

PLANNING AND DEVELOPMENT

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

Date: Tuesday, July 26, 2016

To:

Applicant: NORTH POINT DEVELOPMENT Email: grant@northpointkc.com Fax #: <NO FAX NUMBER>

Engineer: THHINC MCCLURE ENGINEERING CO Email: jhuss@mecresults.com Fax #: (573) 814-1128

Architect: NSPJ ARCHITECTS Email: tbaldridge@nspjarch.com Fax #: <NO FAX NUMBER>

Property Owner: TOWNSEND SUMMIT LLC Email: david@townsendcapital.com Fax #: (410) 321-1901

From: Christina Stanton, Senior Planner

Re:

Application Number: PL2016121

Application Type: Commercial Final Development Plan

Application Name: SUMMIT SQUARE APARTMENTS

Location: 701 NW WARD RD, LEES SUMMIT, MO 64086

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 8-1/2"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:

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| Planning Review | Christina Stanton (816) 969-1607 | Senior Planner Christina.Stanton@cityofls.net | Corrections |
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1. Parking. The approved preliminary development plan included various development standards such as parking, it indicated 1.75 spaces would be provided per unit in the multi-family portion of the development. Provide parking counts to show the required number and how many are provided.

2. Parking Dimensions. The required standard parking space dimensions are 9 feet wide by 19 feet long. The depth is allowed to be reduced by up to 2 feet if the parking abuts a 6 foot sidewalk or curbed landscaped area. Sheet C105 indicates parking located to the east of Building #4 has a depth of 16 feet, the minimum allowed depth is 17 feet.

3. Incorrect Dimensional Labels. On Sheet C105 there are 3 dimensions that are incorrectly labeled:
1) On the south side of the southern entrance it is labeled 540 feet;
2) The depth of the south-facing parking serving Building #4 (immediately north of steps to the Club House) is labeled 556.6 feet;
3) The depth of the first row of east-facing parking, serving Building #3, as you come in the northern entrance is labeled 0.6 feet.

Please correct these labels.

4. Lighting Schedule. According to my counts the fixture quantity is off by one for SL2, SL6, and SL8. Please double check quantities.

5. Should SL2 be on all buildings? It does not appear to be located on Buildings #1, #2, and #6. There are the two on either side of the southernmost entry drive and the northernmost building.

6. ADA Sign Detail. Detail #8, on Sheet C501, does not match the description provided. The description is correct, the detail is not correct.

7. Revise the elevations to include a schedule of materials and colors for the buildings.

8. The Landscape Plans show carports, but none of the other sheets indicate carports. Please reconcile.

9. Revise General Note #2.B, on the Landscape Plans, to state that all trees shall be a minimum of 4 feet from paving edge to meet Section 14.110.C of the UDO.

10. Provide parking lot screening up to a height of 2.5 feet for the parking lot adjacent to NW Chipman Road in order to comply with Section 14.120 of the UDO.

11. Per the ordinance (#7885) that approved the preliminary development plan, condition #7: "In lieu of a 5' sidewalk a 10-foot shared-use path shall be required along the north side of NW Chipman Road between NW

Dononvan Road and the UPRR prior to the issuance of any occupancy permit within Phase 1." This was a condition of the approved preliminary development plan and cannot be waived without going back through the preliminary development plan process.

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| Engineering Review | Gene Williams (816) 969-1812 | Senior Staff Engineer Gene.Williams@cityofls.net | Corrections |
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5. All Water Line Sheets (C110 to C112): There is a concern that the linework on the fire line and domestic lines may lead to an inadvertent interconnect between the fire line (unmetered) and the domestic water supply. Please use a standard drafting symbology to denote line intersections are not physically connected.
6. All Water Line Sheets (C110 to C112): Please label all interior fire lines and domestic lines as private.
7. All Water Line Sheets (C110 to C112): Please revise the note to state "...Backflow prevention to be provided via a backflow vault and backflow assembly as shown on the plans", or equivalent language. The buildings are too far away from the future public line to place backflow equipment within the building (i.e., the distance is greater than 50 feet, which will lead to bacteria build-up).
8. Sheet C111: A backflow vault and backflow assembly must be shown at all points where it connects to the public water line on Donovan. The vault should be located outside of any easement or right of way, and on the "private" side. A gate valve must be shown prior to the backflow vault. This valve is required even though a gate valve is shown on the opposite side of the street, in order to isolate the line in the event of a break.
9. Sheet C111: The water meter does not appear to be located within an easement. If not, then it should either be moved, or an easement created on the plat. The easement should be contiguous with the street frontage easement to be dedicated on the plat.
10. Sheet C111: Is there a reason the irrigation system meter cannot be placed adjacent to the 3" meter?
11. Sheet C112: Please see previous comments above since many apply to this sheet.
12. Sheet C302: Although sanitary sewer comments for the public sanitary sewer plans have not yet been finalized, manhole A3 should be called-out as 5 foot diameter due to the excessive depth.
13. An Engineer's Estimate of Probable Construction Costs appeared to be missing from the resubmittal.
 1. It appears the stormwater report dated July 13, 2016 contained a typographical error on the second page of the body of the report. Is this a stilling basin rather than a distilling basin?
 2. It appears the stormwater report dated July 13, 2016 was missing the hydraulic grade line calculations. Pipe capacity and flow information was provided, but it did not appear that the hydraulic grade line calculations were provided.
 3. Sheet C102: Please label the sanitary sewer (in bold) as private.
 4. Sheet C103: Please label the sanitary sewer (in bold) as private.

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| Fire Review | Jim Eden | Assistant Chief | 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 of 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.

Action required: Not shown on resubmittal. Show the location of the fire department connection (FDC) for each building in relation to a fire hydrant. Provide accessible hydrants as needed to met this requirement. Is the pool house going to be sprinklered?

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.

Action required:

4. IFC 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required.

Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width.

Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building.

At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

Action required: The width of the fire lane next to the buildings shall meet this requirement. The width requirement includes the drivable surface only. Correct dimensions.

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.

Action required: Drawings C104, C105, and C106 do not show the fire access lanes as being heavy duty asphalt. Make corrections or confirm that what is provided will support 75,000-pounds.

6. 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: Show where fire lanes will be posted.

7. IFC 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm)

Action required: Provide a detail for the island in the fire access lane between Building #5 and #7.

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| Traffic Review | Michael Park (816) 969-1820 | City Traffic Engineer Michael.Park@cityofls.net | No Comments |
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