary Development Plan
Applicant's Letter**

Date: Friday, May 31, 2013

To:

Applicant: MANTEL TETER ARCHITECTS - Email: sphelps@mantelteter.com
Skyler Phelps

Fax #: (816) 531-7537

Property Owner: ABUNDANT LIFE
BAPTIST CHURCH OF LEES SUMMIT -
David Williams

Email:
dwilliams@abundantlifewired.com

Fax #: (816) 554-8192

Engineer: ENGINEERING SOLUTIONS -
Matt Schlicht

Email: mschlicht@es-kc.com

Fax #: (816) 623-9849

From: Chris Hughey, Planner

Re:

Application Number: PL2013072

Application Type: Commercial Preliminary Development Plan

Application Name: ABUNDANT LIFE BAPTIST CHURCH

Location:

Tentative Schedule

Submit revised plans by noon on Tuesday, June 18, 2013 (4 paper copies, 1 reduced (8 ½ x 11 copy)).

Applicant Meeting 06/05/2013 09:00 AM: **06/05/2013**

Planning Commission Meeting 07/09/2013 05:00 PM: **07/09/2013**

City Council Public Hearing 08/01/2013 06:15 PM: **08/01/2013**

City Council Ordinance 08/15/2013 06:15 PM: **08/15/2013**

If the revised submittal deadline is not met or plans are deficient, the item will be moved to a later meeting and a new deadline will be set. Future deadlines and meeting dates can be found on the "Planning Commission Meeting Dates" handout. Dates are subject to change; we will keep you informed throughout the process.

Excise Tax

On April 1, 1998, an excise tax on new development for road construction went into effect. This tax is levied based on the type of development and trips generated. If you require additional information about this development cost, as well as other permit costs and related fees, please contact the Permitting and Plan Review Division of the Codes Administration Department at 969-1200.

Planning Commission and City Council Presentations

Presentations before the Planning Commission and City Council shall be (1) in electronic format or (2) reduced drawings for use on the Document Camera to display on the screen. Electronic presentations shall be on a laptop, CD ROM, DVD, or flash drive. The City's presentation system can support Word, Excel, Power Point, Adobe, Windows Media Player and Internet Explorer applications. Presentation boards will no longer be allowed. The presentation(s) shall be submitted to Planning and Development staff no later than the day of the Planning Commission meeting by 4 pm.

Notice Requirements

1. Notification of Surrounding Property Owners.

- **Mail Certified Notices.** The applicant must mail certified letter notices to all property owners within 185 feet at least 15 days prior to the hearing. Sample notices are available. The notice must include:
 - time and place of hearing,
 - general description of the proposal,
 - location map of the property,
 - street address, or general street location
 - statement explaining that the public will have an opportunity to be heard
- **File Affidavit.** An affidavit must be filed with the Planning and Development Department prior to the public hearing certifying the notices have been sent. Provide a list of the property owners notified and a copy of the notice sent.

2. Notice Signs.

- **Post Sign.** The applicant shall post a sign on the premises, at least 15 days prior to the date of the hearing, informing the general public of the time and place of the public hearing. When revised plans are submitted, staff will prepare the sign and provide it to the applicant for posting.
- **Maintain Sign.** The applicant shall make a good faith effort to maintain the sign for at least the 15 days immediately preceding the date of the hearing, through the hearing, and through any continuances of the hearing. The sign shall be placed within 5 feet of the street right-of-way line in a central position on the property that is the subject of the hearing. The sign shall be readily visible to the public. If the property contains more than one street frontage, one sign shall be placed on each street frontage so as to face each of the streets abutting the land. The sign may be removed at the conclusion of the public hearing(s) and must be removed at the end of all proceedings on the application or upon withdrawal of the application.

Analysis of Commercial Preliminary Development Plan:

Planning Review	Chris Hughey (816) 969-1603	Planner Christopher.Hughey@cityofls.net	Corrections
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1. Please submit an electronic copy of the legal description. Microsoft Word document or selectable text PDF are the preferred file formats. The legal description can be emailed to the planner's email address above.

2. Minor Plat. A minor plat will be required to be submitted, approved and recorded at Jackson County to realign property lines consistent with the proposed development prior to approval of future building permits.

3. Lighting - Sheet ES1.1. Will there be any under canopy light fixtures for the portion of the covered drive? If so, please submit manufacturer's specification sheets for these fixtures and add a note that all under canopy lighting shall be flush mounted.

4. Lighting. All parking lot pole lighting that is adjacent to residential uses and/or districts shall have a maximum height of 15 feet and may extend up to 20 feet in height when more than 100 feet away from said residential use or district.

Either all pole lights will need to meet the height restrictions set in Section 7.280.B of the Unified Development Ordinance (UDO) or submit a letter requesting a modification to the parking lot pole height limitations set in the UDO.

5. Monument Sign. Provide a dimension from the monument sign to the property line. Please note Article 13 of the UDO states all monument signs shall be setback 10 feet from the property line.

6. Signage general. Staff recommends showing general placement, size, and lighting methods for all wall mounted and monument signage. Signs that exceed the number of total signs, size, or have different lighting methods than what is permitted in Article 13 of the UDO can be approved by the Planning Commission and City Council as a part of this Preliminary Development Plan application if shown.

7. Architecture. Architectural metal panels are a conditional material in the UDO which require Planning Commission and City Council approval. Please provide approximate percentage of coverage by the architectural metal panels for each elevation.

8. Architecture. Show all ground mounted and/or roof mounted mechanical units. Please note all roof mounted mechanical units shall be screened equal to the height of the units by the building's parapet wall and all ground mounted mechanical units shall be screened equal to the height of the units by landscaping material or by decorative walls.

9. Architecture (recommendation only). Staff would encourage the use of traditional stucco rather than EFIS or reduce EFIS to more of an incidental role rather than a primary facade material. Please note this is a recommendation only and not a requirement.

10. Landscaping - High Impact Buffer. A high impact buffer will be required along the rear property lines of the adjacent Lots 6, 7, & 8 of Clearview Acres and along the south/side property line of Lot 6 Clearview Acres, similar to the high impact buffer that was added along the west property line of the "Core Youth Building". Refer to Article 14 of the UDO for buffer requirements.

11. Landscaping. Graphically show the existing plantings along SW Persels Rd between the 2 driveway entrances.

12. Landscaping. Add a note to the landscaping plans stating all deciduous trees shall have a minimum caliper of 3 inches, all evergreen trees shall have a minimum height of 8 feet, and all parking lot screening shrubs shall have a minimum height of 18 inches at the time of planting.

13. Landscaping. There appears to be a conflict with the placement of the proposed monument sign and adjacent landscaping shrubs and trees.

14. Landscaping. The 20 foot parking lot setback along Jefferson St appears to scale out to approximately 17.5 feet. Please verify this dimension or possible 1:30 scale of drawing.

15. Landscaping. Show the earthen berm along the southeast corner of the site on the landscaping plans. It appears there may be a gap between the 2.5 foot tall berm and shrubbery along Jefferson Street for parking lot screening methods.

16. Landscaping. Correct the open space tree and shrub calculations and required numbers of planting materials. Open space calculations are based on the square footage of land excluding structures only. Refer to Section 14.090.B of the UDO.

17. Accessible Parking Space Signage. Specify sign model #R7-8 and show mounting height of accessible parking signage as no higher than 5 feet above grade measured from the underside of the sign. Sheet C.600

18. Sidewalk. Add a 5 foot dimension or label to the new sidewalk along Persels Rd.

19. Parking. Provide the gross floor area of the largest assembly room or number of seats for the Core Building and this proposed building to verify there is enough shared parking available to serve both buildings. Refer to Table 12-1 of the UDO.

20. Building square footage. List the proposed building square footage with and without the alternate addition on the site plan (sheet C.100).

21. Trash enclosure. Provide a detail of the trash enclosure. Please note trash enclosure shall be constructed of masonry walls with a steel gate painted to be compatible with the color of the masonry walls and building it is to serve.

22. Maximum building height. The maximum building height in R-1 (Single Family Residential) zoning district is 3 stories or 40 feet. Since 50 feet is shown on the building elevations please submit a letter requesting a modification to the maximum building height set in the UDO (refer to Table 5-4).

Engineering Review

Gene Williams
(816) 969-1812

Senior Staff Engineer
Gene.Williams@cityofls.net

Corrections

1. The "Micro Storm Water Drainage Study" dated May 17, 2013 does not appear to be based on current standards. Please see the Design and Construction Manual for acceptable flat-rate release standards and water quality standards under the default (comprehensive) strategy.

2. It would appear that the volume of the detention basin will increase substantially after taking into account the new stormwater design standards.

3. General Note: Most of the plans state "construction plans". Please keep in mind that the Preliminary Development Plan is a concept plan which may change depending on a review of the Final Development Plan.

4. Sheet PDP 2: It appears that the proposed water meter is shown on private property and outside an existing easement. The water meter should be shown within right of way or an easement.

5. Sheet PDP 2: It appears that a 4" water connection is shown on the west side of the proposed building. It is not clear why a domestic service line of this magnitude is required.

6. General comment: Erosion and sediment control plan sheets were submitted, but comments on these sheets will not be presented during the Preliminary Development Plan phase.

7. Sheet C.100: What is the purpose of the sediment basin? Is this a temporary measure to be installed during construction and later modified to become part of the detention basin? Is it part of the required water quality features? Is it acting as a sediment forebay?

8. Sheet C.100: This sheet varies significantly from plan sheet PDP 2. This sheet is presented as a "Site Plan" but is missing the proposed fire line loop, sanitary sewer, etc. Is the purpose of this sheet to show existing conditions? If so, then please title it appropriately.

9. Grading Plan Sheet C.200: Please be aware that any grading activities which exceed our minimum and/or maximum standards for depth of cover over City-owned utilities will require the applicant to either relocate the utility vertically or horizontally, or adjust the grading plan to achieve acceptable depth of cover.

10. Storm Sewer Plan and Profile Sheets: There appears to be an inconsistent usage of symbols for stormwater. Some of the storm lines use "SW", while others show "STM", and others show "ST". Please use a consistent symbol and also include a legend.

11. Sheet C.400: There appears to be inconsistent usage of symbols for stormwater. See previous comment.

12. Sheet C.400: An additional backflow vault will be required for the new private fire hydrant located near the entrance from SW Persels Road.

13. Sheet C.600: Asphaltic concrete typical section does not comply with the Unified Development Ordinance Article 12. Please review these requirements and update the typical section. All surfaces, including driving aisles and parking spaces not specified as fire access lanes, shall comply with these requirements. In lieu of these requirements, the applicant has the choice to use the Residential Street Standard for pavement construction shown on Table LS-2 of the Design and Construction Manual.

14. Sheet C.600: All commercial entrances must be a minimum of 8" of KCMMB concrete mix to the right of way line.

15. General comment: Easements appear to exist on the property, but there does not appear to be any indication of their existence. All easements, whether public or private, must be shown on the Preliminary Development Plan. It is likely that there will be conflicts with building placement, utility placement, etc. that cannot be foreseen at this time due to the lack of easements being shown on the Preliminary Development Plan.

Fire Review

Jim Eden
(816) 969-1303

Assistant Chief
Jim.Eden@cityofls.net

Corrections

1. Fire Department- All building and life safety issues shall comply with the 2006 International Fire Code and local amendments as adopted by the City of Lee's Summit.

2. Fire Department- A fire hydrant shall be located within 100 feet of the fire department connection (FDC).

Show the location of the FDC.

3. Fire Department- IFC 505.3 Where required by the fire code official, approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

D103.6.1 Roads 20 to 26 feet in width.

Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a fire lane.

4. Fire Department- D105.1 Where required.

Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2 Width.

Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

Confirm 26 feet of drivable surface for the fire lanes around the south and west sides of the building.

5. Fire Department- 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.

6. Fire Department-C105.1 Hydrant spacing.

The average spacing between fire hydrants shall not exceed that listed in Table C105.1.

Exception: The fire chief is authorized to accept a deficiency of up to 10 percent where existing fire hydrants provide all or a portion of the required fire hydrant service.

Regardless of the average spacing, fire hydrants shall be located such that all points on streets and access roads adjacent to a building are within the distances listed in Table C105.1.

Traffic Review

Michael Park
(816) 969-1820

City Traffic Engineer
Michael.Park@cityofls.net

Pending

1. Since no services, education programs/school, daycare, etc. operate during the weekday, no impact analyses were conducted for the weekday peak traffic periods. If these types of activity were to occur on a weekday, additional traffic analysis and resulting improvement mitigations would be required.

2. To comply with the Access Management Code and preserve traffic safety, the westerly driveway (existing) shall remain egress only as studied.

3. Traffic Study - Street Network information should refer to Jefferson Street as a Commercial Collector, not a local street, and Persels Road as a Minor Arterial, not a collector, in accordance with street classifications by the City. Review and correct any Access Management Code conditions noted in the report as appropriate to reflect these changes in classification.

4. Traffic Study - The trip generation used in the analysis for a 1000 seat Church (Existing) is 610 during the Sunday peak hour, but the actual traffic count for the 1000 seat Church experienced nearly 1000 trips during the Sunday peak hour. This difference, when factored to the anticipated growth associated with a 2000 seat Church may have a significant impact on the analyses. Since the difference in projected and measured volume is substantial, the study should provide some justification for the use of projected trip generation as opposed to real trip generation as the net difference in determining the development traffic impact. Either acknowledge the difference in trip generation and provide a good reason for the analyses as reported or modify/factor the intensity based on the relationship of real to projected numbers. Revise the intersection analyses as appropriate to reflect any change in trip generation.

5. Traffic Study - Identify required improvements at the intersection of M-291 & Persels that would yield a LOS C or better to comply with the City's LOS Policy. Consider the planned improvements associated with the extension of Bailey Road to M-291 at Persels (under construction) in the analyses.

6. Traffic Study - Complete an analysis scenario for the intersection of Persels and Jefferson Street that includes traffic signal control and lane configuration as planned by the City. This scenario may or may not result in an adequate LOS C or better for Existing Plus Site Development analyses.

7. Traffic Study - A review of Jefferson Street from Oldham Pkwy to Persels should be completed in consideration of the City's Unimproved Road Policy. Trip generation from the development has been distributed along Jefferson Street and Jefferson Street from Oldham Pkw to Persels has a typical width of 18-20 feet more or less. Any non-residential development requires widening of unimproved roads, e.g. Jefferson, to two 12-foot lanes with shoulder (and any driveway turn lanes in compliance with the Access Management Code).

8. Traffic Study - The omission of left-turn lanes at Drives A, B, C, D, and E along Persels are justified in the report based on volume of left-turn traffic and conflicting volume. Additional justification relates to the width of Persels, which can accommodate a left turn movement while adjacent thru traffic passes. However, a left-turn lane for Drive F on Jefferson may need more consideration given the narrow width of Jefferson and the development/redevelopment potential that will increase traffic in the area. The left-turn lane on Jefferson is an Access Management Code condition for which an omission has yet to be adequately justified.

9. Traffic Study - Note the intersections of Oldham and M-291 as well as Oldham and Jefferson have plans for relocation to accommodate future development or as part of redevelopment/development in the area. The study may assume any capacity improvements at these intersections associated with their relocation would accommodate the development impact.

10. Traffic Study - Document the need or absence of need for left-turn and/or right-turn lane improvements at the intersection of Jefferson and Persels (particularly the southbound approach). Consider the planned improvements to this intersection by the City (signal and turn lanes for all but the southbound approach). At a minimum, a southbound left-turn lane should be provided on Jefferson at Persels.

11. Traffic Study - The omission of right-turn lanes at Drives A, B, C, and D (Drive E already has a right-turn lane) along Persels are justified in the report based on volume of right-turn traffic and conflicting volume. Additional justification relates to the distribution of new ingress trips and redistribution of existing ingress traffic to Drives E and F as primary drives for the new development that consolidates attendance. However, a right-turn lane for Drive F on Jefferson may need more consideration given the narrow width of Jefferson and the development/redevelopment potential that will increase traffic in the area. The right-turn lane on Jefferson is an Access Management Code condition for which an omission has yet to be adequately justified.

12. Traffic Study - Review driveway throat length, driveway turn lanes, driveway sight distance, on-site traffic circulation, etc. in accordance with the Access Management Code. Acknowledge compliance with the code or provide recommendations for compliance or omission.

13. Traffic Study - In addition to the LOS analyses and report, a vehicle queuing analysis, turn lane storage capacity and associated mitigation recommendations should be completed and reported for each study intersection.