

**PLANNING AND DEVELOPMENT**

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

**Date:** Wednesday, February 03, 2016

**To:**

**Architect:** DLR GROUP

Email: JBREIDENBACH@DLRGROUP.COM

Fax #: <NO FAX NUMBER>

**Engineer:** SK DESIGN GROUP

Email: GURKEVICH@SKDG.COM

Fax #: <NO FAX NUMBER>

**Property Owner:** REORGANIZED SCHOOL DISTRICT NO 7

Fax #: <NO FAX NUMBER>

**From:** Christina Stanton, Senior Planner

**Re:**

**Application Number:** PL2016010

**Application Type:** Commercial Final Development Plan

**Application Name:** MISSOURI INNOVATION CAMPUS

**Location:** 1101 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:**

**Fire Review**

Jim Eden  
(816) 969-1303

Assistant Chief  
Jim.Eden@cityofls.net

Corrections

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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.

For information only.

2. 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.

Show the location of the FDC.

3. 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.

Provide a private hydrant at the southwest corner of the lot, just after the back flow. The hydrant near the intersection of Innovation and Tudor is not considered an accessible hydrant for the site.

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.

The loop around the building shall be posted "No Parking Fire Lane".

<b>Planning Review</b>	Christina Stanton (816) 969-1607	Senior Planner Christina.Stanton@cityofls.net	Corrections
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1. Correct the site location of the Vicinity Map. The site is north of the NW Tudor Road extension.
2. A modification to the required 9' wide by 19' deep parking stalls was not approved on the preliminary development plan. Per Section 12.120.C of the Unified Development Ordinance (UDO), parking stalls shall be 9' wide by 19' deep except where the head of the parking space abuts a 6' wide sidewalk or curbed landscaped area. Where stalls abut a 6' wide sidewalk or curbed landscape area the stalls may be reduced by up to 2' to allow for overhang.
3. Reference the date of the FEMA map on Sheet C3.
4. Correct the Accessible Sign Detail on Sheet C6. Accessible parking signs shall meet the requirements set forth in the Manual on Uniform Traffic Devices (R7-8).
5. Landscaping, Acceptable Plant Sizes. Per Section 14.050.A of the Unified Development Ordinance (UDO), the minimum acceptable size for deciduous trees shall be 3 inch caliper (measured at a point 6 inches above the ground or top of the root ball, at planting). Two plants are indicated as 1.5 inch on the Landscape Plan, Sheet L1.00.
6. Landscaping, Required Street Frontage Trees. Per Section 14.090.A.1 of the UDO, 1 tree shall be provided for each 30 feet of street frontage. A close review of the Landscape Plan, Sheet L1.00, indicates that the sheer number is being met but NE Tudor Road is 3 trees short while NE Innovation Parkway has excess.
7. Landscaping, Required Street Frontage Shrubs. Per Section 14.090.A.3 of the UDO, 1 shrubs shall be provided for each 20 feet of street frontage. The proposed Landscape Plan, Sheet L1.00, does not indicate any of the required street frontage shrubs are being provided.

8. Landscaping, Open Yard Requirements. The UDO requires 2 shrubs per 5,000 sq.ft. of total lot area excluding the building footprint, and 1 tree per 5,000 sq.ft. of total lot area excluding the building footprint. Based upon a building footprint of 75,913 sq.ft., which is what staff was told was the building footprint area, 321 shrubs and 116 trees are required to meet the open yard shrub and tree requirements of the UDO.

9. Lighting. It does not appear that all of the lighting specification sheets have been provided. Specifications were not found for SL1-4, SL2-5, DL3, and DL1. In addition, what is WL2? This item is called out on the Lighting Plan but there do not appear to be any other notes or comments regarding it.

10. Miscellaneous Corrections. Correct the street name suffix from "Drive" to "Parkway" on Sheet L1.00. Correct the "Sym.", on Sheet L1.00, in the planting schedule from "MS" to "MR" to match the initials used on the plan. Add the street directional prefix "NW" to both Innovation Parkway and Tudor Road as needed.

<b>Engineering Review</b>	Gene Williams (816) 969-1812	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
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1. Please add a note stating that "...all construction shall follow the City of Lee's Summit Design and Construction Manual as adopted by Ordinance 5813."
2. Please show a minimum 8" thick KCMMB approach for both commercial entrances. The extent of the KCMMB approaches should be from the existing street, to the right of way line.
3. Please label the ADA-accessible ramps, including the four (4) foot minimum width ADA-accessible segments across the driveway (i.e., the "flat spot" across the driveways).
4. Please designate all interior storm lines as private.
5. The pavement section details do not match the specifications shown in the Unified Development Ordinance (UDO) Article 12. Please see the UDO Article 12 "Parking" for specific pavement thickness and subgrade requirements.
6. Grading is shown in the vicinity of the sanitary sewer line to the north. Will the grading cause the depth of the sanitary sewer to be less than 42" or greater than 15'?
7. Sheet C3: The legend symbol for existing contours does not appear to coincide with the symbols shown on the plan view (e.g., the plan view shows a dashed line, while the legend shows a light solid line). Please reconcile.
8. A sidewalk connection should be made between the public sidewalk and the parking lot. The location of this new connection should be north of the northernmost commercial entrance. This would mirror the sidewalk connection shown for the southernmost commercial entrance.
9. The water meter appears to be shown in an acceptable location, but the backflow vault should be shown on the private side of the easement (i.e., outside the easement on the private side).
10. A gate valve should be shown just prior to the backflow vault and after the domestic water meter connection (i.e., the domestic water connection should be made just prior to the gate valve).
11. Sheet C4: Please label the public water and public sanitary sewer mains, including pipe sizes.
12. Please show the location of the fire department connection (FDC).

- 13. Please label the connection point for the sanitary as being a cut-in wye.
- 14. Sheet C5: The 36" storm line discharges at an excessive slope which may lead to erosion in the vicinity of the public sanitary sewer line. Please consider flattening out the slope in this location (i.e., between junction box A3 and the discharge point).
- 15. Sheet C4: Is the rip rap at the end of the 36" flared end section sufficient to dissipate the energy of this stormwater system? There is concern that the rip rap area should be extended in length. Finally, a toe wall detail and note should be provided.
- 16. An erosion and sediment control plan appeared to be missing from the plans.
- 17. Please label the interior fire line as private.
- 18. Please indicate the location of CG-1 curb and gutter by a label.
- 19. An itemized and 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 calculated at 3% of the total, plus a \$100 per trip water sample collection and observation fee. Items to include in the estimate are: 1) storm lines greater than 6 inches in diameter, 2) storm inlets, junction boxes, curb inlets, and other structures, 3) rip rap in accordance with City standards, 4) flared end sections 5) toe wall at end of flared end section, 6) sanitary sewer connection to the public main, 7) water lines greater than 2" in diameter, 8) fire hydrants, 9) thrust blocks, 10) water line valves, 11) water valve boxes and covers, 12) commercial approaches, 13) public sidewalk reconstruction, 14) ADA-accessible ramps, 15) pavement for parking lot, 16) MoDOT Type 5 base, including the area one (1) foot beyond the back of curb, 17) subgrade stabilization or geogrid, including the area one (1) foot beyond the back of curb, 18) subgrade compaction, 19) removal and replacement of poor quality subgrade, 20) grading for parking lot, 21) site grading to establish proper drainage, 22) curb and gutter, 23) erosion and sediment control devices and measures, 24) final restoration, including sodding, seeding, fertilizer, mulch, and topsoil.

<b>Traffic Review</b>	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	No Comments
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