

July 26, 2024

City of Lee's Summit, MO
ATTN: Daniel Fernandez, Project Manager
220 SE Green
Lee's Summit, MO 64063

RE: PL2024157: Discovery Crossing, Lots 1-9 PDP Comment Response

Own, Inc. has received your comments dated July 19th, 2024 and has the following responses:

Required Corrections:

Fire Review

Jim Eden
(816) 969-1303

Assistant Chief
Jim. Eden@cityofls.net

Corrections

1. 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. The buildings on Lots 7 and 8 exceed 300 feet to a hydrant measured from the most exterior portion of the building.

OWN Response: Additional fire hydrants added within 300 ft of the buildings on Lots 7 & 8. See Sheet C202- Fire Access Plan for more detail.

2. 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. The distance to a hydrant exceeds 100 feet on Lots:1,2,3,4,5,6,7,8, and 9.

OWN Response: Note added to Sheet C400 – Utility Plan stating that all FDP connection shall be 4 inch Storz type fittings within 100 ft of fire hydrant."

3. 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.

OWN Response: Acknowledged.

4. 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 lanes shall be designed and built to support 75,000-pounds.

OWN Response: Acknowledged.

1. REZONING PLAN (SHEET C103). 1) Label the existing and proposed zoning districts of the property to be rezoned. 2) There is a discrepancy in the bearing for a certain line segment between what is listed in the Land Description and what is labeled on the drawing. The line segment in question is the 250.20'-long segment along the south boundary near the southwest corner of the land to be rezoned. The legal description reads that the segment has a bearing of 69 degrees 05 minutes 47 seconds, whereas the drawing labels it as 69 degrees 50 minutes 14 seconds.

OWN Response: Existing and proposed zoning districts for the property have been added to Sheet C103 – Rezoning Plan. Boundary discrepancy has been resolved. Bearing, direction, and legal description have been revised.

2. PRELIMINARY PLAT (SHEET C102). There are three (3) discrepancies in the bearings for three (3) line segments between what is listed in the Land Description and what is labeled on the preliminary plat drawing. The line segments in question are: 1) The seconds for the initial tangent bearing for the northwest property line for Lot 5 is listed in the legal description as 21 seconds, but is labeled on the drawing as 24 seconds; 2) The minutes and seconds for the southwest-northeast line segment that makes up the south corner of Tract B are listed in the legal description as 05 minutes 47 seconds, but are labeled on the drawing as 50 minutes 14 seconds; and 3) The degrees for the northwest-southeast line segment that makes up the south corner of Tract B are listed in the legal description as 71 degrees, but are labeled on the drawing as 17 degrees.

OWN Response: Legal Description corrected to read 24 seconds in the initial tangent bearing for the northwest property line of Lot 5. Legal Description corrected to read 50 minutes 14 seconds for southerly side of Tract B. Legal Description corrected to read 17 degrees on the westerly line of Tract B.

3. DEVELOPMENT DATA TABLE (SHEET C200). 1) Revise the listed existing zoning to include PMIX. A portion of the proposed Lot 9 is already zoned PMIX. 2) List the impervious coverage for each of the 9 individual lots. 3) Add a line to the table listing the development's overall totals for the following: building floor area, FAR, required parking spaces, and provided parking spaces.

OWN Response: Development data table revised to include PMIX existing zoning. Impervious coverage for each individual lot has been added to the development data table. Overall totals (building floor area, FAR, required parking, and provided parking) added to development data table.

4. STREETS. 1) Label the ROW widths for NE Douglas St and I-470. Variable ROW width can be labeled as such. 2) Label Trails Edge Blvd, Discovery Ave and Annie Way as private streets. 3) Change the address quadrant prefixes for Trails Edge Blvd and Discovery Ave from SE to NE. Also change the prefix for Colbern Rd from NW to NE.

OWN Response: Ex. R/W widths labeled for NW Colbern Rd, NE Douglas St, and I-470. Trails Edge Blvd, Discovery Ave, and Annie Way have been labeled as private streets. Prefix for Colbern Rd has been revised to NE. See Sheet C200 – General Layout for more detail.

5. PHASE PLAN. The Phase Plan depicts the boundaries and site layouts for Zone 2 (Phase 2) and Zone 3 (Future Phase). Please confirm that the intent for the subject application is to only to receive approval for Zone 2 (Phase 1) and that approval for Zone 2 (Phase 2) and Zone 3 will come under a future separate preliminary development plan application(s).

OWN Response: A note has been added to Sheet C203 – Phase Plan stating that Zone 2 and Zone 3 have been provided for information only and are subject to separate preliminary development plan approval.

6. EASEMENTS. 1) Show and label all proposed utility easements, including whether they are proposed as public or private easements. 2) Add a note to the plans indicating how cross-access rights throughout the development will be conferred. Will a blanket cross-access easement be dedicated at the time of platting or are cross-access rights proposed to be dedicated some other way?

OWN Response: Proposed waterline and sanitary sewer easements have been added. See Sheet C400 – Utility Plan for more detail. Cross-access note add to Sheet C100 – Cover Sheet.

7. SIDEWALKS. 1) Label the sidewalk along NE Colbern Rd, including its width. 2) A minimum 5' wide sidewalk is required along the development's entire frontage of NE Douglas St. 3) Sidewalk connections providing pedestrian access to the buildings from the NE Colbern Rd sidewalk and the private street sidewalk networks shall be provided. 4) Show the relocated sidewalk alignments needed to accommodate the proposed eastbound turn lanes along NE Colbern Rd. It appears that the relocated sidewalks will result in the sidewalks encroaching into Lots 4, 5 and 9. Sidewalk easements shall be dedicated at the time of platting to cover any encroachment of the public sidewalks onto private property.

OWN Response: Sidewalk added along NE Colbern Rd. See Sheet C201- Dimension Plan for proposed sidewalk dimension. Sidewalk connections from each building to NE Colbern sidewalk or private street sidewalk have been provided. Relocated NE Colbern Rd sidewalk and easement have been provided. Per discussion with City staff, sidewalk along the west side of NE Douglas Street is not desirable due to the lack of connection to the south across I-470 and therefore not proposed.

8. SETBACKS AND HEIGHT STANDARDS. The PMIX zoning district has no pre-established setback or building height standards. Said standards are established as part of the preliminary development plan approval process. Unlike Discovery Park Zone 1 on the north side of NE Colbern Rd, the subject Zone 2 (Phase 1) follows a typical suburban commercial development pad site layout. As such, staff recommends that the City's CP-2 zoning district setback and building height standards be the governing standards for the subject phase. This results in minimum 15', 10' and 20' front, side and rear yard setbacks, respectively. The CP-2 zoning district building height standard has a 40' maximum.

OWN Response: Acknowledged.

9. DRIVEWAYS. Staff has concerns with the number and location of driveway connections from Lots 1-3 onto NE Annie's St and NE Discovery Ave: 1) Along NE Discovery Ave, the proximity of the west driveway into Lot 3 from NE Colbern Rd lends itself to back-ups onto NE Colbern Rd for any southbound traffic waiting to turn east into Lot 3. Additionally, the location of the west driveway relative to the drive-through lane entrance creates a conflict point between east-west through-traffic and east-west traffic attempting to access the drive-through lane, which future lends itself to back-up onto NE Discovery Ave and NE Colbern Rd. 2) Along NE Annie's St, the number, proximity and alignment of curb cuts serving Lots 1-3, 6 and 7 create a number of conflicts that don't allow for efficient traffic circulation through this area. Lots 2 and 3 should have a combined drive that aligns with the shared Lot 6/7 drive to the south. Lots 1 and 2 should also have a combined drive.

OWN Response: The Lot 3 W entrance was initially provided as a fire truck circulation egress. Per discussion with City staff, the entrance will remain and be designated as exit only. Entry Drives for Lots 1-3 and 6-7 have been realigned. See Sheet C200 – General Layout for more detail.

10. BUILDING FOOTPRINTS. Dimension the proposed building footprints.

OWN Response: Building footprint dimensions added. See Sheet C201 – Dimension Plan for more detail.

11. PARKING. 1) Bear in mind with the distance between the ADA spaces and building on Lot 3 that an accessible route shall be required to be constructed from said spaces to the building. Final design shall be reviewed and approved at the time of final development plan submittal.

OWN Response: A planned accessible route including crosswalk and sidewalk has been added to Lot 3. See Sheet C200 – General Layout for more detail.

12. LANDSCAPE PLAN. 1) Revise the "Site Zoned" information listed on the landscaping calculation table from CP-2 to read R-1 and PMIX. 2) Parking lot screening to a height of 2.5' shall be provided along the NE Colbern Rd frontage of Lots 2 and 9. The drive aisles without spaces facing the NE Colbern Rd that circulate along the north side of the sites are considered part of the overall parking lot and as such are required to be screened. See UDO Section 8.820.C for a full listing of acceptable screening options. 3) 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. Several landscape island do not meet the minimum tree planting widths.

OWN Response: Parking island dimensions provided. See Sheet C201 – Dimensions Plan for more detail. Landscape Plans have been revised accordingly.

13. BUILDING ELEVATIONS. Color renderings were provided with the application submittal, but no actual architectural elevations were submitted. Renderings are a helpful supplement to elevations that convey an artistic representation of proposed buildings, but they are not a replacement for building elevations. Preliminary color building elevations of all sides depicting the general style, size and exterior construction materials and color schedule of the proposed buildings shall be provided. In the event of several building types, a minimum of one elevation of each building type is required.

OWN Response: Acknowledged. Per coordination meeting with City of Lee's Summit building elevations for individual lots will be provided during Final Development Plan submission.

14. LIGHTING. No lighting information or photometric plan was provided with the plan submittal. A photometric plan and exterior light fixture information shall be provided for the development in accordance with UDO Sections 8.220, 8.230, 8.250, 8.260, 8.270 and 8.280 as applicable.

OWN Response: Acknowledged. Per coordination meeting with City of Lee's Summit Photometric design for individual lots will be provided during Final Development Plan submission. Roadway lighting will be provided with Final Infrastructure Plan submission.

15. COMMON PROPERTY. Add a note to the plans indicating that Tracts A and B shall be owned and maintained by the property owner's association.

OWN Response: Common property ownership and maintenance note added to Sheet C200 – General Layout.

16. TRASH ENCLOSURES. 1) Save for perhaps Lots 1-3, no trash enclosure locations are shown on the site plan. Show the trash enclosure locations for the development. 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. 2) Trash enclosure areas shall be improved with a Portland cement concrete pad and a Portland cement concrete approach 30 feet in length, measured from the enclosure opening. The pad and approach shall be improved with a minimum six inches of full depth unreinforced Portland cement concrete constructed on a sub-grade of four inches of granular base course. 3) Adjust the number of provided parking spaces for all individual lots to account for any spaces lost to accommodate any trash enclosure locations.

OWN Response: Trash enclosure locations have been provided for each proposed lot. See Sheet C200 – General Layout for proposed trash enclosure location and pavement section.

17. MECHANICAL SCREENING. Show the location of all RTUs with dashed lines on the building elevations and ground-mounted units on the site plan to the extent possible. All mechanical equipment shall be fully screened from view on all sides up to the full height of the units being screened with parapet wall heights for RTUs or evergreen landscaping for ground-mounted units. Take into account the additional height for RTUs from any curbs on which the equipment will sit.

OWN Response: Acknowledged. Per coordination meeting with City of Lee's Summit RTU locations for individual lots will be provided during Final Development Plan submission.

18. PARKING LOT DESIGN. 1) All vehicle parking lot areas and access drives in all zoning districts shall have a boundary constructed of straight-back Portland cement concrete curbing (CG-1) or an integral Portland cement concrete sidewalk and curb with a vertical face. 2) All parking lot and loading areas shall be improved to City standards specified under UDO Section 8.620.F. 3) Dimension the distance between the proposed parking lots and adjacent rights-of-way. Parking lots shall be set back a minimum 20' from all public rights-of-way, including I-470. Staff can support a modification given the significant amount of MoDOT right-of-way separation between the parking lots and on-ramp travel lanes. 4) Temporary asphalt curbs shall be constructed at the south edge of NE Trails Edge Blvd and west edge of NE Annie's St where they will be extended as part of future phases. 5) Explain the need for the proposed 50'-wide (B-B) western drive entrance for Lot 1. The City standard allows a maximum drive width of 35'.

OWN Response: CG-1 curb details will be provided during Final Development Plan submission. Dimensions between the proposed parking lots and the existing right-of-way have been provided. See Sheet C201 – Dimension Plan for more details. Acknowledge that temporary asphalt curbing will be provided at the south edge of NE Trails Edge Blvd and west edge of NE Annie's St where they will be extended as part of future phases. Lot 1 western drive entrance revised to 26' B-B.

19. FAA FORM 7460. A Form 7460 shall be completed and submitted to the FAA, and comments received back prior to any construction.

OWN Response: Acknowledged.

20. SIGNAGE. The Design Guidelines for Discovery Park speaks in generalities about the intent for signage to be complementary to the development's architecture. Statements are made that sign will follow local ordinance requirements. Please review the sign ordinance standards for the PMIX zoning district under UDO Section 9.260, Table 9-1 to confirm that these are the desired sign standards intended to govern the development.

OWN Response: Acknowledged.

21. RIGHT-OF-WAY/PROPERTY BOUNDARY LINEWORK. The linework denoting the existing ROW and property line boundaries along NE Colbern Rd and the corner at NE Douglas St should be one in the same. The City has all the ROW needed for the NE Colbern Rd improvements currently under construction. The linework seems to indicate that the existing property boundary sits within the new street improvements.

OWN Response: Existing property line removed. See Sheet C200 – General Layout for more information.

22. PRIVATE STREET BOUNDARY. Maintenance of the private streets shall be the responsibility of the developer/POA for the development. As such, the City requests that at the time the private streets are designed and constructed, that a seam or joint be located at the line of demarcation to identify the point where the City's maintenance responsibilities for NE Colbern Rd end and maintenance responsibilities for the private streets begin.

OWN Response: Acknowledged. Maintenance demarcation information will be provided with Final Infrastructure Plan submission.

Engineering Review

Sue Pyles, P.E.
(816) 969-1245

Development Engineering Manager
Sue.Pyles@cityofls.net

Corrections

1. Sheet C100: Please revise the "Sanitary & Water" Utility Contact information to Water Utilities with their address rather than the information provided.

OWN Response: Water Utilities information has been revised.

2. Sheet C101: • There is no existing 12" HDPE forcemain as shown. It follows along the north side of Colbern until it hits the existing "6" gravity pipe at Main Street. Please revise accordingly. • Water Utilities will be installing a bore and 12" gravity pipe under I-470 for future gravity system connection.

OWN Response: 12" HDPE forcemain removed from Existing Conditions Plan.

3. Sheet C102: Please include the northwest detention basin in a common tract.

OWN Response: Per discussion with City staff, this detention basin only serves lot 9 and therefore is included with Lot 9.

4. Sheet C400: • The building on Lot 9 will be evaluated for proximity to the existing water mains once the easements are shown. • Clearly indicate that all water lines within the development are to be private. • Include backflow vaults for each connection to public water mains. • Revise existing sanitary per above comments. • Pipe crossings should be as close to 90 degrees as possible. Many of the crossings shown are extremely skewed. Please reevaluate. This will be reviewed closer with the Final Development Plans. • Please clearly indicate that the detention basins will have to be constructed when any part of their drainage area develops, no matter which lot. • Is the proposed sanitary sewer going to be private? If so, please clearly indicate. If not, the layout will be reviewed with the resubmittal.

OWN Response: General Note 7 added to Sheet C100 – Cover Sheet stating "Proposed detention facilities shall be constructed prior to the development of any part of the subject drainage area. Proposed utility layout has been revised per City comment. See Sheet C400 – Utility Plan for revised layout.

Traffic Review

Sue Pyles, P.E.
(816) 969-1245

Development Engineering Manager
Sue.Pyles@cityofls.net

Corrections

1. Site plan should show all zones clearly, including zones 1 and 5.

OWN Response: The developer site plan has been updated to address this comment and is included in the appendix. Figure 2 has also been updated to include clarification on zone locations and drives.

2. Include a table with the uses anticipated for each pad site with their square footages. If the Use is unknown, the most conservative possibility should be used.

OWN Response: The developer site plan has been updated to address this comment and is included in the appendix. Trip generation for the unknown land uses have been calculated based on likely development based on location and area available. It is understood that if a higher trip generating land use is proposed later that a trip generation memo or addendum maybe necessary.

3. Clearly label all driveway entrance.

OWN Response: The developer site plan has been updated to address this comment and is included in the appendix. Figure 2 has also been updated to include clarification on zone locations and drives.

4. The Driveway entrances for Lots 1-3 along Annie's Street do not meet the City's Access Management Code. Lot 2 and Lot 3 access should be combined and lined up with the entrance across the street. Similarly Lots 1 and 2 should have a combined access as well. The width of the drives should be determined by the traffic study as stated in the Access Management Code based on volume of traffic.
OWN Response: The Lot 3 W entrance was initially provided as a fire truck circulation egress. Per discussion with City staff, the entrance will remain and be designated as exit only. Entry Drives for Lots 1-3 and 6-7 have been realigned. See Sheet C200 – General Layout for more detail.
5. Label Main Street.
OWN Response: Main Street has been labeled.
6. Check calculation for Weekday Trips Zone 2. The number provided is too low.
OWN Response: The peak hour signal warrant estimates future trips in undeveloped locations but a traffic signal should only be installed once that projected traffic is present. This could be accomplished through monitoring traffic counts at the intersections and once the 4 or 8 hour signal warrants are triggered the signal can be installed.
7. Page 32 and Page 37 refer to Douglas St and Drive 5, this should be Colbern Road and Drive 5
OWN Response: The references have been updated accordingly.
8. Page 18 is your traffic signal warrant analysis which only looks at peak hour warrants. However, at the bottom of the sheet it says that signals should not be installed based on the peak hour warrants. However your recommendations say to install a signal at Drive 5 and 6. Additional documentation may be needed.
OWN Response: The peak hour signal warrant estimates future trips in undeveloped locations but a traffic signal should only be installed once that projected traffic is present. This could be accomplished through monitoring traffic counts at the intersections and once the 4 or 8 hour signal warrants are triggered the signal can be installed.
9. You recommend a stop controlled intersection at Drive 7, Drive 8, Drive 9 and Drive 10 but it is not clear what directions you recommend stop controlled.
OWN Response: The recommendations have been updated to include additional details on the stop controlled intersections.
10. Pad sites should have pedestrian connectivity to the street sidewalk system.
OWN Response: Additional sidewalks have been added for connectivity.
11. On street parking should be restricted on at least one side of the Annie's Street
OWN Response: No parking is proposed on Annie's Street in this phase.
12. Connections to the street system should have a minimum 35 FT curb return radii.
OWN Response: Connections to Colbern Road have 35' radii.
13. Plans should show needed Public Improvements along Colbern Road, i.e. turn lanes, signals, etc.
OWN Response: The plans show the proposed turn lanes and signal as appropriate.

14. The drive into Lot 3, just south of Colbern Road on Discovery is too close to the intersection and operations may back up into the intersection. Please move to comply with the City's Access Management Code.

OWN Response: The Lot 3 W entrance was initially provided as a fire truck circulation egress. Per discussion with City staff, the entrance will remain and be designated as exit only.

15. Show sidewalk relocated along Colbern where turn lanes are being added. Sidewalks should be within R/W.

OWN Response: The sidewalk relocation has been added to the plans.

Please feel free to contact me with any additional questions or comments.

Sincerely,



Jeff Bartz, PE (OWN, Inc.)

