



December 12, 2023

City of Lee's Summit, Missouri  
Attn: Scott Ready  
220 SE Green Street  
Lee's Summit, MO 64063

**RE: Longview Mansion – Parking Lot Addition PDP  
PL2023291**

We are responding to your comments dated November 16, 2023. 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,

Chris Holmquist

---

### **Planning Review**

1. The Governing Body may approve a preliminary development plan that modifies one or more of the restrictions or regulations found in the UDO. A preliminary development plan that contains proposed modifications from one or more of the restrictions or requirements of the UDO, may be recommended for approval or approved, as the case may be, if the Governing Body concludes that the development proposed by the preliminary development plan will provide sustainable value to the City, incorporates sound planning principles and design elements that are compatible with surrounding properties and consistent throughout the proposed project, effectively utilize the land upon which the development is proposed, and further the goals, spirit and intent of the UDO. It is the intent of this subsection that the Commission and the Governing Body evaluate the proposed preliminary development plan to determine if, as a whole, it is consistent with the approval criteria set forth herein and the purposes of the design standards as established by the UDO.

The stated justification of financial cost that you have provided for the requested curb modification does not address how the proposed modification incorporates sound planning principles and design elements that are compatible with surrounding properties.

Nor does it address how the modification will further the goals, spirit and intent of the UDO requirements.

Additionally, the stated justification of abolishing the curbing requirement to allow for sheet flow is lacking. The same outcome can be accomplished by less drastic means. Rather than eliminating the required curbing wholesale, curbing can be designed with notches that allow for surface water to flow into the proposed rain gardens.

As proposed, the requested modification for the use of ribbon curb and wheel stops can not be supported. Modification of the curbing shall be limited to areas directly adjacent to the rain gardens and shall be modified in the least extreme way possible. Curbing modification along the driveway, parking lot islands and along the eastern boundary shall be compliant with UDO requirements.

***The requested modification for use of ribbon curb has been eliminated. CG-1 curbs with curb cuts are shown in resubmitted plans.***

2. Four ADA parking stalls must be provided in a parking lot or facility with 76-100 stalls. Of these ADA stalls, at least one must be van accessible. If it is your intention to provide the required ADA stalls on the existing parking lot to the east you will need to show this on a plan sheet.

ADA requirements are calculated individually for each lot. The existing parking lot has 74 stalls total (70 standard stalls and 4 ADA stalls). The new lot is required to provide 4 ADA stalls, with 1 of these being van accessible. Please show how you will be providing the required 8 ADA stalls. These new stalls must be ADA compliant in terms of cross slopes and accessible routes.

ADA parking spaces may be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience. Please also provide a narrative, on a plan sheet or by separate document, how the ADA requirements above are being satisfied by consolidating the stalls to the east lot.

***Sheet C200 shows the proposed ADA parking solution. In addition to the four existing ADA stalls, four new ADA stalls are to be striped in the existing lot east of the Mansion.***

3. Please show how will you be directing patrons to the ADA stalls. Additional signage may be required.

***A sign directing traffic to parking and ADA stalls will be placed near the entrance to the new lot. See Sheet C200.***

4. The property description on the cover sheet states it was obtained via the Jackson County Parcel Viewer. This is not a reliable source. Often times these descriptions are abbreviated or out of date. Please update the legal description which accurately describes the limits of the property from a reputable source.

***The property description has been updated based on title report.***

5. Please show the location of all oil and gas wells, whether active, inactive, or capped. If none are present, please add a note stating so and cite your source of information.

***None present; see note Sheet C100.***

6. Please label the dimensions of the driveway entrances.  
***Dimensions have been added to Sheet C200.***
7. All light fixtures on properties within or adjoining residential uses and/or districts shall not exceed 15 feet in height within the perimeter area. For purpose of this standard, the perimeter area shall be measured 100 feet from the property line closest to the residential use and/or district. Outside the perimeter area, the overall height may be increased to 20 feet, measured to the top of the fixture from grade. Please reduce the overall height of the proposed parking lot lighting to 20' or less.  
***Lighting height has been reduced to 18'; see Sheet E100.***
8. Please add the impervious coverage of the lot (new & existing) to the site development data table.  
***Impervious coverage information has been added to the data table on Sheet C200.***
9. Tree planting areas shall be no less than 10 feet in width. No tree shall be located less than 4 feet from the back of curb. All parking lot landscape islands, strips, or other planting areas shall be curbed with minimum 6-inch-high curbs. Please label the width and curb type of the landscape islands.  
***Acknowledged; dimensions have been added to landscape areas on Sheet L100.***

## Engineering Review

1. The requirement to utilize CG-1 curb and gutter is a Planning requirement. Please see Planning comments related to the CG-1 curb and gutter. No waiver can be granted by Development Engineering regarding CG-1 curb and gutter, as this will need to be discussed with Planning.  
***See response to Planning Review comment #1.***
2. The proposed pavement design shall be supported by a geotechnical study and report. This study and report shall be based on actual soil samples obtained from the project site. If interested in pursuing a different design than shown within the Unified Development Ordinance (UDO), let me know and I will send the parameters to use in the geotechnical report and study. The geotechnical report and study shall provide a recommended pavement design that is equal to or better than the standard design within the UDO.  
***Acknowledged; a geotechnical report is unavailable at this time and we will proceed with the waiver request without it.***
3. The detention waiver request is incomplete and does not include a clear rationale for approval of the waiver. Recommend the following: 1) remove any reference to being "cost prohibitive", 2) discuss the culvert crossing at the point of interest, and a quantitative evaluation of the capacity of this culvert to convey the increase peak flows, 3) re-wording the rationale to remove grammatical errors (e.g., "this close proximity to Longview Lake would be greater served to not withhold the increase in stormwater runoff..." doesn't appear to make sense), 4) recommend deleting the entirety of the rationale included in the template form and simply state "see attached", 5) on the attachment, provide a signed and sealed summary of the request, along with citations of the Design and Construction Manual to be waived, and a clear explanation of why peak attenuation of the stormwater for the 2, 10, 100 year event is not necessary based on an evaluation of intervening property from the project to Longview Lake, including the culvert crossing being capable of managing the increase in peak flows, and 6) an exhibit showing the location of the

project, the point of interest, the culvert crossing beneath the road, and any intervening property between the project and the actual lake (i.e., Longview Lake shoreline).

***The detention waiver has been revised as noted.***

4. The summary discussed above should include a discussion of the water quality measures (i.e., engineered rain gardens with amended soil). The usage of the phrase “water quality measures such as...” should be clarified. The phrase “such as” is vague, and the City Engineer will need to see definitive measures discussed within the waiver request.

***The detention waiver has been revised as noted.***

5. Please do not submit the entire stormwater report as an attachment or exhibit within the waiver document. It is, however, acceptable to reference the stormwater study.

***Acknowledged.***

6. The primary interest of the City Engineer when evaluating the waiver will be: 1) to ensure no intervening property is adversely impacted by increased stormwater flow, 2) the downstream receiving system is capable of managing the increase in stormwater flows without overtopping the road, and 3) specific water quality measures shall be constructed.

***Acknowledged.***

## **Fire Review**

1. IFC 503.2.1 – Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm)

Action required – when the existing parking lot is modified or removed, a portion of the lot shall remain as required fire access to the building and fire hydrant. A turn around will also be required.

***Acknowledged; no modifications (other than restriping for ADA stalls) are proposed to the existing lot as a part of this PDP. When the existing lot is modified or removed via future plans, this will be considered.***