



PLANNING AND DEVELOPMENT

Commercial Final Development Plan Applicant's Letter

Date: Thursday, February 05, 2015

To:

Property Owner: CITY OF LEES SUMMIT Email: Fax #: <NO FAX NUMBER>

Applicant: SFS Architecture Email: knewman@sfsarch.com Fax #: (816) 421-8024

Engineer: Bartlett & West Email: casey.colbern@bartwest.com Fax #: <NO FAX NUMBER>

From: Christina Stanton, Senior Planner

Re:

Application Number: PL2014137

Application Type: Commercial Final Development Plan

Application Name: LEES SUMMIT LEGACY PARK AMPHITHEATER

Location: 901 NE BLUESTEM DR, LEES SUMMIT, MO 64086

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 regarding this development application. See comments below to determine the required revisions. Submit six (6) full size sets (no larger than 24"x36") and one (1) half size set (11"x17" or 12"x18") of revised drawings. These shall be folded and collated in sets to approximately 8-1/2"x11" in size to the Planning and Codes Administration Department. Revised plans will be reviewed within five (5) business days of the resubmittal.

Required Corrections:

Planning Review	Christina Stanton (816) 969-1607	Senior Planner Christina.Stanton@cityofls.net	Approved with Conditions
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1. Provide cut-sheet of all outdoor and building mounted lighting after final bid is accepted.
2. Curbing approved per civil drawings, not landscape plan.

Engineering Review	Gene Williams (816) 969-1812	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
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1. An Engineer's Estimate of Probable Construction Costs must be submitted prior to approval of the Final Development Plan.

Fire Review	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Corrections
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1. 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.

Exceptions:

1. For Group R-3 and Group U occupancies, the distance requirement shall be 600 feet (183 m).

Action required- Locate the new fire hydrant on a minimum 6" main, outside of the fenced area near the curb of the parking lot. The hydrant shall be provided with potable water from District 13- not part of the park hydrant system.

2. 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 2012 International Fire Code.

For information only.

3. 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.

For information only- The fire lane to the stage shall be designed to carry 75,000 pounds.

Traffic Review	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	Corrections
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1. There appears to be a number of opportunities for minor ADA/pedestrian improvements. For example, there should be ramps on each end of the median island sidewalk and on the sidewalk adjacent to the amphitheatre across from these median island sidewalk crossings. This would remove one parking space, but provide an area to access the sidewalk without going between two parked cars. Similarly, I suggest wrapping the sidewalk around the end of the southernmost parking space next to the amphitheatre to provide sidewalk access without going between cars and consider sidewalk crossings on the median islands at both ends of the lot so pedestrians don't have to walk in traffic.