

The following is a response to Planning Review, Engineering Review, Traffic Review, and Fire Review comments (dated January 16, 2025) concerning:

Hyundai Premier Auto Outlet
Application Number: PL2025001

Planning Review

- 1. *Trash enclosure requires at least 30' of portland cement concrete approach measured from the enclosure opening. This approach must be at least 6" of full depth unreinforced concrete on at least a 4" granular base course sub-grade.***

This has been added to Sheet C101. The legend on the left side of Sheet C101 shows this concrete pavement will be 8" thick on a 4" compacted aggregate base.

- 2. *Curb blocks are prohibited except at the head of ADA spaces when adjacent to a pedestrian walkway with no raised curbing.***

All curb blocks have been removed from the plans.

- 3. *Bollards are needed on the interior of the trash enclosure behind the dumpster to prevent damage to the enclosure.***

These have been added to Sheet C101.

- 4. *Car display pad must meet typical parking lot setbacks and have a hard surface extending from the nearest drive aisle to the pad. Display pad must be curbed as well.***

The car display pad has been moved such that it is a minimum of 20 feet from the ROW line as shown on Sheet C103. The detail on Sheet C102 now calls for curbs and a paved hard surface connection to the larger parking lot.

- 5. *Please clarify if the sidewalk is level with the northern ADA van unloading area, or if the sidewalk needs to be ramped as it is for the southern ADA stalls.***

The sidewalk is level with the ADA unloading aisles. A note to clarify this has been added to Sheet C201.

- 6. *Photometric plan needed, including foot candle levels throughout the site and at the property lines.***

This is attached.

- 7. *Site plan makes reference to monument, pylon, and directional signs being detailed in the architectural drawings. These designs do not appear to be present. This is not necessarily required for approval of the FDP as signs will have to be applied for separate from this application.***

The reference to details on the architectural set has been removed and Project Note 13 has been added stating the locations are preliminary and a permit will be required.

- 8. Please confirm door and window signage will be internally adhered and not exposed to the outside environment.**

If this question is in reference to sales and advertising signage that may be affixed to windows and door glass, yes and such signage would be internally adhered and not exposed to outside elements.

Engineering Review

- 1. Sheet C104: A 2 inch tee is called-out for the domestic water connection. This shall be a corporation tap (i.e., a screwed-in connection) rather than a tee for connections 2 inches and smaller. Correction required..**

A 2" saddle tap and corporation stop have been added to Sheet C104.

- 2. Provide callouts on Sheet C104 whether the water meter is a displacement or compound meter. Correction required.**

A note has been added calling this out as a positive displacement meter.

- 3. How will the sump within the backflow vault be drained? Provide a small diameter drain line that drains to daylight, or drains to a stormwater structure. If neither of these options is practical, a sump pump shall be installed. Correction required.**

As shown on Sheet C104, a 4" drain pipe has been added, draining by gravity to a storm structure.

- 4. Sheet C104: What is the intent of the concrete encasement of the sanitary sewer line? This is not a valid method to create the necessary separation between a sanitary sewer line and a water line. There are other methods listed in the Design and Construction Manual for instances where the vertical distance cannot be achieved, but I would recommend you re-design the system to provide the necessary vertical spacing. Correction required.**

The concrete encasement has been removed. Without the encasement the clear distance between the sanitary sewer and water line is at least 18". This is dimensioned on Sheet 3 of the sanitary sewer plans.

- 5. Two (2) additional gate valves are warranted on the 12 inch public line on the west and east side of the connection point. Correction required.**

These have been added to Sheet C104.

- 6. Show the hydraulic grade line for the design storm on the profile view for all storm lines. If the 100 year event cannot be managed within the pipe without surcharging, a suitable overflow route shall be established and shown on the Final Development Plan. Correction required.**

The hydraulic grade lines have been added to Sheet C301 and C302 and an emergency overflow route for Inlet #1.

- 7. Sheet C600: Where are the public storm lines and public sanitary lines in relation to the trees shown on this sheet? The City requires a minimum of 5.0 feet from the mature tree trunk to the outside of the pipe or structure. Ornamentals and shrubs are not subject to this rule, but applicant should be aware the City is under no obligation to remove and replace these during maintenance operations. Show location of public infrastructure on Sheet C600, and ensure the storm lines are set at minimum 5 foot distance. Correction required.**

We have verified that all mature tree trunks will be a minimum of 5 feet from the public storm and sanitary sewer lines – these lines are now shown more clearly.

- 8. Pipe material type was missing for the private sanitary sewer lateral. Correction required.**

The construction note on Sheet C101 has been modified to show C900 PVC.

- 9. Pipe material was missing for the domestic water service. Correction required.**

On Sheet C104, this has been called out as Soft Type K Copper.

- 10. ADA-parking stalls were missing the slope callouts. Even though elevation callouts are required, slope callouts are also required. Correction required.**

Sheet C202 has been added to show additional ADA details, to include slope labels.

- 11. Typical pavement section(s) were missing. If asphaltic concrete is proposed, ensure you callout KCMMB mix for the asphaltic concrete. Correction required.**

On the left side of Sheet C101, typical sections are shown for the various pavement types and depths. KCMMB asphaltic concrete has been called out.

- 12. The commercial entrances shall be KCMMB mix concrete from the right of way line (i.e., property line) to the sawcut. Correction required.**

On Sheet C101, the commercial entrance is called out as 8" Concrete Pavement and the typical sections on the left side of the sheet the pavement is shown as 8" KCMMB 4K Concrete.

- 13. The ADA-accessible ramps were not sufficiently detailed. Recommend a separate sheet for all ADA-accessible ramps, including callouts for running slope, cross-slope, dimensions from truncated domes to the back of curb not to exceed 5.0 feet, dimensions of all other aspects of the design, and the ADA-accessible route across the commercial entrance with width and cross-slope. Correction required.**

Sheet C202 has been added with additional ADA details.

- 14. Off-site traffic improvement plans were missing from the submittal. Correction required.**

We have begun design of the required traffic improvement projects; and, the owner is aware the building cannot be occupied prior to completion of these improvements. We are requesting that the site civil and subsequent building permit review be allowed to proceed without the traffic improvement plans at this time – with the understanding that the design is in process, and they will be submitted as soon as they are complete.

15. Cost estimate for all sitework required prior to formal approval. Informational comment.

A cost estimate has been attached.

16. Stormwater memorandum is required discussing the existing stormwater detention system and why this particular site has already been accounted within the existing detention basin design. Correction required.

This has been attached.

Traffic Review

1. Plans should include the required traffic signal and turn lane updates.

We have begun design of the required traffic improvement projects; and, the owner is aware the building cannot be occupied prior to completion of these improvements. We are requesting that the site civil and subsequent building permit review be allowed to proceed without the traffic improvement plans at this time – with the understanding that the design is in process, and they will be submitted as soon as they are complete.

2. The stop bar at the main entrance should be 4 FT back from the crosswalk.

This has been moved and is shown/dimensioned on Sheet C101 and C102.

3. Add striped crosswalks in all directions at the main entrance.

This has been added to Sheet C101.

Fire Review

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 distance from a hydrant to the most exterior portion of the building exceeds 300 feet.

An additional hydrant has been added near the northwest corner of the proposed building – Shown on Sheet C104. Near the top right of Sheet C104, overlapping 300 ft hose reaches are shown.

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 location of the FDC is not shown. Provide an FDC within 100 feet of the fire hydrant.

The FDC connection location is now shown on Sheet C104. Near the top right of Sheet C104, the hose distance is shown to now be within the 100 feet limit.

3. ***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.***

Work with Water Utilities to confirm the 6" water main will provide the required water flow of 1,500 GPM.

Attached to this response is a report titled WATER SERVICE DEMAND REPORT, City of Lee's Summit, Jackson County, Missouri, Summit Technology Campus, Summit Innovation Center; prepared by Trabue, Hansen & Hinshaw Inc. in 2015.

The report shows "Hydrant flow data from the City of Lee's Summit" in Table 1 on page 3. It lists a hydrant flow of 3,212.70 gpm at Hydrant No. 6242 near the southeast corner of Blue Parkway and Ward Road.

Submitted,



Steven E. LaCasse, P.E.