

**DEVELOPMENT SERVICES**

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

**Date:** Thursday, October 03, 2019

**To:**

**Property Owner:** TOP STAR LLC

Email: robert@stardevcorp.com

Fax #: <NO FAX NUMBER>

**Applicant:** TOP STAR LLC

Email:

Fax #: <NO FAX NUMBER>

**Engineer:** RENAISSANCE INFRASTRUCTURE  
CONSULTING INC

Email: bcox@ric-consult.com

Fax #: <NO FAX NUMBER>

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

**Re:**

**Application Number:** PL2019308

**Application Type:** Commercial Final Development Plan

**Application Name:** LAKEWOOD COMMERCIAL

**Location:** 5030 NE LAKEWOOD WAY, LEES SUMMIT, MO 64064

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**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.

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**Review Status:****Required Corrections:**

<b>Fire Review</b>	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Corrections
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3. IFC 503.3 - Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

Action required: Post the lane going to the building to the north.

2. 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.

Action required: Confirm fire lane pavement will support 75,000-pounds.

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 2018 International Fire Code.

<b>Planning Review</b>	Hector Soto Jr. (816) 969-1238	Planning Division Manager Hector.Soto@cityofls.net	Corrections
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9. ADA PARKING SPACES. Provide a detail of the proposed accessible parking space signs. The signs shall be type R7-8 as listed in the MUTCD. The signs shall be mounted a minimum 5' above grade, measured to the bottom of the sign.

8. PAVEMENT DESIGN. No pavement detail is provided. Pavement design shall meet the requirements of Section 8.620 of the UDO.

7. MECHANICAL EQUIPMENT. Show the location of all ground-mounted mechanical equipment on the site and landscape plans. The equipment shall be fully screened from view up the height of the units using evergreen landscaping material.

6. ARCHITECTURE.

- The building is required to have red concrete roof tiles to match the rest of the Executive Lakes Center development.
- A projection shall be added to the rear of both buildings to break up the large wall plane.
- Staff recommends incorporating brick pilasters or other vertical brick applications to provide visual interest, particularly on the rear elevation.
- Label all proposed exterior building material colors.
- Show all roof penetrations on the elevations to the extent possible. All roof penetrations shall be placed in architecturally designed appurtenances. Small vent pipes may be painted to blend in with the roof.

5. LANDSCAPE ISLANDS.

- Landscape islands at the end of parking bays shall be a minimum 9' in width. Three islands south of Building #2 and the island at the northwest corner of Building #1 do not meet this requirement.

- Landscape islands planted with trees shall be a minimum 10' in width, with the tree located no closer than 4' from the back of curb.

4. TRASH ENCLOSURE. To meet ordinance requirements, the concrete approach in front of the trash enclosure shall have a minimum 30' length, measured from the gates.

3. DRIVE AISLE WIDTHS. Aisles serving two-way traffic shall have a minimum pavement width of 24' (excluding curb and gutter). The parking area entries flanked by curbed islands on the southeast and northeast sides of Building #1 do not meet the minimum pavement width requirement. The same applies to the area immediately south of Building #2.

2. ADDRESSES. For your information, Building #1 will be assigned 5030-5032-5034-5036 for the four potential tenant spaces. Building #2 will be assigned 5040-5042-5044-5046.

1. UTILITY EASEMENT. The proposed Building #1 conflicts with the location of an existing 15' water line easement. A vacation of easement application shall be submitted, approved and recorded with the County prior to the issuance of any building permit.

**Engineering Review**

Gene Williams  
(816) 969-1223

Senior Staff Engineer  
Gene.Williams@cityofls.net

Corrections

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13. No slope call-outs were provided for the sanitary sewer services.

14. A method to drain the backflow vault must be designed. The standard detail (not provided, but required in the resubmittal) shows a sump, but a design must be shown how this will drain to either: 1) an inlet, 2) daylighting, or 3) construction of an infiltration trench. This is required to eliminate flooding of the backflow vault, and subsequent mosquito issues within the vault.

15. General Comments: The plans appear to be incomplete, and it is unclear how the north and west areas of the development will drain. For instance, are the features shown in the north and west portions of the parking lot flumes? Where are the details for these flumes? Where are the details for turf reinforcement mat to establish vegetation at the discharge points? Are additional measures needed to control the energy at these discharge points?

16. Sheet 9: It appears the 12 inch water main was omitted from the profile view. This must be shown. Finally, why was a scale of 1 inch equals 50 feet used on the profile view, while a scale of 1 inch equals 20 feet shown on the plan view? The 50 foot scale appears excessively small.

17. It appears a fire hydrant in the southeast corner of the lot is too close to the pavement. Please see the City of Lee's Summit standard detail showing the minimum distance from the centerline of the fire hydrant, to the back of curb. This minimum distance is 2 feet. It appears that 1 foot is shown.

18. It is unclear how the south building and parking lot will drain. Only 1 curb inlet is shown, and this single curb inlet appears to be located in a location that will only collect a portion of the stormwater.

19. A private stormwater manhole is shown in what appears to be a public easement. This is not allowed.

20. Sheet 9: Show the locations of the 12 inch water main on this sheet. Minimum horizontal and vertical separations between the water main and the private stormwater system is required.

21. It appears the single curb inlet is too close to the 12 inch water main. A minimum separation of 5 feet is required, as measured from the outside of the pipe, and the outside of the curb inlet.

22. ADA-accessible ramps are noted on Sheet 3. No specific design, however, was provided. Standard details are not sufficient for the design. We are interested in the current slope across the existing commercial drive entrance. What is the current cross-slope across this entrance? Is there a minimum of 5 feet width across the driveway entrance that meets or exceeds the 2.00% standard? If not, the entrance will need to be re-constructed. Finally, a site-specific design of the ADA-accessible ramps must be provided on each side of the entrance. Construction of a single ADA-accessible ramp on the south side, with no receiver ramp on the north side, would lead to potential issues.

23. Please refer to Section 5304.8 of the Design and Construction Manual as it relates to the design of ADA-accessible ramps. Please note that the design parameters are different than PROWAG standards, and in general, the maximum design cross-slope is 1.50%, and the maximum running slope of the ramp is 7.50%.

24. ADA-accessible Ramp Design: We will require the following: 1) a cross-section of each ramp along the long axis (i.e., longitudinal axis) of the ramp, 2) cross-section along the width of the ramp, and 3) cross-section along the curb openings of the ramp. The standard detail may be used to show the locations of isolation joints, construction joints, tie bars, etc., but a note should be provided adjacent to these standard details referring to the site-specific design within the plans.

25. The ADA-accessible ramp on the north side of the commercial entrance should be constructed to allow for a turnaround of pedestrian traffic, with slopes not to exceed 1.50% in any direction.

26. A typical sidewalk section was missing.

27. Landscape Plan: Show the location of all public water lines and public sanitary sewer lines in relation to trees. Trees must be a minimum of 5 feet away from any public sanitary sewer or public water line, as measured from the outside of the pipe, to the outside of the mature tree trunk. It appears there are violations of this rule.

28. Sheet 11: A site visit conducted within the past week revealed what appears to be rotation of the modular block retaining wall along the northeast side, nearest the north concrete wall. In addition, several blocks appeared to be missing on the west side of the modular block retaining wall. What is the plan to repair this wall?

29. As discussed during the pre-application meeting, a stormwater memo is required. This memo should be signed and sealed by the engineer. The memo should discuss detention requirements for the site.

12. Utility Plan Sheet: Sanitary sewer services must be called-out as "cut-in wye". In addition, the connection points are too close. They must be a minimum of 4 feet apart, as measured from the centerline of the wye connection, to the centerline of the wye connection.

11. Utility Plan Sheet: Water meters are shown within the interior of the lot. These should be moved within the limits of a public easement.

10. Utility Plan Sheet: Call-outs for the domestic service connection are incorrect. The City only allows for a  $\frac{3}{4}$ , 1, 2, or 3 inch line to be connected to the water main, from the main to the meter. Sizing of the line after the meter may be different than the sizes specified above, but the above-listed sizes are the only pipe diameters allowed to connect to the main. Copper line is required if 2 inch or less in diameter, from the main to the meter. In addition, copper is also required a minimum of 10 feet beyond the meter. The plans must be revised in accordance with these requirements.

9. Utility Plan Sheet: It is extremely difficult to see where the existing 12 inch water main is located. Please ensure this existing feature is clear on the plans.
8. Utility Plan Sheet: Normal drafting convention is to grey-out existing features, and use a bolder lineweight to show proposed features. Please revise this sheet to meet generally-accepted drafting standards.
7. A typical section view of CG-1 curb and gutter is required, which must specifically call-out the requirement that the subgrade (i.e., aggregate and either geogrid or chemically-stabilized subgrade) be extended a minimum of 1 foot beyond the back of curb. This extension is required to help prevent the curb and gutter from "rotating" after construction.
6. The plans call-out a 10 inch sanitary sewer running from the southwest to northeast through the lot. Our records indicate this is an 8 inch line? Please verify.
5. The plans call-out an 8 inch water main. Our records indicate this should be a 12 inch main? Please verify.
4. How will the north building be served in terms of fire hydrant access? Has this been reviewed by the Fire Department? It would appear there are no fire hydrants to serve this building.
3. Standard details for: 1) water meters, 2) backflow preventer vault, 3) trenching and backfill for stormwater pipe, 4) inlets, 5) fire hydrants, 6) thrust blocks and straddle blocks, 7) sanitary sewer connection, and 8) commercial entrance were missing from the plans.
2. A typical pavement section was missing from the plans. The typical pavement section must meet the Unified Development Ordinance (UDO) in terms of pavement design.
1. General utility easements and the water line easements in conflict with the building must be vacated prior to approval of the Final Development Plan.
30. An itemized and sealed Engineer's Estimate of Probable Construction Costs will be required prior to formal approval of the plans. The Engineering Plan Review and Inspection Fee is based on this estimate.

<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	Corrections

1. Specify domestic water pipe materials.
2. Provide sewer cleanouts at intervals not to exceed 100'
3. Provide Missouri State design professional seal on all designs.