

**PLANNING AND DEVELOPMENT**

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

**Date:** Friday, September 21, 2018

**To:**

**Property Owner:** JOHN KNOX VILLAGE

**Email:**

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

**Engineer:** BHC RHODES

**Email:** JEFF.BARTZ@IBHC.COM or

PATRICK.JOYCE@IBHC.COM

**Fax #:** (913) 663-1633

**Other:** SFCS ARCHITECTS

**Email:**

**Fax #:** (540) 343-6925

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

**Re:**

**Application Number:** PL2018163

**Application Type:** Commercial Final Development Plan

**Application Name:** VAL 400 (ASTORIA) BUILDING REPLACEMENT

**Location:** 1706 NW OBRIEN RD, LEES SUMMIT, MO 64081

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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 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 and resubmit to the Development Services Department. Resubmit six (6) full size sets of plans (no larger than 24"x36") folded to 8-½"x11", four (4) copies of the comment response letter, and one (1) digital copy following the electronic plan submittal guides as stated above. Revised plans will be reviewed within five (5) business days of the date received.

### **Required Corrections:**

<b>Fire Review</b>	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.

Action required: The asphalt for the fire lane shall be Heavy Duty and capable of supporting 75,000-pounds.

2. IFC Section-503.2.4 Turning radius.

The required turning radius of a fire apparatus access road shall be determined by the fire code official.

Action required: Provide a turn template drawing indicating that a 44 foot truck with a 21 foot wheel-base will be able to make the turn on the fire lane next to the building.

3. 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.

4. 312.1 General.

Vehicle impact protection required by this code shall be provided by posts that comply with Section 312.2 or by other approved physical barriers that comply with Section 312.3.

Action required: Posts shall be provided around the pedestal FDC. A private hydrant on the proposed fire line with the FDC on the building is also an option.

5. The hydrant being relocated shall be completed in a way that there will be no impairment of available fire flow to the nearby buildings.

<b>Planning Review</b>	Hector Soto Jr. (816) 969-1238	Planning Division Manager Hector.Soto@cityofls.net	Corrections
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1. LOT LINES. Show the existing lot line for Lot 2, John Knox Retirement Village - 8th Plat Resurvey on the site plan (Sheet C2.0) so as to confirm that the proposed building is not built over the lot line. Should the building encroach over the building line, a minor plat application will be needed to remove or adjust the lot line as needed.

2. ADA SIGNAGE.

- To meet city ordinance, call out the required ADA parking sign on Sheet C6.0 as type R7-8 (white background, green border, green text and blue wheelchair symbol) as identified in the MUTCD.

- To meet city ordinance, the sign shall be mounted a minimum 3' and a maximum 5' above finished grade, measured to the bottom of the sign.

3. PAVEMENT. The proposed asphalt pavement design does not meet city ordinance. See Section 12.120.F for the minimum pavement design requirements.

4. ROOF-TOP (MECHANICAL) UNITS (RTUs). City ordinance requires RTUs to be totally screened from view using parapet walls of a height at least equal to the units being screened. Based on this requirement a mechanical well will be required for the gable-roofed structure. Individual screen wall systems are not allowed on new construction buildings. Individual screen wall systems are only allowed on existing structures without parapet walls of a sufficient height to screen new RTUs.

5. BUILDING ELEVATIONS. Label all exterior building materials with their respective proposed colors.

<b>Engineering Review</b>	Gene Williams (816) 969-1223	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
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1. Sheet 07 (i.e., C5.0): This sheet contains several discrepancies and quality control issues. For instance, note 2 is present in two (2) separate locations in the northwest portion of the building. One of these connections is shown in a location which does not appear to make sense, either in terms of logic, or in terms of the context of the note. The new backflow assembly and vault near Murray Rd. is shown in an "inset view" format, which may be confusing to a contractor or inspector. This inset view format does not contain sufficient detail, including: 1) location of the existing fire hydrant in the vicinity of the connection point, and where the backflow vault will be located in relation to this feature (the backflow vault should be placed to the west of the public fire hydrant branch), 2) lack of a valve just prior to the backflow vaults, which denotes the end of the public water main and the beginning of the private main, 3) lack of sufficient notes stating the line will be private, 4) inclusion of a fire protection line which does not appear to be physically connected to the building, 5) inclusion of a "remote fire department connection" that is symbolized as a fire hydrant, 6) lack of a method to drain both backflow vaults, whether by installation of a small pipe at the sump, creation of a dry sump, or other methods, 7) inclusion of a private sanitary sewer lateral that does not appear to be physically connected to the building, and 8) lack of barriers to prevent damage to the remote FDC.

2. Automatic reading meters shall be required for this project.

3. A profile view was presented for a portion of the storm drainage system, but was omitted for others. All storm lines greater than 6 inches diameter should include a profile view, along with any potential utility conflicts shown on the profile view.

4. Sheet C6.0: Medium duty asphaltic concrete pavement section does not follow the Unified Development Ordinance (UDO) Article 12 "Parking" in terms of thickness of the asphalt, and subgrade design. In addition, heavy duty asphaltic concrete pavement shall be required for the majority of the project. Specific requirements contained within the UDO should be consulted for specific design parameters.

5. A curb and gutter section should be prepared, or sufficient notes presented, which clearly-show the contractor that the required subgrade (i.e., aggregate base and chemically-stabilized subgrade or geogrid) be extended a minimum of 1 foot horizontally beyond the back of curb.

6. Sheet C6.1: Please refer to the standard drawing for the backflow vault. Please indicate the method used to drain the backflow vault either on the plan view, or on this sheet. As indicated in the previous comment related to this

issue, typical methods include the installation of a dry sump (i.e., geotextile lined hole filled with clean rock), or small pipe extended to daylight.

7. Specify the materials to be used for the traffic-rated cover for the backflow vault(s), if located within an area utilized for traffic.

8. 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. Please do not include the building, building pad, lighting, building demolition, or striping of the parking lot.

<b>Traffic Review</b>	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	No Comments
<b>Building Codes Review</b>	Joe Frogge (816) 969-1241	Plans Examiner Joe.Frogge@cityofls.net	Approved with Conditions

1. Meter pits for newly relocated water meters will have to be constructed and installed per current standards. i.e. will likely have to be replaced with new.

Action required: Comment is for informational purposes.