



August 23, 2019

Mr. Mike Weisenborn
Project Manager Development Center
City of Lee's Summit
220 SE Green Street
Lee's Summit, MO 64063

**Re: Dialysis Clinic Inc
2001 SW Shamrock Avenue**

Dear Mike,

Please find attached revised plans for the above referenced project including 4 full size sets and 1 half size set. We have also included a cd with pdfs of the submittal. These plans have been revised to address the comments provided by the City as follows:

Analysis of Commercial Preliminary Development Plan:

Planning Review	Shannon McGuire (816) 969-1237	Planner Shannon.McGuire@cityofls.net	Corrections
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1. Please label the ROW widths and center lines of the adjacent public street rights-of-way.

Response: The ROW widths have been added to Sheet C4.0.

2. Please label the location of all oil and/or gas wells within the subject property. If none are present, please add a note stating such and cite your source of information.

Response: Note added to Sheet C4.0 that no oil or gas wells are known to exist on this site.

3. All light fixtures on properties within or adjoining residential uses and/or districts shall not exceed 15 feet in height within the perimeter area. 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. Outside the perimeter area, the overall height may be increased to 20 feet, measured to the top of the fixture from grade.

Response: We will adhere to the guidelines to provide lighting that will not exceed 15'-0" within the perimeter area, and lights that shall not exceed 20'-0" throughout the rest of the site.

4. All sides of a building shall include similar architectural details materials and colors to avoid a back side or at least to minimize a back-side presentation to other buildings or residential neighborhoods. The west side of the building is lacking the required architectural details to meet the four-sided architecture requirements of the UDO.

Response: The building elevations have been revised to increase the depth of the projections and address the west side façade. See Sheet A4.1

5. The vertical and horizontal breaks as proposed are minimal and offer little in the way of breaking up facade of the building. Staff would like to see the depth of the wall protrusions increased so the building doesn't present as a flat box.

Response: The building elevations have been revised to increase the depth of the wall projections on all sides of the building. See Sheet A4.0, A4.1 and A 4.3.

6. All exterior trash storage enclosure shall be constructed of masonry walls or steel architecturally designed walls with either a solid steel opaque gate painted to be compatible with the color of the masonry or steel walls and building it is to serve or a steel framed semi-opaque gate with a screen mesh material approved by the Director that provides an appropriate visual barrier. The proposed wood gate is not permitted.

Response: The dumpster detail has been revised to provide a steel gate. See Sheet A4.2.

7. Buffers between developments of differing land uses adjoining one another are required. The intensity of the required buffer is established according to the intensity of the abutting uses, i.e., retail development adjacent to or across the street from a residential use or development requires a more intense buffer/screen than would retail adjacent to or across from office use, etc. Since development standards were not specifically proposed by the applicant and were not established by the Governing Body at the time the original PDP was approved, then the applicable standards of the CP-2 District shall apply. As such, a high impact screening buffer shall be required along the south property line.

Response: The landscape plans have been revised to increase the landscaping along the southern to a high impact buffer including a fence. See sheets C4.0 and Sheet L1.0.

8. Parking lot access aisles shall be 24' wide when the adjacent parking stalls are located at 90 degrees to the drive lane. This measurement should not include the gutters of any adjacent curbs. Please check to ensure the drive aisles meet this standard.

Response: The site layout has been revised to provide a 24' wide drive between the gutters. See Sheet C4.0.

9. The minimum driveway width (not including curb and gutter) must be the same as the aisle width, 24'.

Response: The site layout has been revised to provide a 24' wide drive between the gutters. See Sheet C4.0.

10. Every required ADA parking space shall be identified by a sign, mounted on a pole or other structure, located between 36 inches and 60 inches above the ground measured from the bottom of the sign, at the head of the parking space. Please update the detail on sheet C7.0. Please add a note stating the R7-8 style ADA sign will be use as it is the only approved style of ADA sign.

Response: The sign detail on Sheet C7.0 has been revised to reference the R7-8 Style ADA sign but at the 60" min height.

11. As proposed the ADA signs adjacent to the southeast corner of the building are located in the parking stall. This will have the effect of shorting the stall to below the required minimum depth. Please relocate the ADA signs to behind the sidewalk at the head of the stalls.

Response: The signs have been moved behind the sidewalk instead of being in the parking space. See

Sheet C4.0.

12. The UDO prohibits internally illuminated signs with white backgrounds. The wall sign shown on sheet A4.0 appears to depict a sign with a white background. If this sign has internal illumination it will not be allowed. All signs will be permitted by a separate sign permitting process.

Response: As indicated on the sign detail on sheet 4.2, there is no white in the sign. The blue and yellow parts of the DCI Logo will be back-lit, the rest of the sign will be anodized aluminum.

13. The incorrect address for this property is listed in the site data table. The correct address is 2001 NW Shamrock Rd. Additionally, the listed zoning district is incorrect as well. The property is located in the Planned Mixed Use District (PMIX). Please update this information throughout the plan sheets as needed.

Response: The address has been corrected on all sheets.

14. Please add the total building area to the site data table.

Response: The total building area of 10,442 has been added to the site data notes on the Cover Sheet.

15. Please show a 5' sidewalk along the north property line adjacent to NW Shamrock Rd.

Response: The sidewalk has been shown as by others. See Sheet C4.0.

Fire Review

Jim Eden
(816) 969-1303

Assistant Chief
Jim.Eden@cityofls.net

Corrections

1. Use the correct address of 2001 SW Shamrock Avenue.

Response: The address has been revised on all sheets.

2. 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 2018 International Fire Code.

Response: The final construction plans will address concerns and requirements of the applicable fire codes.

3. 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.

Response: Per discussions with the Fire Department reviewer the FDC will be acceptable on the northwest corner of the building as shown on Sheet C6.0.

4. Do not block access to the FDC with landscaping.

Response: Proposed landscaping has been adjusted to eliminate screening of the FDC.

Engineering ReviewGene Williams
(816) 969-1223Senior Staff Engineer
Gene.Williams@cityofls.net

Corrections

1. The "Drainage Design Summary for DCI Lee's Summit" dated Jul. 25, 2019 (hereinafter referred to as the stormwater study) was incomplete. The following items were missing from the report: 1) an existing condition drainage area map, with points of interest identified where sheet flow converges to concentrated flow, 2) a post-developed drainage area map with points of interest as identified above, 3) discussion within the body of the report concerning the emergency spillway design, including the required freeboard of 0.5 feet minimum from the 100 year water surface elevation, and the crest of the emergency spillway, as well as a discussion of the clogged condition and zero available storage freeboard requirement of 1.0 feet from the top of the dam 4) discussion within the report concerning the off-site contributors to stormwater flow, including how the off-site drainage from the detention basin to the west (i.e., stormwater flow from the Lee's Summit Fire Department detention basin) will be managed, including any private easements which must be granted, additional storm line to install, etc., 6) discussion of any waivers that would be required for drainage areas and points of interest which do not follow the Design and Construction Manual regarding the allowable peak flow rates for the various storm events.

Response: The drainage summary and details have been revised to provide more detail on the pond elevations and freeboard. We continue to work to bring the 2-year storm into compliance. We are current exceeding the preconditions by approximately 0.2 CFS.

2. Numerous references are made to non-existent exhibits, and drainage maps. In addition, the allowable peak flow rate for the 2-year event appears to have been exceeded, which will not be supported by staff. As discussed in the comment above, the report is incomplete, and no further review is being provided at this time.

Response: Revised exhibits will be provided with this submittal as well as with the final document submittals. We continue to work to bring the 2-year storm into compliance. We are current exceeding the preconditions by approximately 0.2 CFS.

3. The private sanitary sewer connection was initially intended to connect to the new sanitary sewer on the north side of Shamrock Ave. As shown, the private sanitary sewer is shown with a direct-connect to a manhole within the Pryor Rd. pavement, which is not allowed. If the desire is to connect to the sanitary sewer on Pryor Rd., then a wye connection must be cut-in, at a minimum distance of 4 feet from the manhole as measured from the outside of the manhole, and the outside of the wye.

Response: The sewer connection has been revised to connect to the existing line in Pryor per the city requirements and location. See Sheet C6.0.

4. Utility Sheet: Valves are shown prior to water meters, which are not desired or necessary. There are valves within the meter well which serve this purpose. Please remove the valves from the domestic and irrigation lines.

Response: The water valves have been removed from the plan.

5. A post-indicator valve is shown outside the backflow vault, and after the backflow vault. Has this been discussed with the Fire Department?

Response: The post indicator valve has been eliminated.

6. A private easement should be executed for the off-site drainage system (i.e., the drainage from the off-site detention basin on the Lee's Summit Fire Department property) to the west.

Response: A private easement has been shown on the plan and will be executed prior to final approval.

7. Erosion and sediment control plans will be reviewed at the Final Development Plan phase of the project.

Response: EPSC plans have not been included with this submittal but will instead be submitted with the final plan.

8. Sidewalk appeared to be missing along Shamrock Ave. This will be required along the entire street frontage.

Response: The sidewalk along Shamrock Avenue has been shown to be provided by others. See Sheet C4.0.

9. The detention basin should be clearly-labeled as "Detention Basin".

Response: The basin has been labeled on Sheet C5.0.

10. Where is the general location of the outlet structure to serve the detention basin (i.e., typically a concrete riser structure), as well as any emergency spillway? Will the emergency spillway be incorporated into the riser structure, or will there be an earthen spillway, or will there be a combination of the two? How will the detention basin be drained? Where will the detention basin be drained?

Response: The outlet structure is shown as structure A1, located in the pond on sheet C5.0.

11. Sheet C7.0: The asphaltic concrete sections do not comply with the minimum requirements specified in the Unified Development Ordinance (UDO). At this stage of the process, however, it may be beneficial to remove these, as well as other specific design details until the Final Development Plan.

Response: The sections shown are per the geotechnical recommendations for the soil study on this particular site. However, per your recommendation the details have not been provided with the resubmittal and will be provided during the final plan review.

12. Landscape Plan Sheet L1: The public water main is not shown on this sheet. Without this shown, it is impossible to determine whether there are conflicts. The City requires a minimum of 5 feet distance between the outside of any water main, and the outside of the mature tree trunk. It appears the trees shown along Shamrock Ave. do not comply with this requirement.

Response: The public water line and other utilities have been added to the plan and landscape adjusted to avoid the lines. See Sheet L1.0.

13. Sheet C5.0: It is difficult to determine whether the proposed grading will have an adverse impact on the adjacent residential property owners to the south. Please be aware that any proposed grading must have no adverse impact on adjacent property owners. Our LIDAR records show the existence of a broad swale to the north of these residential properties, and with the grading shown for the new detention basin, this swale may be eliminated, thus diverting drainage towards these residential properties. Please take a detailed look at this issue, and ensure there is no adverse impact to adjacent property owners.

Response: The post construction area draining to the southern property line is less than the pre-development condition. 12,523 SF (Existing) vs 5,881 SF (Proposed)

Traffic Review

Michael Park
(816) 969-1820

City Traffic Engineer
Michael.Park@cityofls.net

Corrections

1. Comments pending Traffic Study submittal and review.

Response: The traffic consultant is in discussions with the City staff and will be submitting the study per their discussions.

Please let me know if you have any additional comments or have questions about this project. We are working to set up a neighborhood meeting the week prior to the planning commission meeting.

Best Regards,

Catalyst Design Group



D. Phillip Piercy
Project Manager

Enclosure(s)