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## PLANNING AND DEVELOPMENT

### Commercial Final Development Plan Applicant's Letter

**Date:** Thursday, June 16, 2016

**To:**

**Applicant:** OLSSON ASSOCIATES

**Email:**

SCRAMER@OLSSONASSOCIATES.COM

**Fax #:** (913) 381-1174

**:** <NO CONTACT NAME AVAILABLE>

**Email:**

**Fax #:** <NO FAX NUMBER>

**Property Owner:** RED LEES SUMMIT  
EAST LLC

**Email:**

**Fax #:** <NO FAX NUMBER>

**From:** Jennifer Thompson, Planner

**Re:**

**Application Number:** PL2016080

**Application Type:** Commercial Final Development Plan

**Application Name:** SUMMIT FAIR, PAD 5

**Location:** 720 NW BLUE PKWY, LEES SUMMIT, MO 64086702 NW BLUE PKWY, LEES SUMMIT,  
MO 64086730 NW BLUE PKWY, LEES SUMMIT, MO 64086

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#### Electronic Plans for Re-submittal

Beginning Monday, May 23, 2016, all Planning application and development engineering plan re-submittals shall include an electronic copy of the documents as well as the required number of paper copies. Electronic copies will not be required for initial application submittals at this time as the plans are subject to change.

Electronic copies shall be provided on CD in the following formats

- Plats – All plats shall be provided in Tagged Image Format File (TIFF) group 4 compression.
- Engineered Civil Plans – All engineered civil plans shall be provided in Tagged Image Format File (TIFF) group 4 compression. All sheets shall be individually saved and titled with the sheet title.
- Architectural and other plan drawings – Architectural and other plan drawings, such as site electrical and landscaping, shall be provided in Portable Document Format (PDF).
- Studies – Studies, such as storm and traffic, shall be provided in Portable Document Format (PDF).
- It is requested that each plan sheet be a maximum of 2MB.

Please contact Staff with any questions or concerns you may have.

#### 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 Planning and 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:**

<b>Planning Review</b>	Jennifer Thompson (816) 969-1606	Planner Jennifer.Thompson@Cityofls.net	Corrections
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1. Provide additional fixture information for all proposed lighting (wall mounted and pole lighting), i.e. photos of the fixtures.

2. Provide the location, size and materials to be used in all screening of rooftop/ground mounted mechanical equipment.

Provide a dashed line indicating the roof line and rooftop mechanical equipment.

Provide the manufacture's specification sheets for all mechanical equipment.

3. Architectural drawings were not submitted, please provide.

4. Provide a detail of the trash enclosure/dock screen wall.

5. The minimum drive aisle widths (at the islands) have not been met. A 24-foot aisle space (excluding curb) shall be maintained. Please reduce the island widths to maintain this distance. This was noted on almost all islands within the proposed parking lot.

<b>Engineering Review</b>	Karen Quackenbush (816) 969-1850	Karen.Quackenbush@cityofls.net	Corrections
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1. Sheet C003-Given the current location for the southern limit of removal of the existing gas line, it would appear from sheet C301 that the new gas line from the west connects at a point that is north of the removal limit. Please move the limit of the removal of the existing line to the north so that the new line has something to tie to.

2. Sheet C202-Please add CB2 in the plan note showing its NE location. Same for CB9. Also for CB8, it would appear that it should say CB7. Please add a plan note for MH#2. On SD-01 you show a station of 11+91. It is unclear what this station is referring to.

3. Sheet C202-In looking at the profile for SD-07, it would appear that JB2 could move to the east and line up with the outfall of CB8. Then the starting station for SD-07 could begin at CB8.

4. Sheet C203-For profiles SD-03 and SD-04, the graphics do not match the invert elevations on the callouts. Please update.

5. Sheet C203-Given the fact that you have plenty of cover over the utilities for SD-03, and the fact that SD-04 from CB2 to MH#1 is both flat and right on top of the existing 12" water line, consider raising SD-03 and the outfall of CB2.

6. Sheet C204-For SD-06, the graphics do not match the invert elevations on the callouts. Also, between JB3 and MH#2, the storm crosses the proposed 6" sanitary service pipe shown on C301. It would appear that SD-06 is in conflict with the service pipe. Please adjust and show the sanitary pipe in the profile. Also, there are some typos on the callouts for MH#1 and JB3.
7. Sheet C204- For SD-08 it would appear that the elevation of 1007.10 for the invert of CB9 should say OUT rather than IN. Also, from the profile of SD-06, it would appear that the INV. IN S elevation for MH#2 should be 1005.97 rather than 1005.77.
8. Sheet C204-For SD-10, it would appear that the wye inv should be 1005.28.
9. Sheet C301-For the new waterline on the south side of the site, you are showing 5.7 LF of pipe. It would appear that it should be approximately 82 LF.
10. Sheet C302-For the profile, it would appear that the horizontal scale should be 1"=30' and that the vertical scale should be 1"=3'. Also, it would appear that the graphic for the 8" PVC just past sta 2+00 is a bit low.
11. Sheet C302-Please verify the elevation of SD-06 in the profile. Insure that it matches the elevation on sheet C204.
12. 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. Items to include in the estimate are: 1) grading to establish proper drainage in accordance with the Master Drainage Plan, 2) grading for roads, 3) estimated removal and replacement of unsuitable subgrade, 4) compaction of road bed, including the areas one (1) foot beyond the back of curb, 5) subgrade stabilization or geogrid, including the area one (1) foot beyond the back of curb, 6) MoDOT Type 5 aggregate, including the area one (1) foot beyond the back of curb, 7) pavement, 8) curb and gutter, 9) underdrains, 10) materials associated with the retaining walls, 11) sidewalks, 12) ADA-accessible ramps, 13) storm lines and storm structures, 14) signs, 15) final restoration, including seeding, sodding, fertilizer, mulch, and topsoil, 16) sanitary sewer line, 17) manholes, 18) trench checks, 19) sanitary sewer laterals and wye connections, 20) water line, 21) valves, 22) fire hydrants, 23) tees, bends, and thrust blocks. Upon review and acceptance of the estimate, the Engineering Plan Review and Inspection Fee will be determined.

<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 .

<b>Traffic Review</b>	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	Approved with Conditions
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1. Discrepancies in the required and available parking tabulation and comparison between proposed and approved for the overall shopping center (and pad sites) will be addressed by Planning.
2. Internal site traffic circulation could be improved with better aligned access, avoidance of skewed intersections, parking lot connectivity and integration of preliminary plans previously approved (partially constructed). Any required changes to the site plan will be proposed by Planning in their comments.

