

**PLANNING AND DEVELOPMENT**

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

**Date:** Friday, April 07, 2017

**To:**

**Applicant:** DAVIDSON ARCHITECTURE &  
ENGINEERING

Email: Justin@DavidsonAE.com  
Fax #: (913) 451-9391

**Property Owner:** JOHN CROWNHART

Email: JCROWHART@CONTROLSERVICES.COM  
Fax #: (816) 600-5899

**Engineer:** DAVIDSON ARCHITECTURE &  
ENGINEERING

Email: Justin@DavidsonAE.com  
Fax #: (913) 451-9391

**Property Owner:** RPWC HOLDINGS LLC

Email: matcheson@ceahrealtors.com  
Fax #: (816) 875-2302

**From:** Jennifer Thompson, Planner

**Re:**

**Application Number:** PL2017068

**Application Type:** Commercial Final Development Plan

**Application Name:** Control Service Company, Inc.

**Location:** 3621 NE AKIN DR, LEES SUMMIT, MO 64064

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**Electronic Plans for Resubmittal**

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Beginning Monday, May 23, 2016, all Planning application and development engineering plan resubmittals 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 stormwater 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.

**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. On Sheet C1.1 label the surrounding property information.
2. Provide a statement indication the location of all oil and/or gas wells within the subject property and reference where this information was obtained.
3. Sign permits shall be submitted to and approved by the Development Services Department prior to installation.
4. The Unified Development Ordinance (UDO) requires all light fixtures on properties within or adjoining residential uses and/or districts that are separated by a non-arterial street and are within the perimeter area shall not exceed 15 feet. Outside the perimeter area, the overall height may be increased to 20 feet in height, measured to the top of the fixture from grade. For purpose of this standard, the perimeter area shall be measured 100 feet from the property line closest to the residential use and/or district.  
It appears two of the parking pole fixtures will need to be shifted to the east to meet this requirement or lowered in height.
5. On Sheet L1.1, reference the NE Morgan Drive Street within the appropriate landscape calculation area.
6. On Sheet A3.1 label the color of the proposed overhead doors.
7. On Sheet A3.1, indicate with dashed lines the location of the roof-top-units. RTU's shall be screened by a parapet wall to the height of the units. If ground mounted units are proposed please indicate location on a sight plan and provide screening to the height of the units.
8. On Sheet A1.2, include the brick color for the trash enclosure and the color of the painted gate for the closure. The gate shall be painted to be compatible with the color of the masonry walls and building it is to serve.
9. On Sheet A1.2, revise the ADA signage detail to reference the R7-8 model.
10. The drive aisle located closest to the loading dock area between the parking spaces and loading dock apron does not meet the minimum aisle width standard of 24 feet. Please revise to meet the minimum drive aisle width.
11. Please verify there is adequate space for large truck deliveries to be performed "on-site", staff cannot support large truck stopping and maneuvering within the public right-of-way (NE Akin Dr.). Perhaps the building/parking could be shifted to the east to accommodate large truck traffic.

12. Staff is unable to support the future parking lot driveway located on the northern limits of the lot. Revise the plans connecting the two parking lots internally rather than providing an additional driveway.
13. The maximum height for flag poles is 25 feet. Please revise Note #29 on Sheet A1.1 that indicates the flag pole will have a maximum height of 30 feet.
14. Revise the parking spaces widths and depths to meet the minimum 9 foot width and 17 foot depth UDO requirement for parking spaces. The dimension should be measured from the face of the curb, it appears the dimensions are off by .5 feet.
15. The future building and parking lot expansions will require a separate final development at the time the expansions are needed or proposed.
16. Label the right-of-way dimension for NE Akin Dr. and NE Morgan Dr.
17. The street name for the east/west portion of NE Akin Drive has been renamed to NE Morgan Drive, please update all sheets.
18. The recorded plat for this lot proposes a 10 foot sidewalk/trail along the north segment of NE Akin Drive. Please revise the plans to reflect this 10 foot sidewalk.

<b>Engineering Review</b>	Gene Williams (816) 969-1812	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
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1. It appears the new commercial entrance on the north end of the project can be moved northward to eliminate the conflict with the existing curb inlet.
2. The same comment above would also apply to the southernmost commercial entrance.
3. The water meter is shown too far away from the commercial entrance. The water meter should be placed in an area easily-accessible to Water Utilities personnel. In this case, the water meter should be placed reasonably close to a commercial entrance.
4. Note 6 on Sheet C1.1 refers to an existing sanitary sewer stub. It appears the linework on this sheet is confusing.
5. Is there a reason that DIP pipe is specified for the fire line? C900 pipe would be acceptable. If DIP is used, please be aware of the requirements concerning polywrapping the DIP.
6. ADA-accessible ramp details must be provided for each ADA-accessible ramp. The generic details in the back of the plan set do not follow the recently-updated Section 5300 of the City of Lee's Summit Design and Construction Manual. Please refer to Section 5300 in terms of required information on the details. While a spot elevation plan is a good start, it will not substitute for the minimum-required information contained in Section 5300.
7. Sheet C1.2: The City does not support the conversion of the curb inlets to grated inlets. It appears the new commercial approaches can be moved slightly to eliminate the need for conversion.
8. Sheet C2.1: A spot-check of the spot elevation shown on the sidewalk revealed that a design slope of 2.0% was used. Section 5300 of the City of Lee's Summit Design and Construction Manual requires a design slope of 1.5%,

along with specific design elements and call-outs specified in Section 5304.8. A specific design detail is required for each public ADA-accessible ramp (i.e., within right of way or a sidewalk easement).

9. Sheet C4.1: Curb and gutter details should show the inclusion of aggregate and subgrade stabilization/geogrid a minimum of one (1) foot beyond the back of curb.

10. Sheet C4.3: Sidewalk ramp details do not follow Section 5300 of the City of Lee's Summit Design and Construction Manual. For instance, a "Landing" is not needed, truncated domes are not desired for commercial entrances, and the "Type A Ramp" detail is not being used on the project. In addition, incorrect slopes are called-out (e.g., ramp cross-slope of 2% instead of 1.5% cross-slope). We recommend the elimination of these standard drawings since a specific detail is required for each ADA-accessible ramp within the right of way.

11. An itemized and sealed Engineer's Estimate of Probable Construction Costs should accompany your final submittal drawings. Please include all work necessary to complete the sitework (i.e., not the building, parking lot lighting, or private sidewalks within the development).

<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.

For information only.

<b>Traffic Review</b>	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	Corrections
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1. Propose a consolidated driveway plan/connected parking lot for the future expansion on the NW side of the building. Only one driveway is supported in consideration of the Access Management Code within the proximity of these two driveways shown on the plans.
2. The site design must accommodate functional use of the truck docks without requiring trucks to back in from the public road. Show how a truck can maneuver the site and perform all required turns without use of the public right-of-way.