

**PLANNING AND DEVELOPMENT**

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

**Date:** Wednesday, December 02, 2015

**To:**

**Applicant:** SWAMI HOTELS LLC      Email: EDDPATEL@MSN.COM      Fax #: <NO FAX NUMBER>

**Engineer:** THH INC      Email: JHUSS@MECRESULTS.COM      Fax #: (573) 814-1128

**Architect:** CHASE B. GARRETT      Email: CHASE@CBGARCHITECTS.COM      Fax #: (918) 427-1011  
ARCHITECTS, PLLC

**Property Owner:** SWAMI HOTELS LLC      Email:      Fax #: <NO FAX NUMBER>

**From:** Christina Stanton, Senior Planner

**Re:**

**Application Number:** PL2015125

**Application Type:** Commercial Final Development Plan

**Application Name:** HOLIDAY INN EXPRESS

**Location:** 1201 NW INNOVATION PKWY, LEES SUMMIT, MO 64086

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**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.

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**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:**

<b>Planning Review</b>	Christina Stanton (816) 969-1607	Senior Planner Christina.Stanton@cityofls.net	Approved with Conditions
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1. If the elevator penthouse overrun and/or laundry chute vent cap are visible after construction the parapet may be required to be extended to screen these elements.

<b>Engineering Review</b>	Gene Williams (816) 969-1812	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
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1. Please submit an Engineer's Estimate of Probable Construction Costs.

<b>Fire Review</b>	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Approved with Conditions
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1. 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 .

2. Special inspection documentation shall be provided for the installation of the turf blocks.

<b>Traffic Review</b>	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	Corrections
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1. The northeast property line has a 15 foot access easement for the bordering shared driveway. The access easement should be wider and/or consideration of a larger than 15 foot access easement may be needed to the immediate northeast of this property line for a total width that may accommodate the appropriate driveway/private street width. Currently this drive is only 20 feet wide and may not be sufficient for the overall development plan or accommodation of traffic (e.g. fire/truck access). Typical drive width is 28 foot back of curb with space for adjacent sidewalks. Furthermore, the future access is shown with improper geometry/alignment (e.g. no curves at directional changes). This should be corrected to ensure the final development plan properly considers the shared access.

2. The setback from the north property line appears too narrow (only 10 feet) for the planned right-in/right-out driveway approved on the Summit Place PDP and preliminary plans for overall site master plan. Typically an easement for 28 foot back of curb to back of curb driveway with adjacent sidewalk would be available split on the property line. A concept of how this driveway would be provided in relation to the FDP and other approved PDP needs to be illustrated to ensure compatibility. An adjusted access easement or easement centerline "offset" from the property line may need to be considered and should be coordinated at this time.