



January 19th, 2024

City of Lee's Summit, Missouri
Attn: Hector Soto Jr., Gene Williams, Erin Ralovo, Jim Eden, Joe Frogge
220 SE Green Street
Lee's Summit, MO 64063

**RE: TOWNPLACE SUITES – THE VILLAGE AT DISCOVERY PARK
PL2023278**

This letter provides responses to comments as provided in the Applicant's Letter dated 01/05/2024. Thank you for your time, all approvals are acknowledged without comment below. Please note the following formatting conventions:

- General statements, descriptions, and quotes from previous communication of changes not in direct response to a comment shall be unformatted.
- *Comments as provided or described as well as possible shall be italicized.*
- **Responses to comments shall be bold.**

Thanks,

A handwritten signature in black ink, appearing to read "David Eickman".

David Eickman

Planning Review - Corrections

1. PROPERTY LINE INFORMATION.

- The dimensions for the west and east property lines are incorrectly labeled on Sheet C103. The correct dimensions per the plat are 203.30' and 234.12', respectively.
Sheet C103 revised to show correct lot dimensions. West and east property lines are shown as 230.30' and 234.12' respectively.
- The property line information for the south lot boundary is incomplete. Per the plat, it should be made up of four segments with different bearings totalling 353.49'.
Sheet C103 revised to show correct lot dimensions. South property line shown as four segments totaling 353.49' (28.40', 145.03', 10.86', and 169.20')

2. SIDEWALKS. The response to the previously made comment about extending the sidewalk along NE Colbern Rd approximately 43 additional feet to the east to cover the lot's entire street frontage is that the limits of the proposed sidewalk as shown ties into an existing sidewalk to provide the required continuous sidewalk.

There are currently no existing sidewalks along the entire NE Colbern Rd frontage of the Discovery Park project area. The City is currently in the process of a street widening project for NE Colbern Rd, which will include the NE Colbern Rd frontage of the Discovery Park project area. The applicant shall be responsible for construction of a 5' sidewalk across the entire frontage of the subject Lot 3. See staff comment from Traffic regarding the coordination/timing of sidewalk construction along the NE Colbern Rd frontage of Lot 3.

The project and sidewalk construction limits/timing will be coordinated with Erin Ralovo and the city's NE Colbern Road Construction plans.

3. EASEMENTS. The existing stormwater drainage and sanitary sewer easement that conflicts with the proposed building and is noted be abandoned shall be vacated under separate application prior to the issuance of any building permit for the subject hotel development.

This comment was previously made by staff and acknowledged by the applicant, but is being kept for informational purposes.

Acknowledged.

4. PARKING GARAGE. Both Sheet A-101 and A-411 show that two (2) ADA-accessible parking spaces will be provided in the garage, with the southern space being designated as van accessible. However, the space labeled as van accessible doesn't meet federal standards to actually be designated as such because a 9'-wide van-accessible space needs to have an adjacent access/loading aisle that is a minimum 8' wide. The adjacent aisle is only 5' wide. Per federal standards, a 5'-wide access/loading aisle may only serve a van-accessible space that is a minimum 11' wide.

See sheet A-101 & A-411 for revised van accessible parking stall and adjacent clear space.

5. TRASH ENCLOSURE. The trash enclosure detail provided on Sheet AS-101 shows the use of wooden walls and wooden gates, which does not comply with City standards. Wood is not an allowed material for trash enclosures. To comply with City standards for trash enclosure construction, 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.

See sheet AS-101 for revised trash enclosure details. The wood has been removed and replaced with a CMU structure with brick façade. This revised design aligns with the city standards.

6. FAA FORM 7460. An FAA Form 7460 shall be submitted and a response shall be received and provided to the City prior to the issuance of any building permit due to the proximity of the site to the airport.

This comment was previously made by staff and acknowledged by the applicant, but is being kept for informational purposes.

Requested FAA Forms were provided and uploaded the application portal on 01/08/2024.

7. PLATTING. The plat for Discovery Park shall be approved and recorded with the County, with the required number of paper copies and mylars returned to the City, prior to the issuance of any building permit. This comment was previously made by staff and acknowledged by the applicant, but is being kept for informational purposes.

Acknowledged. Final plat was recorded in December.

Engineering Review - Corrections

1. Cost estimate appeared to be missing the domestic water lines, irrigation lines, and the private sanitary sewer laterals. Please include these in the cost estimate. Do not include cost of meters (i.e., domestic and irrigation), as these will be included separately in the fee worksheet.

Revised engineer's opinion of probable cost included with the resubmittal.

2. Sheet L410: It appears only one (1) irrigation meter is being installed. Please indicate the size of the irrigation meter on this sheet. Please verify that only one (1) irrigation meter is being installed.

2" water meter called out on revised Sheet L410.

Correct, only one (1) irrigation meter is proposed to be installed.

Fire Review - Corrections

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..

Acknowledged.

2. AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

Action required- The fire lane in front of the building does not meet these requirements and there is concern for the lack of staging areas for traffic, including busses, coming into the hotel and blocking access to the hotel and the rest of the development. Indicate how these concerns will be addressed.

Per discussion with city staff on 01/08/2024, the drop-off drive was converted to a drop-off lane with no median. As a result, a 28'-wide fire apparatus access road was provided at the building frontage. Refer to revised Sheets C300 and C301.

3. 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-Correct the fire lane in front of the building.

Per discussion with city staff on 01/08/2024, the drop-off drive was converted to a drop-off lane with no median. As a result, a 28'-wide fire apparatus access road was provided at the building frontage. Refer to revised Sheets C300 and C301. With the revision of the dropoff, the porte cochere canopy is no longer above the road and therefore, the vertical clearance is not an issue.

4. 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- Move the hydrant in the island of the Colbern Road right in-rightout to the east side of the road.

Per discussion with Jeff Thorn, a fire hydrant was provided at the requested location. That fire hydrant will be installed as part of separate public water main extension plans for The Village of Discovery Park Zone 1. From the perspective of Lot 3, that fire hydrant will be existing and called out on Sheet C103. Label for the fire hydrant is shown on Sheet C500 Utility Plan.

A revised water main plan & profile sheet C555 calling for installation of said fire hydrant provided with the resubmittal as a reference.

Traffic Review - Corrections

1. This does not address the concern expressed by staff regarding traffic backing up onto Colbern Road. The DO NOT BLOCK pavement marking is not a widely recognized pavement marking and unlikely to be adhered to. Besides, this only makes the likelihood of car queuing out onto Colbern Road higher. Staff would suggest an unloading zone in the parking areas at the north or rear of rear of the building with a drop off zone on the street in front for passengers to enter the hotel for check-in. This would prevent cars from stoping to unload luggage and causing any sort of back up into Colbern Road.
Per discussion with city staff on 01/08/2024, the drop-off drive was converted to a drop-off lane with no median. The lane will act as a "parallel parking" area and will deter drivers from queuing and blocking the drive. Refer to revised Sheets C300 and C301.