



April 29, 2020

Lee's Summit City Hall  
LSMO Development Services  
Attn: Shannon McGuire  
220 SE Green  
Lee's Summit, MO 64063

**RE: Woodside Ridge 1<sup>st</sup> Plat**

We are responding to your comments dated December 14, 2018 and are submitting with this letter revised plans. Please find the original comments below; our responses are below in bold italics.

If you have any questions or need additional information, please do not hesitate to contact us.

Thanks,

A handwritten signature in black ink that reads "Nelson Willoughby". The signature is fluid and cursive.

Nelson Willoughby

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## **Final Plat Comments**

### **Planning Review**

1. Please add more details to the area map on sheet 1 of 6.

*The location map has been updated on sheets 1 through 6 and includes NW Chipman Road, NW Pryor Road and SW 3<sup>rd</sup> Street.*

2. Please move the coordinate table to sheet 1 of 6.

*The coordinate table has moved from sheet 3 of 6 to sheet 1 of 6.*

3. Please show sidewalk extending to the plat boundaries adjacent to lots 26, 27, 72 and 96. Please update this throughout the plat accordingly.

*The sidewalk has extended to the plat boundary along the South right of way of NW Ashurst Drive as displayed on sheet 2 of 6. (This was previously displayed as Lots 26 and 27 but is now displayed as Lots 37 and 38 to match the approved PDP.) The sidewalk along the South right of way of NW Killarney Lane, adjacent to Lot 96 has stayed the same. The plat boundary previously extended 60.75 West of the Northwest corner of Lot*

96. The plat boundary has been revised as the boundary now extends North instead of West of the Northwest corner of Lot 96 as shown on sheet 4 of 6. The sidewalk along the North right of way of NW O'Brien Road has stayed the same. The plat boundary previously extended 71.96 feet west of the Southwest corner of Lot 72. The plat boundary has been revised and now only extends 5.25 feet west of the Southwest of Lot 72 as shown on sheet 3 of 6.

4. Please show an access easement for future connections to the Rock Island corridor.

A trail easement has been added in Tract C as displayed on sheet 2 of 6.

5. Please add a note indicating the 10' rear yard setback as approved by the Council during the PDP for the lots currently labeled as 28, 29, 30, 35, and 36. It appears the that the lot numbers have been changed between the PDP and FP. The modification that was granted allowing the 10' rear yard setback was specific to lots 34, 35, 36, 43 and 44. Please correct the lot numbers to ensure they are consistent with the granted modification.

The lots numbers have been revised to match what was approved by the Council during the PDP on sheet 1 and 2 of 6. The following note was added on sheets 1 through 6. *"The 10' rear yard setback as approved by the Council during the PDP was specific to lots 34, 35, 36, 43 and 44."*

6. Please see the following attachment document for addressing.

Addresses received from Shannon McGuire in an email dated April 6, 2020 have been added.

## Engineering Review

1. What is the plan to remove individual lots from the floodplain? Will this be handled in similar fashion, where a CLOMR-F is issued? Stall will not support any portion of a lot extending into the floodplain. Common area tracts, however, would be supported.

Per FEMA (Federal Emergency Management Agency) Map number 29095C0416G with a map revision date of January 20, 2017 this plat is not located within a floodplain. Floodplain language states this property lies within "Zone X" (Areas determined to be outside the 0.2% annual chance floodplain on sheet 6 of 6.

2. Please show the limits of the floodplain on the plat. Provide elevation call-outs along selected intervals.

Per FEMA (Federal Emergency Management Agency) Map number 29095C0416G with a map revision date of January 20, 2017 this plat is not located within a floodplain. Floodplain language states this property lies within "Zone X" (Areas determined to be outside the 0.2% annual chance floodplain on sheet 6 of 6.

3. Please show the limits of the regulatory stream buffer, along with a definition of the stream buffer. The stream buffer should match what is shown in the draft engineering plans for the development.

The stream buffer limits linework has been added per the plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019. Stream buffer linework is displayed on sheets 2, 3, 4 and 5.

4. Are there any abandon oil or gas wells on the property? Please provide a note describing the findings of this study, along with the location(s) of all abandon oil and gas wells. Ensure the minimum distance requirements is followed concerning building lines from any abandoned oil or gas wells.

There are no oil or gas well located within the plat boundary. This is per the Missouri Department of Natural Resources, State Oil and Gas Council – Wells as of February 1, 2017 and this language is displayed on sheet 5 of 6.

5. Sheet 3 of 6: The sidewalk at the end of O'Brien Rd should be extended to the plat boundary.

The sidewalk along the North right of way of NW O'Brien Road has stayed the same. The plat boundary previously extended 71.96 feet west of the Southwest corner of Lot 72. The plat boundary has been revised and now only extends 5.25 feet west of the Southwest of Lot 72 as shown on sheet 3 of 6. This is per plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019.

6. Sheet 3 of 6: An ADA-accessible ramp is shown on the south side of Tract C. What is the purpose of this ramp? It does not appear to connect to anything on the south side of the road.

An ADA-accessible ramp shown on the South side of Tract C is displayed to match the plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019.

7. Sheet 4 of 6: Sidewalk on the west end of Killarney Ln should be extended to the plat boundary.

The sidewalk along the South right of way of NW Killarney Lane, adjacent to Lot 96 has stayed the same. The plat boundary previously extended 60.75 West of the Northwest corner of Lot 96. The plat boundary has been revised and the sidewalk stops as the Westerly plat boundary, as the boundary now extends North instead of West of the Northwest corner of Lot 96 as shown on sheet 4 of 6. This is per plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019.

8. Note Concerning Stream Buffers and Floodplain Limits: All stream buffers and the limits of the 1% regulatory floodplain should be within common area tracts rather than on individuals.

The stream buffer limits linework has been added per the plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019. Stream buffer linework is displayed on sheets 2, 3, 4 and 5.

9. Sheet 5 of 6: The sidewalks shown on the south end of Grady Ct. is shown incorrectly. Please refer to sheet 2 of 6, south end of Kaylea Ct., for the proper geometry and termination method.

The sidewalks on the south end of NW Grady Court match the south end of NW Kaylea Court. This is per plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019.

10. Sheet 5 of 6: The sidewalk along the cul-de-sac on the north end of Joshua Dr. is shown incorrectly. Sidewalk is only desired on one (1) side of the street, and should be configured as previously discussed, with termination point at an ADA-accessible ramp prior to entering the actual bulb of the cul-de-sac. Please see Sheet 2 of 5 on the south side of Kaylea Ct. for the desired geometry.

The sidewalk on the north end of NW Joshua Drive is displayed on both sides of the street. This is per plans approved on June 17, 2019 by Gene Williams and signed and dated by Julie Sellers on April 5, 2019.

11. Provide a flood note specifying the results of the review of FIRM panels, dates of the FIRM pans, and other conclusions regarding floodplain issues. It may also be desirable to include notes specifying how individual lots will be removed from the floodplain by initiating the CLOMR-F process through FEMA.

Per FEMA (Federal Emergency Management Agency) Map number 29095C0416G with a map revision date of January 20, 2017 this plat is not located within a floodplain. Floodplain language states this property lies within "Zone X" (Areas determined to be outside the 0.2% annual chance floodplain) is displayed on sheet 6 of 6.

## **Traffic Review**

1. Extend the sidewalk along Ashurst to the Western edge of the plat.

The sidewalk has extended to the plat boundary along the South right of way of NW Ashurst Drive as displayed on sheet 2 of 6. (This was previously displayed as Lots 26 and 27 but is now displayed as Lots 37 and 38 to match the approved PDP.)

2. Were any easements of tract conditions (or agreements) proposed for future trail connecting the Rock Island Corridor to Pryor Road, a portion of which crosses the proposed 1<sup>st</sup> plat (Tract C), as discussed during preliminary submittals/meetings?

A trail easement for the future trail connecting the Rock Island Corridor to NW Pryor Road on Tract C is displayed on sheet 2 of 6.

## GIS Review

1. Correct the distance in the legal description after bearing S03-27-53W: two distances are listed (North 243.74, 481.43), with the correct distance being 481.43.

The legal description has removed the distance of 243.73 and displays the correct distance of 481.43 on sheet 1 of 6.

2. Because Jackson County closed their tax rolls for 2018 at the end of August, their system does not show any changes of ownership on parcels. Currently, none of the parcels affected show ownership by Clayton Properties Group. Please provide (via email) document numbers of any deed of documents recorded after August which show proper ownership by Clayton. Email to [Kathy.Kraemer@cityofls.net](mailto:Kathy.Kraemer@cityofls.net) , so I can forward them to the assessor's office.

The Special Warranty Deed Instrument Number 2019E0049304 transferred ownership from PremierLife Real Estate Holdings to Clayton Properties Group, Inc which was recorded June 29, 2019. An email with the attached special warranty deed was sent to Kathy Kraemer on Friday April 24, 2020.

3. Please provide missing bearings on the NE corner of Ashurst DR (114.63, 54.04, 60, .88)

The missing bearing of S86°17'09"E has been added for 114.63 which is the shared North right-of way line for NW Ashurst Drive and South tract line for Tract B. The missing bearing of S86°17'09" E has been added for 54.04 which is the shared South right-of-way line for NW Ashurst Drive and North tract line for Tract C. It is identified as L7 in the Line Table. The missing bearing of S86°17'09"E has been added for 60.00 which is the shared South right-of-way line for NW Ashurst Drive and North lot line of Lot 9. It is identified as L6 in the Line Table. The missing bearing of S86°17'09"E has been added for 0.88 which is the shared South right-of-way line of NW Ashurst Drive and North lot line of Lot 11. It is identified as L5 in the Line Table.