

**DEVELOPMENT SERVICES**

**Commercial Final Development Plan  
Applicant's Letter**

**Date:** Thursday, November 09, 2023

**To:**

**Property Owner:** CITY OF LEES SUMMIT

Email:

**Applicant:** DAVID OLSON

Email: DAVEOLSON@MONARCHPROJECTLLC.COM

**Engineer/Surveyor:** Sam Malinowsky

Email: smcivilengr@gmail.com

**From:** Grant White,

**Re:**

**Application Number:** PL2023290

**Application Type:** Commercial Final Development Plan

**Application Name:** 30HOP Streets of West Pryor - Lot 13

**Location:** 1020 NW PRYOR RD, LEES SUMMIT, MO 64081

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**Electronic Plans for Resubmittal**

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All Planning application and development engineering plan resubmittals shall include an electronic copy of the documents as well as the required number of paper copies.

Electronic copies shall be provided in the following formats:

- Plats – All plats shall be provided in multi-page Portable Document Format (PDF).
- Engineered Civil Plans – All engineered civil plans shall be provided in multipage Portable Document Format (PDF).
- Architectural and other plan drawings – Architectural and other plan drawings, such as site electrical and landscaping, shall be provided in multi-page Portable Document Format (PDF).
- Studies – Studies, such as stormwater and traffic, shall be provided in Portable Document Format (PDF).

Please contact Staff with any questions or concerns.

**Excise Tax**

On April 1, 1998, an excise tax on new development for road construction went into effect. This tax is levied based on the type of development and trips generated. If you require additional information about this development cost, as well as other permit costs and related fees, please contact the Development Services Department at (816) 969-1200.

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**Review Status:**

**Required Corrections:**

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<b>Planning Review</b>	Hector Soto Jr. (816) 969-1238	Senior Planner Hector.Soto@cityofls.net	Corrections
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1. **STREETS.** Label the abutting I-470 ROW width.
2. **EASEMENTS.** The proposed building encroaches location encroaches onto an existing sanitary sewer line (and associated sanitary sewer easement) that will be relocated as part of this project. The sanitary sewer easement that houses the portion of the sewer line that will be relocated shall be vacated prior to the issuance of any building permit. No application for the vacation of easement has been submitted to this point.
3. **ACCESSIBLE PARKING SPACES/ROUTE.** Label the accessible route to the building entrances with slope and cross-slope. Also label the slope and cross slope of the access aisles adjacent to the accessible parking spaces.
4. **LIGHTING.** Provide the manufacturer spec sheets for all proposed exterior light fixtures for review.
5. **MECHANICAL EQUIPMENT.** The RTUs are dashed in on the building elevations. Make sure the additional height from the curbs on which the RTUs will sit is taken into account to determine the necessary parapet wall heights to fully screen the RTUs from view on all sides.
6. **SIGNAGE.** Please note that signs are reviewed and approved for installation under separate cover via a sign permit application.
7. **PAVEMENT BOUNDARY.** A temporary asphalt curb shall be installed at the pavement boundary of Lot 13A where the parking lot and drives will be expanded in the future for the development of the abutting pad sites. Depending on the timing of construction of the abutting Lot 11 and Lot 12, temporary asphalt curbing may not actually need to be constructed in those areas. Show and label temporary asphalt curbing along those boundaries, but staff will coordinate with the developer regarding the timing of adjacent construction to determine the need to actually install the curbing.
8. **PLATTING.** The related minor plat reconfiguring Lot 13 into Lot 13A shall be approved and recorded prior to the issuance of any building permit due to the proposed building conflicting with the existing Lot 13 lots lines.
9. **LOT INFORMATION.** Revise/update all references on the plans (e.g. title block, legal description, call-outs, etc.) that reference Lot 13 to Lot 13A to reflect the revised lot configuration currently going through the minor plat approval process.

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<b>Engineering Review</b>	Susan Nelson, P.E. (816) 969-1229	Senior Staff Engineer Susan.Nelson@cityofls.net	Corrections
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1. Submit an Engineer's Estimate of Probable Construction Costs.
2. Submit the SWPPP and a copy of the MDNR Land Disturbance Permit.
3. Include the following note on any profile sheet applicable: "Compacted Fill shall be placed to a minimum 18" above the top of the pipe prior to installation." Show and label the limits of the compacted fill placement in the Profile view. Use hatching for clarity.

4. Show the hydraulic grade line for the design storm on the profile view of the storm system.
5. Add drainage and inlet calculations to the plans.
6. Provide a complete plan for the ADA-accessible ramps. Ensure all elevation callouts, running slope callouts, and cross-slope points for construction of ADA-accessible ramps and sidewalk. Site specific information is required on the ADA plans. Specific elevations, slopes, etc. for each location.

<b>Traffic Review</b>	Erin Ralovo	Approved with Conditions
	Erin.Ravolo@cityofls.net	

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<b>Fire Review</b>	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Corrections
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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.
2. IFC 503.3 - 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". Wording 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- Both sides of the access north of the building shall be posted.

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- Show the location of the FDC within 100 feet of a hydrant.

1. Provide calcs to justify 2" water meters. Seems excessive.