

LEE'S SUMMIT BRANCH LIBRARY: PDP RESUBMISSION: RESPONSE TO CITY STAFF COMMENTS				
FEB 23, 2021		CITY DEVELOPMENT PLAN NO: 2021024: RESPONSES BY OLSSON ENGINEERING, TERRY PARSONS PE		
1-Planning	1	Please label the parking lot setback from the north (along Oldham Pkwy), east (along McClendon Dr.) and south property lines. If the setbacks are less than 20' from the north & east property lines and 6' from the south property line a modification request with justification will be required.	The building setbacks along Oldham Drive and McClendon Drive were shown on C2.0. A six foot S/B has been added on the south property line.	
1-Planning	2	Please label the height of the light poles to be installed in the parking lots.		
1-Planning	3	Per the UDO metal should be used only in an incidental role. As proposed the amount of metal will require a modification to the UDO design standards. Please provide a narrative statement requesting and justification for the modification.		
1-Planning	4	Provide a total % calculation of metal on each facade.		
1-Planning	5	In the site data table please include the total land area for the project.	The total land project area has been added to the data table on C2.0	
1-Planning	6	All parking stalls shall be 9' wide x 19' deep, placed at the prescribed angle so that it lies between the curb and the aisle. A 9' wide x 17' deep parking spaces shall be permitted when the parking space abuts a 6' wide sidewalk or when abutting a curbed open green/landscaped space. As proposed the sidewalk adjacent to the building are less than the required 6'. Please revise the proposed plan to meet this UDO requirement.	The dimension for the side walk was measured from the back of curb. The measurement has been revised to the face of curb on C2.0. The sidewalk has also been widened to 6' behind the curb	
1-Planning	7	All signs must comply with the sign requirements as outlined in the sign section of the ordinance and will be permitted under separate application.		
2-Engineering	1	Please refer to the stormwater report. An existing condition exhibit is presented, but a post-construction exhibit was missing. Please provide a similar exhibit, but showing the proposed conditions and drainage areas.	Sheet C2.0 was included to show the proposed improvements. The Exhibit has been revised to show this more clearly.	
2-Engineering	2	Please refer to the stormwater report. An exhibit is presented as a "stormwater management plan", but is actually a drainage area map. Please revise.	The exhibit has been revised to show the intent for stormwater management on the site.	
2-Engineering	3	Please refer to the stormwater report. Are there any intervening properties to the south which will see an increase in peak flows due to increasing the the building size or changing the drainage flow patterns? In other words, are there any subareas within the overall drainage map which will change the quantitiy and rate of flow, or alter the drainage patterns in the southern region of the project? This would include any increase in peak flows at the property line, or increase in 100 year water surface elevation along the rear property line.	Overall impervious area is being reduced from the site. Pervious areas are being increased to the west and east of the building. Therefore, peak flows in the existing pipe to the south of the building will be reduced. In turn, properties to the south will see no increase in peak flow or increase in the 100 year WSE.	
2-Engineering	4	Please refer to the stormwater report. Sheet C2.0 is provided toward the beginning of the appendices section. It would appear this exhibit was intended to show property transfers, that although are good information, do not involve stormwater. Shouldn't this be placed toward the end of the stormwater exhibits? It doesn't really fit in its current location.	Sheet C2.0 was included to show the proposed improvements. The Exhibit has been revised to show this more clearly. It was not intended to show the property swap. This exhibit has been revised in the storm report.	
2-Engineering	5	The new parking lot to the northeast appears an unfinished conceptual design. Drainage appears to be non-existent, and we are assuming this is a work in progress. Please complete the drainage system concept design, including location of storm lines, etc. Please eliminate or re-title the existing "storm drainage plan" sheet, because this is merely a drainage area map.	Inlet B-5 on the west of the property was placed on previous grading design. Inlet B-5 has been relocated to the low spot for the proposed parking lot.	

2-Engineering	6	Utility Plan Sheet: The backflow vault and backflow device near McClendon Dr. is shown to be removed and replaced in the building. This is not allowed due to the 50 foot rule. The backflow vault will need to be placed near the public main outside of any easement or right of way if a larger backflow device and vault is needed.	The existing water meter and backflow preventor are to remain in place. The keynotes have been revised on C4.0	
2-Engineering	7	Public water main relocation may be necessary near McClendon Dr. due to the new storm line to be installed in that location.	The survey and existing plans show the public water main on the east side of McClendon road. I placed a call to the city to see if they had any information on their water maps. The proposed storm line was moved to the east, just in case there was waterline running across the front of the property	
2-Engineering	8	ST-1 is a storm line to remain. Has this culvert been checked for outlet control conditions? If under outlet control, extension of a new pipe may increase the HGL upstream of ST-1 and may adversely impact adjacent property owners and the City right of way.	The existing culvert has been analyzed preliminarily and is under inlet control. Once the design has been finalized the culvert will be replaced if needed in the FDP.	
3-Traffic	1	Though not required, consider a stop sign installation on the Shopping Center Driveway at McClendon. This private driveway has had multiple public requests for a stop sign as exiting the driveway and the shopping center has yet to address the public request.	A stop sign has been added to the McClendon exit. It is shown on C2.0.	
4-Fire	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.	Understood.	
4-Fire	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. <i>The proposed relocation of the hydrant exceeds 100' from the FDC. Locate closer to the FDC along the curb to the west.</i>	The hydrant location has been revised. It is now 70' from the FDC. The separation distance has been noted on C4.0.	
4-Fire	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. <i>The curb along the FDC and hydrant shall be posted.</i>	A note has been added to C4.0 indicating that the curb should be painted red at the back of the building.	