



Response comments for View High Sports Complex, PL2024283  
Commercial Rezoning with Preliminary Development Plan

Planning Review Comments

1. Provide a rezoning exhibit and a legal description of the property being rezoned.
  - Provided
2. Provide ADA stalls.
  - Provided
3. The north arrow on sheet C.100 is covering some text. Please scoot it over.
  - Updated
4. Provide individual parking stall width on the conceptual commercial.
  - Added parking stall width notes but all stall meet UDO
5. Provide setbacks to the south & east property lines on the conceptual commercial.
  - Added dimensions
6. Provide setbacks to the outdoor soccer field.
  - Added dimensions
7. Provide a parking memo justifying the amount of parking spaces provided.
  - Provided
8. Not all parking stalls meet UDO requirements. Stalls shall be 9ft. wde by 19-ft. long.

Also, an interpretation has been made and enforced in the past that no part of the curb shall be included in those measurements.

All stalls have been updated to meet 9' x 19' or 9' x 17' where it abuts sidewalk

9. Provide setback dimensions to the parking lots.
  - Provided
10. With the church parking lot being expanded, all new stalls shall meet current code requirements. Dimension this on the plan.
  - Updated and noted dimensions on C.101



11. . Although the landscaping is conceptual, it looks quite sparse. I suggest double checking the code requirements because you will be required a High Impact buffer along the east side which could affect the proposed grading or require a modification.

- The plan meets the required code and a modification request for the fence has been submitted

12. Given modifications will be requested for the amount of metal proposed, staff highly suggests increasing the amount of visual interest in the building by providing varying roof heights, vertical relief through insets, and perhaps more color. It is also recommended to double check the calculations concerning percentage of material types as some seem off.

- *Elevations and renderings have been revised to include the following:*
- *Additional articulation of the façade thru the addition of more translucent glazing (GL-01), architectural fins (MP-04), and a higher percentage of metallic metal panel (MP-02).*
- *Additional horizontal seams at MP-01 and MP-02 to further break up the façade.*
- *Added horizontal dimensions to clarify glazing and offsets.*
- *Confirmed façade material percentages.*
- *We have recessed the glazed entry area on the north and secondary entry on the west to provide additional offsets in the façade where possible (to not inhibit the programmatic use on the interior.) We also added a small canopy to the entry soffit, which will add more variation to the roof line from eye level.*
- *We have 2 major offset roof lines for the building, which we feel breaks up the elevations proportionally, while maintaining the structural efficiency of the pre-engineered metal building.*
- *We have nestled the building lower within the site to better work with the natural topography and reduce the overall average height of the facility (which reduces the overall amount of metal panel).*
- *We have also added reference images to better illustrate the material palette and 6" fin detail.*



13. . As a heads up on some items - all roof top equipment must be screened on all sides, people will probably ask about the lighting given the proximity to residential, and light poles are capped at 15-ft. in height when located within 100-ft. of a residential district or use.

- Noted

14. Questions:

Is the north/south drive adjacent to the church private or public?

Public

Will there be any proposed fencing? If yes, can you provide a fence detail?

Some netting for the soccer field but no fencing

For the sidewalk to the south of the parking stalls abutting the building, is it possible to connect that into the sidewalk going east to provide better pedestrian accessibility?

Added connection

If there is a shared parking agreement with the church being proposed, you must provide pedestrian connections to get across the street.

The agreement is being drafted

I know you may not have all your sign specs narrowed down yet, but if you do and would like any modifications (quantity, size, etc.) we can roll that into the PDP. Otherwise, you will have to go back to Planning Commission at a later date for any modifications to the sign code.

Noted

### Engineering Review

- Please label the rights-of-way throughout the plan set.
  - Added to C.101
- Please indicate whether sidewalk is existing or proposed.



- All sidewalk is proposed
- Please include pavement section(s) and indicate location.
- Added to C.100

2. Sheet C.100:

- Please replace the PW Inspection information with Development Services in the Utility Company list.
  - Updated
- Please revise the Site Improvement Storm Water Detention Note to reflect this project.
  - Updated
- Please revise the utility labels for clarity.
  - Cleaned up the labels

3. Sheet C.100: Please show and label the detention basin.

- Added notes

4. Sheet C.206: Please show and label, with dimensions and elevation, the emergency spillway.

- Added note to all C.200 sheets

**Traffic Review**

1. The church parking lot should tie in on the new street across from the commercial property. Once this connection is made, the driveway on Ashurst should go away.

- As noted in applicant meeting this requirement should be placed on the church when they develop additional areas of their site

2. A sidewalk connection should be added on the west side of the development into the church parking lot.

- Added

3. A traffic Study is required. KCMO should also review the TIS and any requirements from them will need to be submitted to the City.

- Provided

4. Sidewalk on the north side of Ashurst approaching View High appears to be within 2 FT of the back of curb and therefore should transition to 6 FT wide. Also



the tie-in to the ramp is not compliant and will need to be adjusted.

- Dimension added to C.101, the sidewalk is greater than 2 feet from curb

5. A 10' shared use path will be required along View High for the extent of the properties being developed.

- Added and noted on C.100

6. If shared parking is proposed, sidewalks should be built to connect parking lots to both buildings.

- Added sidewalk connections

### Fire Review

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.

- Noted

2. IFC 503.3 - 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.

Areas along fire lanes and in front of hydrants shall be posted.



Noted

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.

Show the location of the FDC.

Added to C.300

4. IFC 507.1 - An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

Confirm with Water Utilities that the area water infrastructure will supply the required fire flow per IFC Table B105.1(2) with a 50% reduction for the automatic sprinkler system.

Noted and waiting on Water Utilities to provide information

5. The 6,900 S.F. building may need additional fire protection based on use.

- Noted