



PLANNING
ENGINEERING
IMPLEMENTATION

Date: March 16, 2020
To: Dawn Bell, City of Lee's Summit
From: Doug Ubben, Jr., P.E., Phelps Engineering, Inc.
CC: Ryan Adams, Cityscape Residential
Re: Responses to City Comments
Downtown Lee's Summit Apartments, PL2020024
PEI # 171125

Dawn, we have received your comments and have addressed each with the enclosed plans and comment responses in *red italics* below. Please let us know if you have any questions during your review.

Thank you,
Doug

Fire Review

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.

Action required; Locate the fire hydrant on Main Street on the same side of the driveway to the parking garage as the FDC.

Response: Fire hydrant has been moved same side as FDC. See sheet C5

Engineering Review

1. A retaining wall is shown within the right of way near the southwest portion of the project. This is a violation of the City's encroachment policy.

Response: Retaining walls have been moved out of the existing right-of-way except along Main Street where a portion of the right-of-way is to be vacated, so that all walls are out of the right-of-way. We will be filing an application for right-of-way vacation to accomplish this.

2. Sheet 3.2: A retaining wall is shown encroaching within the Main St. right of way. This is a violation of our encroachment policy.

PHELPS ENGINEERING, INC.

1270 N. Winchester - Olathe, Kansas 66061 - (913) 393-1155 - Fax (913) 393-1166 - www.phelpsengineering.com

Response: Retaining walls have been moved out of the existing right-of-way except along Main Street where a portion of the right-of-way is to be vacated, so that all walls are out of the right-of-way. We will be filing an application for right-of-way vacation to accomplish this.

3. A profile view of all retaining walls is needed.

Response: Profile views of the walls are shown on the A3 series drawings by the architect.

4. All footings and footing drains for retaining walls must be outside the limits of the right of way.

Response: Acknowledged.

5. Please see specific comments related to public easements on the plat. Public easements are normally dedicated along all street right of way, with a width of ten (10) feet. It appears several monument signs are encroaching within the limits of these easements, which is a violation of our encroachment policy.

Response: Per phone call with staff, this requirement for a 10' utility easement is waived in downtown areas and therefore does not apply to this project.

6. Sheet C4.4: There is a reference to a running slope within the ADA-accessible ramp of 8.1%. The maximum design slope, in accordance with Section 5304.8 of the Design and Construction Manual, is 7.5%.

Response: Running slope on ramp has been fixed, see sheet C4.4

7. Sheet C5: It appears the new sanitary sewer wye is located closer than four (4) feet from the manhole, as measured from the outside of the manhole, to the closest portion of the wye. Please revise.

Response: The sanitary sewer wye has been moved so that is four feet from the outside of the manhole and then the next wye is four feet further downstream of it. See sheet C5

8. All Sheets Related to Sanitary Sewer Connection: It is likely the plans will change, according to the geometry of sanitary sewer within the street. We are currently awaiting a decision from Public Works on: 1) the allowance to place the sanitary sewer beneath the pavement, and 2) the geometry of the placement (i.e., either in the middle of the street, or offset from the center of the street). We will have an answer as soon as possible.

Response: Per e-mail from Gene Williams the sewer is allowed in 1st Street and Main Street and is to be located in the middle of the street. A separate set of sanitary sewer plans shows this alignment.

9. A special design is required for the 3 inch water meter pit. The City does not have a standard design. Please provide a specific design for the 3 inch meter, and reference the detail on Sheet C5.

Response: Detail added to C17 for 3" water meter vault.

10. In regard to the above comment concerning the 3 inch meter, the City requires a cut-in tee at the main. We do not allow a "tap" or "wet tap" to be made.

Response: Terminology has been changed to cut-in tee instead of "wet tap". See sheet C5

11. The 3 inch water meter should be located in an easement.

Response: Waterline easement has been added on plat and plan. See sheet C5

12. Pavement repair details were missing for the water main connection work on Main St. Please see the City of Lee's Summit standard detail for pavement patching and repairing. The limits of anticipated patching and repair should be shown. Finally, boring of water lines beneath Main St. should also be shown, except for areas where the connection is made.

Response: Pavement repair detail has been added. Limits of patching have been added and the boring of water lines beneath main has been shown. See sheet C5

13. Public storm lines are shown on the Final Development Plan. These should be included in a set of public improvement plans. They may be incorporated into the separate sanitary sewer plans, traffic improvement plans, or they may be submitted as standalone construction plans.

Response: A public set of plans has been created and the public storm lines have been moved to this set.

14. Sheet C5.3: These are public sanitary sewer plans, and as such, should be included in the public sanitary sewer plan set.

Response: A public set of plans has been created and the public sanitary plans have been moved to that set.

15. Sheet C6: Inserta-tees are not allowed into public storm sewers.

Response: Comment waived by city, inserta-tee's will be allowed. A DCM design modification request has been included.

16. Sheet C6: The hydraulic grade line should be shown for the design storm. It should be below the crown of the pipe for the design storm, with overflow routes for the 100 year event.

Response: 10-year hydraulic grade line has been shown. Overflow route has been defined. See Sheet C6

17. Independent third party inspection shall be required for the parking garage.

Response: Acknowledged

18. A SWPPP shall be required prior to formal approval.

Response: A SWPPP has been prepared.

19. There are several areas along the perimeter of the site and adjacent to retaining walls where the slope is greater than 3:1.

Response: The slopes steeper than 3:1 will be planted with shrubs as shown on L1 and per the planting slope detail provided. The shrubs will keep the slope stable.

20. An Engineer's Estimate of Probable Construction Costs for all sitework is required prior to formal approval. The Engineering Plan Review and Inspection Fee is based on this estimate, and calculated at 3% of the total sitework, plus a nominal trip fee for observation and collection of water samples, and an \$80 right of way fee.

Response: Engineer's Estimate Provided.

Planning Review

1. Transitions from the proposed 5' sidewalk to the existing 4' sidewalk should be tapered.

Response: A taper has been provided to the 4' sidewalk. See sheet C3

2. Please provide details on the materials proposed for the retaining walls.

Response: A cut sheet of the proposed wall (or equal) is included.

3. Is any ground mounted mechanical equipment being proposed? If so please provide the location, size, and type of material to be used in all screening of ground mounted mechanical equipment. Also provide the manufacturer's specification sheets for proposed mechanical equipment to be used.

Response: No grounded mounted equipment to be used.

4. As proposed the monument sign is larger than allowed by the UDO for the CBD zoning district. If you wish to seek approval for signs that are larger, taller or the total number of signs exceed the established UDO regulations a separate sign application will need to be taken to the Planning Commission.

Response: Signs have been removed from the Final Development Plan, will be addressed in separate sign application.

5. Please show a dashed line on the elevations sheets indicating the roof line and rooftop mechanical equipment.

Response: The mechanical equipment has been located behind raised parapet. Adding dashed lines to the elevations will likely not be legible, but we have provided copies of the roof plan for clarity.

6. The required trees shall be a minimum of 3' caliper at the time of planting.

Response: The plant list has been revised on L6 with 3" caliper trees specified for all required trees.

7. A detailed drawing of enclosure and screening methods to be used in connection with trash storage containers on the property shall be included. Where will these be located?

Response: A trash room has been provided at the lowest level of the parking garage, and the entirety of the system will be housed within a CMU enclosed room, secured with a metal door. Please see the garage plans enclosed.

8. Please label the width and dimension of the proposed parking garage stalls.

Response: The typical stall dimension has been indicated on each level of enclosed garage plans.

9. Please label the width of the parking garage drive aisles.

Response: The typical parking drive aisles has been indicated on each level of enclosed garage plans.

10. Accessible parking spaces shall have an adjacent aisle 5 feet wide, and one in every 8 accessible spaces (but no less than one) shall be adjacent to an aisle 8 feet wide and the space shall be clearly marked with a sign indicating that the space is "van accessible." Accessible parking space aisles shall be clearly demarcated by lines painted on or otherwise applied to the parking lot surface. Access aisles shall be on the same level as the vehicle pull-up space they serve. Please provide details confirming you will meet these requirements.

Response: The current ANSI allows for van-accessible spaces to be expanded to 11' wide with a 5' aisle (see enclosed notation). This is the format chose for the garage in question, and this layout has been dimensioned and labelled on the enclosed garage plans. Phelps has changed note on C3 to reflect changes.

11. Parking spaces for vans shall have a vertical clearance of 98 inches minimum at the space and along the vehicular route thereto. In cases of a loading zone, the vertical clearance of 114 inches minimum shall be provided at passenger loading zones and along vehicle access routes to such areas from site entrances. Please provide details confirming you will meet these requirements.

Response: Please see the enclosed concrete garage shop drawings to confirm the constructed heights of the accessible route and spaces.

12. A note on Sheet C3 states 8 ADA stalls are being provided. Per the Federal ADA parking requirements 9 accessible stalls (7 car & 2 van) are required for the parking garage and 2 assessable stalls (1 car & 1 van) are required for the surface parking lot. Please update the plans to meet this requirement.

Additionally, please provide details on where these will be located in the garage.

Response: Note has been updated on sheet C3. 9 ADA stalls are being provided in the garage and grading to ensure ADA compliance has been completed. Additionally, 2 ADA stalls (1 car & 1 van) have been added to the surface parking lot across Douglas Street.

13. Please provide a narrative explaining the scope of the working being proposed for the existing church building.

Response: The scope of work is the following: "Remodel of existing, two story building (with basement) structure to serve as the commons building for a new apartment complex."

14. Please provide details on how the new building will be joined to the existing structure.

Response: A construction drawing set is currently working its way through the building department. Details have been provided regarding connection, fire issues, and expansion in that set.

Traffic Review

1. Sight distance review needed at the intersection of 1st Street and Main Street with regards to the proposed parallel parking potential visual obstruction. The northern 3 spaces along the east side of Main Street may be in conflict.

Response: Sight Distance Triangle has been provided along with sight path profile. The 3 northern parking stalls have been removed. See sheet C3

2. Review the proposed improvements on the northwest corner of Douglas and 2nd Street, especially the monument and landscaping, for intersection sight distance conflicts. The eastbound right turn movement will not be restricted to RED and must have sight distance for a yielding condition. Revise plans as needed and depict the necessary sight distance in a supplemental drawing to illustrate the minimum condition is met.

Response: Sight Distance Triangle has been provided along with sight path profile (see separate exhibit for profile). There are no obstructions and the right turn movement will be allowed to yield. See sheet C3.

3. Curb reconstruction along the north side of 2nd Street shall be in a location that provides a consistent typical section/width of 2nd Street having at least 45' from back of curb to back of curb between Main Street and Douglas Street (with exception of the eastbound right-turn lane at Douglas and 2nd intersection that adds width). Where additional pavement exceeds 45' BOC to BOC, excess would be associated with a varied paved shoulder/bike lane on the south side of 2nd Street). The existing curb line moves slightly in this section on the north side of 2nd Street and the typical section narrows the 4' paved shoulder/bike lane. This inconsistent road width will be corrected with the proposed improvements. For reference the lane lines and existing curb should be dimensioned on the plans.

Response: The road inconsistency has been corrected and a consistent typical section has been provided in all areas except the eastbound right turn lane. Dimensions have been provided. See sheet C3.

4. The replacement curb along Douglas should be moved 1' west (reduce the 5' green space to 4' green space between the curb and sidewalk) such that a 19' typical section exists from proposed back of curb to Douglas centerline. This will allow for a future 3 lane section at the intersection of 2nd and Douglas, when needed, in coordination with the planned Douglas Street improvement project by the City. This would also better align the west curb line with existing curb south of 2nd Street. The 18' typical section currently shown on the plans leaves a future left-turn lane 1' too narrow in consideration of similar curb reconstruction on the east side associated with the City CIP project.

Response: The replacement curb along Douglas has been moved 1' west. See sheet C3

5. Additional plan information/detail is needed along the south side of 1st Street at the Baptist Church parking lot driveway. New curb is shown partially into the driveway/parking area, but existing curb is still shown and ties are unclear.

Response: There is no existing curb in the parking lot to tie into. Just like in the existing, the proposed curb will end at the transition from concrete to asphalt pavement. The existing curb is shown across the entrance since it is a ribbon curb and will not be removed.

6. The concrete utility pads (electric) shown at the northeast corner of 2nd and Main and southeast corner of 1st and Main need additional information pertaining to the potential enclosure/cabinet that will be installed. These locations may be in conflict with intersection sight distance depending on the utility installation (enclosure/cabinet dimensions) and need further review (see prior sight distance comments).

Response: The concrete utility pad has been moved to a location out of the sight distance triangle. See sheet C3

Building Codes Review

1. 3" water meter specified.

Action required: Provide meter pit design.

(Note: There is often a substantial savings to be seen by replacing 3" water meter with multiple 2" meters which are a fraction of the cost and the pit is included in the cost)

Response: A meter pit design has been provided. See Sheet C17

3. RPZ backflow shown in pit.

Action required: Clarify. Most RPZ devices are not rated to be installed underground.

Response: The RPZ is above ground. See detail on sheet C17