

PLANNING AND DEVELOPMENT

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

Date: Wednesday, November 04, 2015

To:

Property Owner: THE UNITED
METHODIST CHURCH OF LEES SUMM

Email:

Fax #: <NO FAX NUMBER>

Applicant: ENGINEERING SOLUTIONS

Email: MSCHLICHT@ES-KC.COM

Fax #: (816) 623-9849

Engineer: ENGINEERING SOLUTIONS

Email: MSCHLICHT@ES-KC.COM

Fax #: (816) 623-9849

From: Ron Seyl, Planner

Re:

Application Number: PL2015158

Application Type: Commercial Final Development Plan

Application Name: The Summit

Location: 3381 NW CHIPMAN 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 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 8-½"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	Ron Seyl	Planner	Corrections
	(816) 969-1603	Ron.Seyl@cityofls.net	

1. As a general note, any retaining wall greater than 4 feet shall be engineered and will require a separate building permit.
2. Please include a dashed line indicating the roof line and rooftop mechanical equipment on the elevation. Also, provide the manufacturer's specifications for the proposed mechanical units.
3. Label all exterior building material colors on Sheets A2.10, A2.20 and A2.30.

4. Is any ground mounted mechanical equipment proposed? Per UDO requirements, ground mounted equipment shall be totally screened from view by landscaping or masonry wall up to a height of the units to be screened.

5. Provide a detail of the trash enclosure and screening method. All exterior trash storage containers shall be screened so that they are not visible from off the property.

Each 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.

6. Provide a detail of the trash enclosure and screening method. All exterior trash storage containers shall be screened so that they are not visible from off the property.

Each 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.

7. Provide manufacturers specification sheets for all proposed exterior lighting. Also, provide the wattage for all proposed exterior lighting.

8. Per UDO requirements, parking lot lighting shall utilize flat lens fixtures with full cut-offs and be mounted to the parking lot light pole at 90 degrees (horizontal to the ground) and shall be non-adjustable.

9. Provide details for parking lot pole light pedestals/bases. Per UDO requirements, concrete pedestals/bases shall not exceed three (3) feet in height and shall be included in the maximum overall height.

10. As a general note, the total aggregate wattage for multiple headed fixtures mounted on a single pole shall be limited to 800-Watts maximum.

11. Light Source. Metal halide or light emitting diodes (LED's) shall be the approved light source for all outdoor lighting. These outdoor lighting fixtures are color-correct types to ensure true-color at night for security purposes and support CPTED principles.

Design of Fixtures/Prevention of Spillover Glare. All outdoor light fixtures shall use full cut-off lenses, as classified by the Illuminating Engineering Society of North America (IESNA), to prevent glare and light spill from the project site onto adjacent properties, buildings and roadways.

All lights shall be International Dark-Sky Association (IDA) approved fixtures.

12. A. Wall mounted lighting is defined as any light fixture mounted to the building wall excluding accent lighting, canopy lighting, and excepted lights, as identified in this Division.

B. Full Cut-Offs. Wall-mounted lights shall utilize full cut-off fixtures.

C. Maximum Wattage. Wall-mounted fixtures shall be metal halide and not exceed 150-Watts.

D. Mounting Height. Wall-mounted/building-mounted fixtures shall be attached only to walls, and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater. For structures within 100 feet of a residential use and/or district, the mounting height of these fixtures shall not exceed 15 feet measured from the top of the fixture to grade.

13. The applicant shall provide dimmable light fixtures subject to Planning Commission requirements per the September 22, 2015 meeting. The fixtures shall comply with UDO requirements.

14. The parking space depth for the eastern most parking spaces is shown as 17 feet. Per the UDO, standard parking space dimensions shall not be less than nine (9) feet wide by nineteen (19) feet long.

15. Periodically display the width of the standard and ADA accessible parking spaces. Standard and ADA accessible parking space dimensions shall not be less than nine (9) feet wide.

17. Is the information on the FDP's landscape table correct as it differs from what was presented for the PDP? For example, on the PDP's landscape table the total building area in the open yard tree calculation was 78,168 square feet after Phase I and II build out. A square building square footage calculation of 78,250 is what was presented to the Planning Commission and City Council.

However, on the FDP's landscape table the total building area is shown as 223,223 square feet. Other information varies from what was presented in the PDP landscape table as well. Please ensure that the information in the table is correct for this project as this is what staff will base landscaping requirements on.

18. The scale on the landscape plan appears to be off. Please correct.

19. In the landscape table, please revise the Chipman Road street frontage calculations for trees and shrubs to include only the area east of Chipman Road. The area west of Chipman Road will be considered a separate project.

21. As a general note, all project signage will need to be approved by separate sign permit application.

22. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, the road improvements recommended in the Transportation Impact Analysis form dated September 15, 2015.

No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Records' Office.

23. Easements as shown on the preliminary development plan for public access similar to right-of-ways for public streets (i.e. 50 and 60 foot typical widths or larger as may be required for necessary turn lanes) shall be provided along the proposed north-south private road and the proposed east-west private road.

The easement along the east-west private road shall extend to and align with the existing right-of-way for Ashurst Drive. These easements shall be donated as public right-of-way when surrounding development occurs and the public streets are constructed.

24. At least one van-accessible parking space with an adjacent 8 foot aisle shall be provided. The detail on sheet C.600 shows one, but the site plan has all 5 foot spaces.

25. A temporary asphalt curb shall be provided at the south end of the north-south drive connection to Chipman Rd where the drive will eventually extend south to connect with Ashurst Dr.

26. Street trees and shrubs shall be provided along Chipman Rd in the area between the driveway and the detention basin. Parking lot screening shall also be provided for the portion of the parking lot in this area.

Engineering Review

Gene Williams
(816) 969-1812

Senior Staff Engineer
Gene.Williams@cityofls.net

Corrections

1. Right of way for the future Chipman Road project should be shown. It should be dedicated by separate document. Please contact Public Works for more information regarding the right of way needed for the future project.

2. Right of way for Ashurst Drive should be shown and dedicated by separate document.
3. Right of way for the north/south leg of the access road should be shown and dedicated by separate document.
4. The water line beneath the proposed View High Drive entrance may need to be lowered. Has there been any potholing done to establish it's vertical and horizontal location?
5. Sheet C.051: Should the east detention basin be used for a temporary sediment trap? It would appear this is warranted.
6. Sheet C.100: Specify exactly what is going to be paved in this phase of the project. A typical section, in graphical style, should be shown. Please note the new Unified Development Ordinance (UDO) Article 12 standards for pavement thickness and base.
7. Sheet C.200: The north detention basin appears to be flat on the bottom. Will this be a drainage issue?
8. Sheet C.200: There appears to be two (2) different shades of gray for the parking lot. What does this mean?
9. Sheet C.201: There appears to be two (2) different shades of gray for the parking lot. What does this mean?
10. Sheet C.202: Please label existing and proposed grades on the profile view.
11. Sheet C.202: Provide a typical section, in graphical format, for the north/south drive. It should be based on Table LS-2, Residential Local.
12. Sheet C.203: Where is the water main in relation to the new driveway in the southwest corner of the project? It was not shown on the profile view.
13. Sheet C.203: A typical paving section should be provided, in graphical format, for Ashurst Drive. It should be constructed to City standards, and will be based on Table LS-2, Residential Collector.
14. Sheet C.204: Cross slopes are shown at 2:1 on the "Bio Swale Detail". The grading plan shows a significant difference in slope.
15. Sheet C.204: The scale appears incorrect.
16. Sheet C.205 A sanitary sewer line is shown to the south of the northern detention basin, and then is directed to the north. Why is a sanitary sewer shown in this location?
17. Sheet C.205: The scale appears to be incorrect.
18. Sheet C.300: Storm Line 5 appears to show an existing field inlet being removed and replaced. Is this what is proposed? If so, then please label on the plans.
19. Sheet C.300: Two (2) different shades of gray are used to denote the parking area and driveways. Provide a legend showing what this means.
20. Sheet C.301: Two (2) different shades of gray are used to denote the parking areas. Provide a legend describing what this means.

21. Is rip rap being proposed at the end of the flared end sections? If so, please show on the plans.
22. Sheet C.302: The profile view for Storm Line 3 is missing the proposed grade line.
23. Sheet C.303: Label Storm Line 7 in the plan view.
24. Sheet C.303: An elevation of 929.0 appears to be called out in the stormwater report for the downstream portion of a 36" pipe. The detail view appears to show 931.5. Please reconcile.
25. Sheet C.303: The plan view shows a 15" RCP pipe for Storm Line 7, but the profile view shows an 18" HDPE. The report, however, appears to show a 36". Please reconcile.
26. Sheet C.303: Where is the typical section view for the outlet structure for the east detention basin? Please ensure it either follows the elevations shown in the stormwater report, or provide an updated stormwater report to reflect the changes.
27. Sheet C.303: Storm Line 5 appear to show the outlet of the eastern detention basin connected to the existing field inlet. Previous sheets showed this field inlet being replaced. Please reconcile.
28. Sheet C.303: Storm Line 5 profile appears to be missing a portion of the proposed grading.
29. Sheet C.303: What elevations are planned for the underdrain network in the north detention basin? How will they be connected to the detention basin outlet structure? As shown, it does not appear the bio swale underdrain network has the ability to drain properly.
31. Sheet C.304: The underdrain network for the bio swale does not appear constructable given the information presented. It appears the underdrains are connected to the detention basin outlet structure, but the outlet is higher than the underdrains.
32. Separate sanitary sewer plans will be required for the public sanitary sewer along Ashurst.
33. Sheet C.400: The sanitary sewer line is shown near the southwest corner of the eastern detention basin with an alignment that is unclear. The manhole is shown offset, but the sewer intersects with another manhole within a few feet. Please reconcile.
34. Sheet C.401: The proposed alignment for the sanitary sewer near the connection point at manhole #27-033 (i.e., the existing manhole) does not appear constructable. Easements do not appear to exist on Lot 11, Edgewood Trail, and should be a minimum of 15 feet from the property line.
35. Sheet C.401: Installation of the new sanitary sewer beneath Ashurst and Edgewood Drive should be specified as bored and cased.
36. Please label the existing City manhole as #27-033.
37. Sheet C.500: The backflow vault should be located outside any easement and outside the right of way. Please move the backflow vault so it is completely outside these limits. In addition, please show a valve prior to the backflow vault.
38. Sheet C.500: Please show an additional valve on the public main on the east side of the cut-in tee feeding the fire line.

- 39. Sheet C.501: Please label the fire line as private.
- 40. Sheet C.600: Please show the new asphalt pavement standards specified in the UDO Article 12.
- 41. Please note the entrance to View High Drive will require the City of Kansas City approval.
- 42. Are there any wetlands issues in the existing pond?
- 43. An 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 calculated at 3% of the total. Items to include in the estimate are: 1) water lines greater than 2", 2) fire hydrants, 3) fittings, thrust blocks, valves, valve boxes, valve box covers, tees, bends, 4) storm lines greater than 6", 5) storm inlets, structures, flared end sections, toe walls, 6) rip rap, 7) grading for detention basin, 8) grading for parking lot, 9) subgrade preparation either geogrid or stabilized subgrade, including the area one (1) foot beyond the back of curb, 10) aggregate base including the area one (1) foot beyond the back of curb, 11) pavement, 12) curb and gutter, 13) sanitary sewer lines, 14) sanitary sewer manholes, 15) casing carrier pipe, 16) boring for sanitary sewer, 17) wye connectio to sanitary sewer, 18) erosion and sediment control devices, 19) final restoration, including seeding, sodding, fertilizer, mulch, and topsoil.

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

Action required: Show the location of the FDC and a hydrant within 100 feet.
- 2. 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.

Action Required: Provide a water flow study for the site. The 6" main may need to be upsized to an 8" per City Design and Construction Manual.
- 3. Relocate the fire hydrants along the south side of the building to the builing side of the fire lane.
- 4. IFC 503.3- Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

Action required:
The building side of the fire lanes around the building shall be posted.
- 5. 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 .

Traffic Review

Michael Park
(816) 969-1820

City Traffic Engineer
Michael.Park@cityofls.net

Corrections

1. Pending Development Agreement for off-site improvements and Easements/Right-of-Ways for the N-S Street, Chipman Road, and Ashurst Drive.

No comments regarding the on-site FDP submittal.

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