

**PLANNING AND DEVELOPMENT**

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

**Date:** Wednesday, January 17, 2018

**To:**

**Property Owner:** MIDWEST DIVISION LSH LLC

**Email:**

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

**Applicant:** S&ME, Inc.

**Email:** ghuddleston@smeinc.com

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

**Engineer:** S&ME, Inc.

**Email:** ghuddleston@smeinc.com

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

**From:** Hector Soto Jr., Planning Division Manager

**Re:**

**Application Number:** PL2017190

**Application Type:** Commercial Final Development Plan

**Application Name:** LEE'S SUMMIT MEDICAL CENTER - HCA MEDICAL OFFICE BUILDING

**Location:** 2100 SE BLUE PKWY, LEES SUMMIT, MO 64063

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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 Development Services 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. Resubmit six (6) full size sets (no larger than 24"x36") folded to 8-½"x11", and one (1) digital copy following the electronic plan submittal guides as stated above of the revised drawings to the Development Services Department. Revised plans will be reviewed within five (5) business days of the resubmittal.

## **Required Corrections:**

<b>Planning Review</b>	Hector Soto Jr. (816) 969-1238	Planning Division Manager Hector.Soto@cityofls.net	No Comments
<b>Engineering Review</b>	Gene Williams (816) 969-1223	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections

1. The "Drainage Design Summary" dated Dec. 28, 2017 does not appear to show the 24" RCP being used in the routing calculations. In addition, there is concern that the existing 18" pipe is being replaced with a 24" pipe, with no explanation given in the report.
2. Is the storage volume being increased? It is not clear from the above report.
3. Sheet C7.1: The inset for the area near the backflow vault should be revised to show an external gate valve prior to the vault. Even though the standard detail shows this valve, the inset should also show the location of this valve. The limits of the easement should end at this valve.
4. Sheet C7.2: A tee is called-out as "U12b" along the private fire line. It does not appear that a tee is needed at this location.
5. Sheet C7.4: A minimum of 18" of clearance is required between any storm line, and the fire line. It appears this rule is violated in several locations as shown on the profile view.
6. Sheet C8.0: The pavement design does not comply with the Unified Development Ordinance (UDO) Article 12 "Parking". In particular, either geogrid or chemical stabilized subgrade (typically flyash) is required. Compacted subgrade, although required in all instances, does not substitute for the chemically stabilized subgrade or geogrid alternatives.
7. Sheet C9.0: Curb and gutter details were provided, but a detail must also be provided showing the extension of aggregate base course and chemically stabilized or geogrid subgrade a minimum of 1 foot beyond the back of curb.
8. Sheet C9.1: Our previous comment letter requested that the storm lid detail be shown as blank, since these are private lids. However, the City detail was completely removed. We still need the detail; however, the words "City of Lee's Summit" should be removed. The lid can either be blank, or include the word "STORM", or "SANITARY", but should not include the words "City of Lee's Summit". It is acceptable to "cross-out" the phrases that are not needed if this is easier for the resubmittal.
9. It appears the Engineer's Estimate of Probable Construction Costs was missing the following items: 1) geogrid or chemical subgrade stabilization, including the area one (1) foot beyond the back of curb, 2) aggregate subgrade one (1) foot beyond the back of curb, 3) base course asphaltic concrete pavement, 4) grading within the detention basin to provide the necessary storage volume, 5) erosion and sediment control measures and devices, 6) final restoration,

including sodding, seeding, topsoil, mulch, fertilizer, 7) fire line bends, 8) additional gate valves per the comment letter.

<b>Fire Review</b>	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Corrections
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1. 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).

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.

Action required: Correct fire lane width. There is still only 24 feet between parking spaces.

<b>Traffic Review</b>	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	Corrections
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1. Recommend removing the proposed parking along the east side of the eastern driveway (ER Access Drive). At a minimum, remove the 10 southern spaces that diminish the minimum required driveway throat depth defined in the Access Management Code that protects the driveway function and efficiency in relation to Blue Parkway and parking circulation. Parking activity along this driveway may negatively impede critical traffic going to the ER as originally designed.

2. The minimum driveway throat depth required in the Access Management Code along the western driveway between the parking and Blue Parkway has been diminished below standards in consideration of the proposed parking and median break along the main driveway (western driveway). Some additional driveway separation may be provided if the first 2-3 parking spaces on the north and south side of the new lot nearest the driveway are removed to further the parking maneuver/conflict from the driveway activity and intersection of Blue Parkway. Maintaining the driveway throat depth for the ingress movement, or east side of the driveway, is more important in this situation than the west side of the driveway since vehicles can queue in the parking lot rather than queue on the street/driveway.