

DEVELOPMENT SERVICES

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

Date: Friday, April 19, 2019

To:

Property Owner: TUSTIN LLC

Email:

Fax #: <NO FAX NUMBER>

Applicant: ENGINEERING SOLUTIONS

Email: MSCHLICHT@ES-KC.COM

Fax #: (816) 623-9849

Engineer: ENGINEERING SOLUTIONS

Email: MSCHLICHT@ES-KC.COM

Fax #: (816) 623-9849

From: Shannon McGuire, Planner

Re:

Application Number: PL2019095

Application Type: Commercial Final Development Plan

Application Name: Reece & Nichols

Location: 222 SW MAIN ST, LEES SUMMIT, MO 64063
207 SW MARKET ST, LEES SUMMIT, MO 64063

Electronic Plans for Resubmittal

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 in the following formats:

- Plats – All plats shall be provided in multi-page Portable Document Format (PDF).
- Engineered Civil Plans – All engineered civil plans shall be provided in multipage Portable Document Format (PDF).
- Architectural and other plan drawings – Architectural and other plan drawings, such as site electrical and landscaping, shall be provided in multi-page Portable Document Format (PDF).
- Studies – Studies, such as stormwater and traffic, shall be provided in Portable Document Format (PDF).

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.

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:

Fire Review	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	No Comments
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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 2012/18 International Fire Code.

Planning Review	Shannon McGuire (816) 969-1237	Planner Shannon.McGuire@cityofls.net	Corrections
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1. Please label the distance the parking lot turning area is set back from the north property line. This must be a minimum of 6'. Additionally, please continue the curbing to run parallel to the sidewalk.

2. Please provide details for the parking lot gates that have been mentioned in previous conversations.

3. There does not seem to be an accessible route to access the proposed ADA ramp on the backside of the Market St building. Please label the width of the ADA ramp.

4. Parking stall are required to be 19'x9' unless they are adjacent to a 5' sidewalk or green space. The parking stall adjacent to the proposed ADA ramp on the Market St building do not seem to meet this requirement. The proposed ramp will not allow for VEHs to overhang the curb.

5. Comments 2, 3, 4, 5, 12 and 13 from the Applicant's Letter dated March 20, 2019 have not been addressed. See below for the additional information needed.

- Please identify if the mechanical equipment is to be rooftop mounted or ground mounted. Please show the Location, size and materials to be used in all screening. A dashed line indicating the roofline and rooftop mechanical equipment is also required. Please also provide the manufacturer's specification sheets for proposed mechanical equipment to be used.

- Please provide the manufacture's spec sheets for all proposed exterior lighting fixtures.

- Staff is fine with the massing of the proposed building at 207 SW Market St but would like to see some of the architectural elements changes so the two buildings are not so similar. As an example, the cast stone band between the two levels could be removed and replace with a soldier course of brick and/or the top crown molding could be replaced with an accident of brick corbelling.

- Please provide details for the 2nd story residential units at 207 SW Market St.

- Please label the building materials and colors proposed to be used on the exteriors of the building on 207 SW Market St.

- All parking lots containing 11 or more stalls must be illuminated. Please provide details and a photometric plan that complies with this UDO requirement.

Engineering Review	Gene Williams (816) 969-1223	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections
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1. It was our understanding that all stormwater improvements were to be private rather than public. As shown, a portion of the stormwater conveyance system is shown as public. All of the stormwater improvements for this site should be private, including the portion beneath Main St. RCP is still required, however, beneath Main St., regardless of whether it is public or private.
2. A curb inlet is shown in the middle of Main St. This obviously is not a suitable design.
3. There is concern that the 15 inch HDPE pipe between the new building, and the existing building to the south, may affect the integrity of the existing building to the south during construction. With proper bedding around the 15 inch HDPE pipe, including the sides, there appears to be only a few inches between the building and the storm line. It is unknown whether this installation will affect the footing of the existing building to the south.
4. Private storm line 1 shown on the plans appears to be deep, for no apparent reason. Please see comment above describing our concerns about the new private storm line affecting the integrity of the existing building to the south. Isn't it possible to provide a more shallow installation of this line? Is it possible to provide a smaller pipe diameter, and still provide enough capacity? It would seem that these two changes would be a better approach.
5. Sheet C.100: The paver "Sidewalk/Brick Paver Detail" shown on this sheet is incomplete. The maximum design cross-slope of the sidewalk is 1.5%. WWF is not desired. KCMMB concrete must be specified. Slope call-out was not shown on the brick paver section. Note 3 must include a statement that the paver material and color will match the existing material and color. Finally, expansion joints and contraction joints must be made in the PCC base, as well as weep holes with permeable geofabric drilled/placed on each PCC underlayment panel, on each panel, on the low side.
6. Sheet C.201: A concrete flume is shown between the new building, and the existing building to the south. No reference is provided to a design detail showing how this will be constructed. Standard drafting practice should be followed, including the detail number, and sheet number.
7. Sheet C.202: Cross-sections were not provided (i.e., Section A-A, Section B-B, and Section C-C) as required by Section 5304.8 of the Design and Construction Manual. Please review the "Minimum Required Information for Trail, Sidewalk, and Curb Ramp Detail Sheets" which was provided separately via email for other requirements.
8. Sheet C.202: The maximum distance between the detectable warning surface and the back of curb is 5.0 feet. As shown on the detail, this distance is exceeded on the southern ADA-accessible ramp.
9. Sheet C.301: Remove all references to "PUBLIC" on the profile view and plan view. As previously discussed, all storm lines on this project, including the lines and structures installed within the right of way, should be designated as private.
10. Sheet C.501: Please show the hydraulic grade line for the design storm within the storm line. This should be shown on the profile view. A tabulation calculation sheet should also be provided showing the assumptions made to

make this determination, including the assumptions made for the receiving storm sewer (i.e., at the junction box in the middle of Main St.).

11. Sheet C.301: If the flume between the new building, and the existing building to the south is intended to act as a emergency overflow swale, in addition to directing stormwater not collected by this development, then please label this as "emergency overflow swale", along with calculations showing the 100 year water surface elevation within the emergency overflow swale.

12. Sheet C.302: The roof drain plan is missing the corresponding profile view of storm lines greater than 6 inches in diameter.

13. Sheet C.302: There is no specific call-out for the materials, slope, length, etc. used in the assumed 6 inch storm line serving the downspouts for the new building adjacent to Market St.

14. Sheet C.302: Where are the existing buildings discharging their downspouts? It was our understanding they would also be tied into the new system. If not, then their discharge (if applicable) would need to be counted in the calculations of stormwater discharge within the concrete flume?

15. Sheet C.302: The drawing shows that the new building along Market St. will have all of the downspouts directed to the new private storm system. This also appears to be the case for the new building along Main St. Please be aware that no building downspout will be allowed to direct-discharge across the sidewalk on either Market St. or Main St. based on these plans.

16. Sheet C.400: It was our understanding that the existing sanitary sewer line north of City manhole #30-294 was going to be partially abandoned. What is proposed for this line? Are you proposing to leave the sanitary sewer line "as-is"? During our meeting on-site, it was our understanding that there was still some investigation left to be done concerning this sanitary sewer line, and its final disposition.

17. Sheet C.400: A gate valve serving the new fire line for the new building on Market St. is shown within the confines of the brick paver stone area. Why was this location chosen to provide a cut-in tee? Wouldn't it be better to move the cut-in tee to the southeast, so the gate valve can be located within the limits of the KCMMB entrance?

18. Sheet C.400: The fire line serving the new building along Main St. is shown well above the 50 feet limit set forth in the Design and Construction Manual.

19. Sheet C.600: GEN-3A is provided, and as we have previously discussed on past projects, is not applicable to these types of projects. A site-specific design is required. Please remove this standard detail.

20. Other Missing Items from the Standard Detail Sheets on Sheet C.601: The following items were missing: 1) gate valve and box, and 2) stormwater structures such as junction box (if applicable), stormwater manhole (if applicable). If other standard details are needed after any re-design, or after addressing the other comments in this letter, then please provide them.

21. The detail shown on Sheet C.601 for pavement repair is inadequate. Dowel and rebar placement must be shown for the panel removal and replacement, not merely called-out as a note on the standard detail. In other words, show where the dowels will be placed, and show where the rebar will be placed in plan view. As presented on this marked-up version of the standard detail, it would appear that rebar and dowels are to be placed all around the panel. They are not. Rebar should be shown along the longitudinal joint, and dowels along the transverse joints. A typical section view should be provided. Rebar and dowels must be epoxy-coated. It must also include the subgrade design, including MoDOT Type 5 aggregate (minimum 6 inch), and geogrid meeting the requirements of the Design and Construction Manual.

22. Sufficient notes must be placed on the water line relocation plans stating that: 1) water shut-down must not exceed 8 hours, and all work must be performed during night time hours, 2) contractor must coordinate with any affected water customers prior to shut-down of the water main, and sufficient notice given (i.e., 48 hours) prior to shut-down of the water line.

23. Water line relocation plans were missing the existing materials (i.e., size and type) of the water line, and size and type of the proposed water line. Thrust block design was also missing, and was not shown on the plans.

24. Traffic control plan was missing.

25. An Engineer's Estimate of Probable Construction Costs is required prior to final approval of any plans.

Traffic Review	Michael Park (816) 969-1820	City Traffic Engineer Michael.Park@cityofls.net	Pending
Building Codes Review	Joe Frogge (816) 969-1241	Plans Examiner Joe.Frogge@cityofls.net	Corrections

1. Domestic water system design incomplete.

Provide the following:

- Specify all water pipe materials

4/15/19 - not addressed

- Specify either 1" or 2" water tap as that is the only options available through our water utility. (either can be used with a 1-1/2" water meter)

4/15/19 - 1-1/2" tap is still shown.