

June 09, 2020

Mike Weisenborn, Project Manager, Development Center
City of Lee's Summit: Development Services
220 SE Green St.
Lee's Summit, MO 64063

Re: Lee's Summit R-7 School District
DLR Group Project No. 13-20102-00
Commercial Preliminary Development Plan
Lee's Summit Middle School #4 – Bailey Road

Dear Mr. Weisenborn:

Thank you for assisting with the review of the Lee's Summit R-7 Middle School #4 preliminary development plan. Review comments were sent to the design team on May 22nd, 2020, followed by additional Fire Department comments on May 29th, 2020. The responses outlined below are associated with drawings uploaded by DLR Group on June 9th, 2020 and summarize how we have addressed the items brought to our attention.

Planning Review:

1. SIDEWALKS.

- Collector streets are required to have sidewalks on both sides of the street. The short SE Cape Dr extension to be constructed with this project needs to include sidewalk along the south side.

Response: Sidewalks have been added to both sides of proposed Cape Drive matching the length of the road being constructed. Sidewalk is also being constructed on the south side of Bailey Road for the entirety of the property. Reference Sheets 1002 and 1003.

- The public sidewalks along SE Cape Dr and SE Bailey Rd shall be a minimum 5' in width. Label the sidewalk widths.

Response: The sidewalks along Cape Drive and Bailey Road are 5' wide and dimensioned on Sheets 1002 and 1003.

2. PARKING LOT DESIGN. Parking lot and access drive improvements shall comply with the pavement design requirements under UDO Section 8.620.F.

Response: A note has been added to the legends on Sheets 1002 and 1003 indicating the pavement design thicknesses. A complete section will be added to the Final Development Plan

3. TRASH ENCLOSURES.

- Show the location of all proposed trash dumpsters. All dumpsters shall be housed in an enclosure. Each trash 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.

Response: Per the PDP Applicant Meeting on May 26th it was agreed that trash enclosures were not required around the dumpsters, as their location on the service dock will prevent them from being seen from public roads. The dumpster locations are shown on Sheet 1003. In addition, the existing tree line to the east of the property is to remain and to-be supplemented with additional landscape per the PDP Landscape Plans.

- Trash enclosure areas shall be improved with a Portland cement concrete pad and a Portland cement concrete approach 30 feet in length, measured from the enclosure opening. The pad and approach shall be improved with a minimum six inches of full depth unreinforced Portland cement concrete constructed on a sub-grade of four inches of granular base course.

Response: The trash enclosure and the entirety of the approach will be located on heavy duty concrete pavement (6" Concrete over 4" base rock). The approach is approximately 50' in length.

4. ADA ACCESSIBLE PARKING SPACES. Accessible parking spaces shall have an R7-8 sign (white background, green text, green border and blue wheelchair symbol) posted at the head of each space. The signs shall be mounted a minimum 5' above grade, measured to the bottom of the sign.

Response: A note has been added to the legends of Sheet 1002 and 1003 indicating the addition of the signs for the PDP. The sign will be added to the ADA parking detail in the FDP when it is submitted.

5. MECHANICAL EQUIPMENT SCREENING. Show the location of all roof-top and ground-mounted units on the building elevations and/or site plan to the extent possible. Roof-top units shall be totally screened from view up to the height of the units by raised parapets. Ground-mounted units shall be totally screened by view up to the height of the units by masonry walls or evergreen landscaping.

Response: All ground-mounted units are screened with either existing or proposed landscaping per the PDP Landscape Plans. The only exterior mounted rooftop unit will be a make-up air unit for food service and is currently not visible behind roof parapets. All other mechanical equipment will be located within the building or behind a wall at the chiller yard. Electrical pad mounted units along the southeast edge of the building will require electrical service access. There are additional planting beds located to the east and south of the electrical equipment adjacent to the dock, but we are relying on the fact that the tree line along the creek and the location of the equipment in the southeast corner of the building to keep this equipment from public view.

6. LANDSCAPE PLANS.

- Show the proposed sizes of the deciduous trees in caliper size. Deciduous trees (both shade and ornamental) shall be a minimum 3" caliper at the time of planting.

Response: Shade Trees have been updated and shown to be 3" caliper. As discussed in the 5/26 Pre-Application meeting, the Ornamental Trees are shown at 2" caliper as 3" specimen are hard to come by with Ornamental Trees.

- Evergreen trees shall be a minimum 8' in height at the time of planting.

Response: All Evergreen Trees are called out to be 8-10' ht.

7. SIGNAGE. Provide sign package details for all proposed wall and monument signs in order to determine if special approvals are required by the Planning Commission for the proposed signage. The site is subject to the sign standards for a Non-Residential Use in the AG zoning district found under UDO Section 9.260, Table 9-1.

Response: Sheet PDP-L3.1 is added to include details for example monument sign for consideration.

Engineering Review:

1. What is meant by the note "Future SE Cape Dr."? Is there a reason this road will not be extended to the plat boundary? Public water line extensions are shown along this road, and the road should be built along with the waterline extension.

Response: Per the PDP Applicant Meeting on May 26th it was agreed that Cape Drive would be constructed only to extend to the east beyond the south entrance to the school. The remainder of Cape Drive will be constructed to the east property line when development warrants. A bond will be supplied by the owner to complete this road extension along with the associated utilities. A Watermain extension has been shown on the south side of Cape Drive. Barricades will be placed at the termination of the road.

2. The sanitary sewer analysis must be resubmitted in accordance with the discussion last week during the meeting. There is concern about connecting through the residential subdivision, and worst case scenario must be assumed for the school development, in regard to performing the analysis through the residential subdivision. No surcharging above the crown of the pipe within the residential subdivision shall be allowed.

Response: The owner has agreed to a public main extension that runs along the west side of the creek located on the east side of the site. The design of this main is currently being developed. The private main on the PDP has been relocated to connect to this extension.

3. City utilities along SE 15th St. east of Dalton Dr. should be shown as being removed, along with the street itself. Please see Traffic comments related to the removal of this street stub.

Response: The waterline and sanitary line in the 15th St. R-O-W may have service lines for the residences to the north and south. The pavement for dead end street will be removed and new curb will be constructed on the east side of Dalton. The residential driveway on the south side will be connected to Dalton. The R-O-W will be vacated, and easements will be provided for the existing utilities. This work will be shown on the public plans in the final development process.

4. The waiver for the partial relaxation of stream buffer requirements in selected areas will be forwarded to the City Engineer for signature. Development Services supports the request; however, it may be necessary to supply additional justification if deemed necessary by the City Engineer.

Response: Understood.

Traffic Review:

1. Traffic review comments herein pertain to the site plan; comments do not include review of the off-site improvements which are subject to review by the City and MoDOT of the submitted traffic impact study. That review is on-going and comments will be sent directly to the engineer (OA) that submitted the study. City approval and MoDOT approval of the traffic impact study must be received prior to the PDP Public Hearing at Planning Commission.

Response: Understood.

However, a preliminary review of the traffic study and associated off-site improvement recommendations as well as other potential off-site traffic mitigations/improvements in consideration of Access Management Code, Standards and Policies has been done to identify site impacts from off-site improvements. None were identified that could significantly impact the site plan.

Response: Understood.

2. The extension of 14th Street to the proposed private drive shall be a local residential public street extension.

Response: The extension of the 14th street will be treated as a public road to the east side of the intersection. Right-of-way will be dedicated for this portion of the road. The proposed R-O-W is shown on Sheet 1002. This work will be shown on the public plans in the final development process.

3. 15th Street east of Dalton Drive shall be removed and existing driveway extended to Dalton Drive. Sidewalk shall remain. ROW vacation will be required for this area of removed public roadway and easements established for sidewalk, driveway access and utilities, as needed.

Response: The pavement for dead-end street will be removed and new curb will be constructed on the east side of Dalton. The residential driveway on the south side will be connected to Dalton. The R-O-W will be vacated, and easements will be provided for the existing utilities and sidewalk. This work will be shown on the public plans in the final development process.

Fire Review:

1. IFC 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Show hydrants.

Response: Hydrant locations are shown on Sheets 1006 and 1007.

2. 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.

Show the location of FDC and supply hydrant within 100'.

Response: The FDC location is shown on Sheet 1007

4. IFC 506.1 - Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official is authorized to require a key box to be installed in an approved location. The key box shall be of an approved type listed in accordance with UL 1037, and shall contain keys to gain necessary access as required by the fire code official. 506.1.1 Locks. An approved lock shall be installed on gates or similar barriers when required by the fire code official.

Response: The location of the Access Gates and Knox Locks are shown on Sheets 1002 and 1003

Confirm location of the gates. Knox padlocks will be required on all gates to fire lanes.

Response: The location of the Access Gates and Knox Locks are shown on Sheets 1002 and 1003

5. IFC 503.2.5 - Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

If Cape Drive is extended, a turnaround will be required.

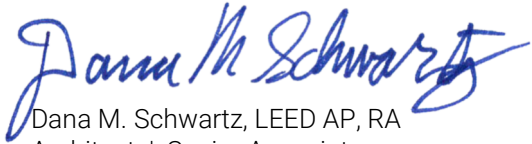
Response: Cape Drive is less than 150 from the intersection. A turnaround will not be required.

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We appreciate the responsiveness and direction your office has provided our project team. Please let us know if you require any additional information to go with the provided responses.

Sincerely,

DLR Group



Dana M. Schwartz, LEED AP, RA
Architect | Senior Associate

cc: Hector Soto, City of Lee's Summit
Kyle Gorrell, Lee's Summit R-7 Schools
Kent Andersen, Lee's Summit R-7 Schools
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