



April 25, 2022

City of Lee's Summit, MO  
Development Services  
220 SE Green Street  
Lee's Summit, MO 64063

**RE: Discovery Park – Phase 1 & 2  
Preliminary Development Plan**

We are responding to comments dated April 2023 and are submitting with this letter the revised plans, as well as other required documents. 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 me by phone at (816) 361-1177 or by email at [nheiser@olsson.com](mailto:nheiser@olsson.com).

Sincerely,  
**Olsson**

Nick Heiser, P.E.

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**Traffic Review – Brad Cooley**

1. Corrective Action Required – Confirmation from MoDOT is required for final approval.  
***Acknowledged. We are continuing to work with MoDOT.***

**Planning Review – Hector Soto Jr.**

1. Corrective Action Required – LINEWORK. - There are two mostly-overlapping heavy weight lines along the north side of Colbern Rd on all the sheets depicting the Zone 1 site plan, but neither line is labeled to convey what they represent. Label said lines. - Similarly, there are three heavy dashed lines along the west side of Douglas St on all the sheets depicting the Zone 1 site plan that also need to be labeled. - There are two heavy dashed lines along the south side of Colbern Rd on all the sheets depicting the Zone 2 site that also require labeling.  
***The linework along Douglas Street was duplicated in error and has been removed. Linework along Colbern Road has been labeled to show existing and proposed right-of-way lines.***
2. Corrective Action Required – PARKING LOT DESIGN. - All parking lots are required to be set back a minimum 20' from the public right-of-way or a minimum 20' from the edge

of pavement for a private street. The response to the previously made comment above states that the plans have been updated to reflect the setback requirement, but the following areas have parking within 20' of the private street pavement and thus don't comply with the setback requirement: Lot 12 adjacent to Crossing Blvd; Lot 13 to Douglas St ROW (depending on which unlabeled dashed line depicts the ROW); Lot 5 has the drive-through lane within 6' of the Discovery Ave pavement; Lots 1-8 have their parking lots set back less than 20' from the private street spine road's pavement.

***Layouts have been adjusted as necessary to reflect necessary 20'+ setback from pavement and right-of-way.***

3. Corrective Action Required – POOL AREA. - The architectural rendering provided for the pool appears to depict the pool area as immediately adjacent/connected to a multi-story building, but the site plan shows it as a stand-alone facility. Revise the rendering to accurately represent it's relation to the surrounding development. - There is no immediate parking serving the pool area, with the nearest parking being the surface lot and parking garage on Lot 9. How will ADA accessibility (i.e. ADA parking spaces and an accessible route between said spaces and the pool area) be provided?

***Renderings on Sheet A112 have been updated to reflect up-to-date layout. ADA spaces have been added to the parking area east of Lot 9 Building D and a sidewalk connecting them to the pool area.***

4. Corrective Action Required – PARKING. - Staff will continue to evaluate the proposed shared parking model. - The Shared Parking Model table identifies a total of 545 residential units. The Zone 1 Development Data table identifies a total of 585 residential units. Correct the table(s) as necessary. - The Shared Parking Model table identifies a total of 230 keys (i.e. rooms) between the two proposed hotel sites. The Zone 1 Development Data table appears to identify a total of 220 rooms based on the UDO parking calculation of 1 space per room. Correct the table(s) as necessary. - Correct the number of Provided Surface Parking Spaces for Lot 4 in Zone 2.  
***The noted discrepancies have been reconciled. The correct number of residential units is 585; the correct number of hotel keys is 230; the correct number of spaces in Lot 4 Zone 2 is 27.***

5. Corrective Action Required – SIGNAGE. To provide clarity to the governing signage standards for the center, amend the sentence at the bottom of page 19 of the design guidelines to state that all freestanding and attached signage within the development will adhere to the City of Lee's Summit UDO regulation requirements (Ht./SF) for the PMIX zoning district under Section 9.260.

***The Design Guidelines have been updated to include this language.***

6. Corrective Action Required – AIRPORT PROXIMITY. - Add a note to the plans acknowledging that the proposed development site is located adjacent (within 1 mile) to the Lee's Summit Municipal Airport and as such is subject to noise and vibration generated from the airport property associated with the normal use of said facility. - Be advised that due to the proximity of the proposed development to the airport, no building permits may be issued for construction until such time as an FAA Form 7460 is submitted to the FAA for review and comments received back from the FAA.

***Acknowledged; a note has been added to the General Notes on Sheet L000.***

**Engineering Review – Gene Williams**

1. Corrective Action Required – The stream buffer waiver was missing a signed and sealed summary of the requested waiver. As presented, this discussion is contained on the waiver form rather than a separate summary sheet. To process the waiver, we will need a signed and sealed summary with exhibits. Please do not include the entire stormwater study in the summary, although it is acceptable to reference the study by reference. When completed, please upload into one (1) pdf document.

***A waiver memo is included with the resubmittal package.***

2. Corrective Action Required – Sanitary Sewer Analysis Comments: Per the recommendations of the 2021 Lee's Summit Wastewater Master Plan, the Design and Construction Manual Section 6500 is being updated to reflect changes to the design criteria which include revising the inflow factor, K, to 0.004 for residential land and revising the storm event to a 10-year storm for the Peak Inflow calculation. We request that the calculations be updated to this new design criteria.

***The sanitary sewer capacity calculations were revised based on the utilization of an inflow factor (K value) of 0.004 and a 10-year storm event. The EFHB storage calculations were also revised based on an inflow factor of 0.004; however, a 50-year storm event was utilized for these calculations.***

3. Corrective Action Required – Sanitary Sewer Analysis Comments: The report references the manhole numbers on the existing interceptors to the Lee's summit Road Pump Station as 10-XXX. The City's GIS indicates these numbers are 16-XXX.

***Manhole numbers were revised to reflect 16- rather than 10- prefixes.***

4. Corrective Action Required – Sanitary Sewer Analysis Comments: Section 3.1, Paragraph 8 references Exhibit 5 in Appendix B. There did not appear to be an Exhibit 5 included in the report. Several references are made to Zone 2A and 2B but none of the figures included indicate where this division occurs and Table 5, which includes the projected flows for Discovery Park South, does not appear to include flows from Zone 2B. Furthermore, an overall layout of Discovery Park South sewers would be helpful.

***References to Zones 2A/2B were inadvertent carryovers from an earlier version of the report. These have been eliminated, as has the reference to Exhibit 5. Work has not proceeded far enough on the layout of Zones 3 and 4 for sewer alignments to be established.***

5. Corrective Action Required – Sanitary Sewer Analysis Comments: The evaluation for the Discovery Park South should include in its flow projections for Alignment A and the downstream Little Cedar Creek Interceptor the existing flow from the Douglas Lift Station service area. The location of the proposed Alignment A would allow the Douglas Lift Station to be decommissioned in the near term future.

***Flow contributions from the area south of I-470 are to be evaluated for the City per a recent design authorization. The impact of these flows upon the Discovery Park South sewers can be addressed as needed after this investigation is complete.***

## **Fire Review – Jim Eden**

1. Informational – 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.

***Acknowledged.***

2. Informational – IFC 503.3 Marking. 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. Fire lanes may be marked in one or a combination of methods as approved by the fire code official. Curbs. All curbs and curb ends shall be painted red with four inch (4") white lettering stating "FIRE LANE—NO PARKING". Wordings may not be spaced more than fifteen feet (15') apart. Where no curb exists or a rolled curb is installed, a 6-inch (6") wide painted red stripe applied to the concrete or asphalt with four inch (4") white lettering stating "FIRE LANE—NO PARKING". Signs. In areas where fire lanes are required, but no continuous curb is available, one of the following methods shall be used to indicate the fire lane. Option 1 : A sign twelve inches (12") wide and eighteen inches (18") in height shall be mounted on a metal post set in concrete a minimum of depth of eighteen inches (18") set back one foot (1') in from the edge of the roadway with the bottom of the sign being seven feet (7') from finished grade. Signs shall face oncoming traffic. Spacing of signs shall not exceed fifty feet (50') between signs. Signs shall be reflective material with a white color background with symbols, letters and border in red color. "FIRE LANE—NO PARKING". Option 2 : A sign twelve inches (12") wide and eighteen inches (18") in height shall be mounted on the side of a structure or other permanent fixture approved by the Fire Code Official. The bottom of the sign being seven feet (7') from finished grade. Spacing of signs shall not exceed fifty feet (50') between signs. Signs shall be reflective material with a white color background with symbols, letters and border in red color. "FIRE LANE—NO PARKING". Action required- Fire lanes shall be marked.

***Acknowledged.***

3. Informational – IFC 507.1 - An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction. Action required- Work with Water Utilities to determine if adequate fire flow is available per IFC Table B105.1(2). A 50% reduction is allowed for an automatic sprinkler system.

***Acknowledged.***

4. Resolved – 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- The FDC's for the sprinklered buildings shall be within 100 feet of a hydrant. Show the FDC for the dry manual standpipe for the parking garages.

***FDCs have been added at to the parking garages and verified that a fire hydrant is within 100 feet of them.***

5. Corrective Action Required – 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. Action required- 1. The building on Lot 9 does not meet the requirement. Provide hydrants or adjust spacing to meet requirements. Provide hydrants along the north side of Colbern Road.

***Fire hydrant added in lot 9 to provide coverage needed for the building. Proposed fire hydrants have been added at 300 ft max spacing on the north side of Colbern Road.***

6. Resolved – 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. All fire apparatus drive lanes shall be capable of supporting a 75,000-pound apparatus.

***A note has been added to the Fire Truck Access Plan stating this requirement.***

7. Corrective Action Required – Show the turning radius of an aerial apparatus on the interior parking lots of Lots 8 and 9. Action required- Cut the center parking lot median back 14 feet in lots 8 and 9 to allow for a 39 foot turning radius.

***Turning movements for a 180-degree turn have been added on the interior of lots 8 and 9. The interior end of the islands in lots 8 and 9 have been pulled back 14 ft to provide a 39 foot wide area for a fire truck to turn around and the parking area widened to give a fire truck more area to maneuver.***