

DEVELOPMENT SERVICES

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

Date: Tuesday, March 05, 2024

To:

Property Owner: JOHN KNOX VILLAGE

Email:

Applicant: JOHN KNOX VILLAGE

Email:

Engineer/Surveyor: BHC RHODES

Email: JEFF.BARTZ@IBHC.COM or
PATRICK.JOYCE@IBHC.COM

Review Contact: ERIC BYRD

Email: ERIC.BYRD@IBHC.COM

Applicant: SFCS ARCHITECTS

Email:

From: Mike Weisenborn, Project Manager

Re:

Application Number: PL2023334

Application Type: Commercial Final Development Plan

Application Name: JOHN KNOX VILLAGE COURTYARDS BUILDING E

Location: 515 NW MOORE ST, LEES SUMMIT, MO 64081

Electronic Plans for Resubmittal

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 multi-page 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.

Review Status:

Revisions Required: One or more departments have unresolved issues regarding this development application. See comments below to determine the required revisions and resubmit to the Development Services Department. Resubmit one (1) digital copy following the electronic plan submittal guides as stated above. Revised plans will be reviewed within five (5) business days of the date received.

Required Corrections:

Planning Review	Hector Soto Jr. (816) 969-1238	Senior Planner Hector.Soto@cityofls.net	No Comments
Engineering Review	Gene Williams, P.E. (816) 969-1223	Senior Staff Engineer Gene.Williams@cityofls.net	Corrections

1. A SWPPP is required prior to formal approval of the plans.
2. Notes to facilitate drainage within the backflow vault are vague. The note states that a 2 foot diameter hole will be created, lined with geofabric and 3/4 inch clean rock. However, no other details are provided such as the depth. It is important to note, however, we have recently seen this method of drainage to be ineffective even if the depth of the hole is shown on the plans. It is recommended that a small diameter pipe be installed and drained to a curb inlet or other junction, or daylight if possible. Please revise as appropriate.
4. Why is the backflow vault shown within the paved area? It appears the backflow vault can be installed elsewhere outside of paved areas. In accordance with the Design and Construction Manual, backflow vaults shall be placed outside of paved areas unless there are no other alternatives available. It will also require the installation of alternative traffic-rated accessway. Please evaluate and revise as appropriate.

Fire Review	Jim Eden (816) 969-1303	Assistant Chief Jim.Eden@cityofls.net	Approved with Conditions
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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 and local amendments.
6. 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".

Traffic Review	Erin Ralovo	Erin.Ravolo@cityofls.net	No Comments
Building Codes Review	Joe Frogge (816) 969-1241	Plans Examiner Joe.Frogge@cityofls.net	No Comments