

PLANNING AND DEVELOPMENT

**Residential Final Development Plan
Applicant's Letter**

Date: Friday, April 25, 2014

To:

Applicant: Residences at New Longview, Email: brad@northpointkc.com
LLC

Fax #: <NO FAX NUMBER>

Property Owner: M-III LONGVIEW LLC Email:

Fax #: <NO FAX NUMBER>

Engineer: RENAISSANCE
INFRASTRUCTURE CONSULTING

Email: MSLUTTER@RIC-CONSULT.COM

Fax #: <NO FAX NUMBER>

From: Hector Soto, Planner

Re:

Application Number: PL2014040

Application Type: Residential Final Development Plan

Application Name: RESIDENCES AT NEW LONGVIEW

Location: 3200 SW LONGVIEW RD, LEES SUMMIT, MO 64081

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 816-969-1200.

Review Status:

Revisions Required: One or more departments have unresolved issues. See comments below to determine the corrections needed. Submit six (6) full size copies and one (1) half size copy (11"x17" or 12"x18") of revised drawings, folded individually (or in sets) to 8-½"x11" to the Department of Planning and Development. Revised plans will be reviewed within 5 business days of resubmittal.

Required Corrections:

Planning Review	Hector Soto (816) 969-1604	Planner Hector.Soto@cityofls.net	Corrections
-----------------	-------------------------------	-------------------------------------	-------------

1. STREET NAME. Longview Blvd is mis-identified as View High Drive on Sheets C1 and C2.
2. INTERNAL SIDEWALK. The plans do not reflect the extension of a sidewalk to the detention pond to provide access for its use a passive recreation area.
3. PAVEMENT. Parking lot pavement shall be designed to meet the minimum design standards under Section 12.120.F of the UDO.

4. ACCESSIBLE PARKING SIGNS.

- The plans show all accessible parking spaces being marked with a painted symbol on the pavement. But it isn't clear that they will all be posted with signage. Every accessible parking space shall be identified by a sign, mounted on a pole or other structure, located between 36 inches and 60 inches above the ground, measured to the bottom of the sign.
- Specify accessible parking sign type R7-8 (white background, green text and blue wheelchair symbol) on the detail on Sheet C33.

5. TRASH ENCLOSURE DOORS. Cedar planks are shown on the enclosure detail on Sheet A6.01. Wood is not an allowed material for this purpose. Trash enclosure doors shall be solid steel painted to be compatible with the enclosure walls and buildings it is to serve.

6. LANDSCAPE PLAN. Provide a count of each of the proposed planting material species listed on Sheets L1 and L2.

7. LIGHT FIXTURES. All exterior light fixtures shall have full cut-offs so as to direct light downward and so the light source is not visible from off the property. The proposed fixture called out as "SL1" does not meet the full cut-off requirement.

Engineering Review	Gene Williams (816) 969-1812	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
---------------------------	---------------------------------	---	-------------

2. Cover Sheet: General Note 1 should be revised to read "...all construction shall follow the City of Lee' Summit Design and Construction Manual as adopted by Ordinance 5813. Where discrepancies exist between the Final Development Plan and the Design and Construction Manual, the Design and Construction Manual shall govern."

3. Sheet C2: The legend in the upper right hand side of the sheet references various pavement types, but the plan view does not show any of these proposed pavement types. Please revise to show these pavement types. Please be aware that parking aisles and drive aisles are considered the same for purposes of the Unified Development Ordinance (UDO) Chapter 12 pavement requirements. The only difference in pavement thickness as shown in the UDO Chapter 12 would be for fire access lanes (which were also not shown on the general layout view).

4. Sheet C2: View High Drive is mislabeled. This should be labeled as "SW Longview Blvd."

5. Sheet C2: All driveway entrances must be constructed with KCMMB concrete mix from the edge of the existing pavement to the right of way line. Please label accordingly.

6. Sheet C2: The locations of existing fire hydrants along Kessler Drive are difficult to see. Please clearly show the locations of the fire hydrants by enlarging the symbols.

7. Sheet C2: The water lines along Kessler Drive are only partially shown. Please provide the locations of the water lines along Kessler Drive, including water line on the north side of Kessler Drive and the water lines serving the fire hydrants on the south side of Kessler Drive.

9. Sheet C3: Sidewalk widths should be noted.

10. Sheet C8: It appears the detention basin is being enlarged and will no longer fit within the boundary of the detention basin tract. Is there a way to enlarge the basin without adding to the existing footprint? Would a retaining wall along the east side of the basin be possible?

11. Sheet C14: There appears to be a discrepancy in the location of the existing water line on Kessler Drive. In addition, there appear to be existing public fire hydrants on the south side of Kessler Drive which are difficult to see. Please show the entire length of the existing water line and size along Kessler Drive, and also show the existing crossings feeding the existing fire hydrants.
12. Sheet C14: The interior water lines are shown, but it is not clear which one is the fire line, and which one is the domestic water line. For instance, there is a domestic water service line feeding the clubhouse which appears to be connected to a fire line. This is prohibited. These lines cannot be connected together in any fashion since the domestic water line should only be connected to the 3" meter, and they should be clearly labeled to avoid any confusion.
13. Sheet C14: All interior water service, fire lines, sanitary sewers, and stormwater structures and lines should be clearly labeled with the word "PRIVATE".
14. Sheet C14: The backflow vault and backflow assembly which serves the private fire line is shown connecting to the existing water line within the intersection of Kessler Drive and SW Tower Park Drive. This is not allowed since it will involve removal and repair of pavement within the right of way. Rather than changing the geometry of this connection point and boring under the street, the fire line could be connected to the existing public water main which serves the existing public fire hydrant on Kessler Drive. A tee should be shown cut into the water line prior to the valve serving the fire hydrant, and a valve should be shown prior to the backflow vault. This valve would denote the end of the public water line.
16. Sheet C14: Sizes of all waterlines and sanitary sewer lines should be shown.
17. Sheet C17: It appears that a k factor of 1.25 for the 1% annual chance event is shown, but 1.15 was actually used in the calculations. This is based on a spot check of several calculations within the table. Please check all calculations and perform a re-design as necessary.
18. Sheet C18: It appears that the profile view of Junction Box A12 should be labeled as A13. Please check and revise as appropriate.
19. Sheet C18: Please call out the toe wall section at the end of the flared end section. This should be shown on all sheets where a flared end section is specified. Please include a toe wall detail on the detail sheets.
20. All stormwater sheets: Please clarify the stormwater system as "PRIVATE" either by a label, or revision to the title of the sheet.
21. Sanitary sewer plan and profile sheets: Please clarify that the system is private either by using labels or revising the title of the sheet.
22. Sheet C29: The existing detention basin is not a sediment basin. Please correct by using the word "existing detention basin."
23. Sheet C30: Silt fence is shown, but it is difficult to determine where it will be placed. Please show the silt fence with a darker lineweight, and/or show the development in the background as a lighter lineweight to distinguish the silt fence from other features.
24. Sheet C30: Since the detention area is being proposed for a temporary sediment basin, details concerning the temporary outlet structure should be provided. The detention basin should also be labeled as "temporary sediment basin."

25. Sheet C30: In general, silt fence should be installed along contour lines, with the ends curled upward. This does not appear to be shown.
26. Sheet C31: Please include notes concerning the removal of silt fence, the removal of inlet protection, the removal of silt within the temporary sediment basin, and the removal of the temporary outlet structure.
27. Sheet C32: Typical pavement sections do not appear to follow the Unified Development Ordinance (UDO) Article 12. Please see UDO Article 12 for specific requirements. Please note that parking aisles and drive aisles are treated the same for purposes of pavement design.
28. Sheet C32: A detail should be provided for the temporary sediment basin outlet structure.
29. Sheet C32: The driveway detail should be corrected to show 8" of KCM MB mix concrete.
30. Sheet C32: Please remove the "Sidewalk Ramp Details" from the sheet. This detail is no longer used. It will be sufficient to note the general location and general geometry of the ADA-accessible ramp(s) on the Final Development Plan where needed. Please note that the use of truncated domes or other tactile warning devices are not allowed on private entrances.
31. Please note that Planning and Codes Administration will require a retaining wall design by a registered engineer in the State of Missouri.
32. Please note that geogrid, footings, or other elements of the retaining wall(s) cannot encroach into the right of way or public easements.
33. Sheet C35: A "Concrete Low Flow Channel" detail is shown, but it is not clear where this is being proposed. Please note the City does not allow concrete-lined low flow channels within detention basins or swales.
34. Sheet C39: The sediment fence detail shows the old method of trench and fill for silt fence. The City requires the use of machine-laid silt fence. Please remove this detail from the Final Development Plan. It will be sufficient to reference the use of machine-laid silt fence on the plan view.
35. Sheet C39: Straw bales are not allowed in the City of Lee's Summit, and hence this detail should be removed.
37. Sheet C2: Please note where the sidewalks will be constructed along Longview Road from the roundabout to the west. The entire sidewalk must be constructed as part of the Final Development Plan.
38. An applicant meeting is recommended since it appears there are several items which might be better to discuss in person.
39. A sealed Engineer's Estimate of Probable Construction Costs should accompany your final submittal drawings. The Engineering Plan Review and Inspection Fee is based on this estimate, and is calculated at 3% of the total construction cost plus a nominal water sample collection and observation fee of \$100 per sample. Items to include in the itemized estimate include: 1) storm sewer lines and structures, 2) sanitary sewer lines and structures, 3) waterlines, 4) paving and subgrade preparation, 5) curb and gutter, 6) public sidewalks, 7) subgrade preparation beneath curb and gutter, 8) grading to establish proper drainage, 9) grading for parking lot and driveways, 10) driveway approaches, 11) fire hydrants, 12) backflow vault and backflow assembly, 13) valves, tees, fittings, and thrust blocks, 14) ADA-accessible ramps, 15) detention basins, 16) erosion and sediment control including final restoration, and 17) all other site work necessary to complete the project.

1. Fire Department- All building and life safety issues shall comply with the 2012 International Fire Code and local amendments as adopted by the City of Lee's Summit.

2. There have not been any changes on the FDP addressing comments from the PDP. I recommend scheduling a meeting to go over the corrections that need to be made on the project.

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

The FDC's shall be located on the fronts of the building next to fire department access lanes. Typically there is only one FDC per building. Please indicate the number and locations of sprinkler rooms and fire mains to each of the buildings.

4. Fire Department- 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.

Water mains shall be sized and connected to a public water supply to provide water flow requirements in accordance with IFC Table B105.1.

Provide fire flow calculations for the single connection main provided for the project.

5. 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.

Fire lanes and required access to hydrants and FDC's shall be marked.

6. Fire Department- IFC 506.1 Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an approved location. The key box shall be of an approved type and shall contain keys to gain necessary access as required by the fire code official. An approved lock shall be installed on gates or similar barriers when required by the fire code official.

A Knox Box shall be provided for each building.

7. 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.

8. Provide a hydrant along the fire access lane between Buildings 5 and 6 to maintain average spacing as intended by IFC Table C105.1.

9. D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof. ty gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

Fire lanes parallel to the buildings shall have a driveable surface of 26 feet. The drawings are including the sidewalk in front of the buildings. Provide clarification.

Traffic Review	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@citlyofls.net	Corrections
-----------------------	--------------------------------	---	-------------

1. Can the four parking spaces on the north side of the West Longview Road Drive Entrance be moved towards the east about 4' to align with the parking spaces on the south side of the same driveway/isle?
2. Why is the South Longview Road Drive Entrance offset approx. 5' from Ovation? These intersections should align.
3. Could a sidewalk connection between the sidewalk along the east property line and the east-facing buildings/development be provided? Or at least a sidewalk connection of the eastern parking lot area to the buildings be provided to give residents an option to access the building areas from afar parking without having to use the parking lot and drive isles as pedestrian routes? Recommend sidewalk from the east property line sidewalk to Building 4 along one side of the drive isle where the "future" connection is shown to the east.
4. Could bike racks be included on-site for residents? A bike rack near each building and adjacent to the clubhouse is recommended.
5. Sidewalk connecting Buildings 2 & 5 to Buildings 3 & 6 (as well as the common area east of Buildings 3 & 6) is recommended; perhaps through the island areas centered between all four of the aforementioned buildings.
6. The portion of asphalt path along the South Longview Road Driveway Access within City right-of-way should be concrete and ADA compliant.
7. Recommend the installation of stop signs at each driveway approach to the public roadway (Kessler and Longview).