

PLANNING AND DEVELOPMENT

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

Date: Wednesday, January 06, 2016

To:

Applicant: THOMPSON BUILDERS LLC Email: TSLAMIN@GMAIL.COM Fax #: (888) 218-7933

Other: SIGNATURE BUILDERS Email: Fax #: (816) 293-2913
BILL@SIGNATUREBUILDERSKC.COM

Engineer: LOVELACE & ASSOCIATES LLC Email: Fax #: (816) 347-9979
ADT@LOVELACEASSOCIATES.COM

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

From: ,

Re:

Application Number: PL2015217

Application Type: Commercial Final Development Plan

Application Name: HANGAR T, LEES SUMMIT AIRPORT

Location: 2751 NE DOUGLAS ST, Unit:T, LEES SUMMIT, MO 64064

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	Ron Seyl	Planner	Corrections
	(816) 969-1603	Ron.Seyl@cityofls.net	

1. The orientation of the hangar on the Final Development Plan Sheet seems to differ from the orientation of the building on Sheets A101 - 105. On the Final Development Plan, the Pilot Lounge is shown being located on the west side of the hangar. On Sheets A101 - 105, it is located on the north side of the hangar. Please revise the plans so that the orientation of the hangar is the same on all submitted information.

2. Label the width of the driveway on the Final Development Plan.

3. Provide a Site Plan with finished grades showing 1-foot contours for the entire site (2-foot contour intervals may be allowed by the Director, depending on the site).

Per the City's Unified Development Ordinance, accessible parking spaces shall be located on a surface with a slope not exceeding one (1) vertical foot in fifty (50) horizontal feet.

4. Provide manufacturer specifications for the proposed exterior wall packs for review and approval. Fixtures shall have full 90-degree cut-offs so as to direct the light downward.

The specifications should also include the wattage of the exterior wall packs.

5. Provide the manufacturer's specification sheets for proposed mechanical equipment to be used.

6. Show the locations of existing and proposed fire hydrants on the Final Development Plan.

7. Are any rooftop mechanical units proposed for the hangar? If so, provide elevations with a dashed line indicating the roof line and rooftop mechanical equipment. Per the City's Unified Development Ordinance (UDO), all roof-mounted equipment shall be screened entirely from view by using parapet walls at the same height as the mechanical units.

8. Please submit plans that are reduced in size. Per the City's UDO, the maximum allowable plan size is 24" x 36" with one inch border.

9. Provide information on the number, species and size of the proposed ground mounted mechanical unit screening.

The following are the minimum plant sizes to be used in satisfying the requirements of the UDO:

1. Medium shrubs, 18 to 24 inch balled and burlapped or 2-gallon container.
2. Large shrubs, 24 to 30 inch balled and burlapped or 5-gallon container.

Engineering Review	John Barker (816) 969-1850	Senior Staff Engineer John.Barker@cityofls.net	Corrections
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1. The Final Development Plan (FDP) shows a sanitary sewer tank located south of the Pilot Lounge. Sheet A105 shows a septic tank located north of the pilot lounge. This should be a holding tank.

2. There is no paved access to the holding tank for pumping out the tank.

3. Show the locations of the water line, water meter, sanitary sewer, and holding tank on the FDP.

4. Hangar Final floor Elevation of 996.2 makes the slope of the ramp about 6%. That is very steep for an aircraft ramp.

5. The north arrow on the FDP is correct, but it is incorrect on the Architectural Plans

6. In order to calculate the Public Works engineering Plan Review and Inspection Fee, a sealed Engineer's Opinion of Probable Construction Cost shall accompany the final submittal copies. The itemized estimate, including labor and materials, shall include all public infrastructure, sidewalks, parking, driveways, water and sewer lines, holding tank, grading, erosion and sediment control, and revegetation.

Fire Review

Jim Eden
(816) 969-1303

Assistant Chief
Jim.Eden@cityofls.net

Corrections

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.

Provide a Code Analysis for the project including NFPA 409 Hangar Group designation.

2. Provide a complete site plan showing hydrants, fire lanes, and the location of the propane tank.

3. IFC 503.1.1 -Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.Exception: The fire code official is authorized to increase the dimension of 150 feet (45 720 mm) where:

1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.

2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided.

4. 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.

5. 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.

Traffic Review

Michael Park
(816) 969-1820

City Traffic Engineer
Michael.Park@cityofls.net

No Comments
