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JUL 31 2018

Development Services

July 31, 2018

Mike Weisenborn  
City of Lee's Summit, Missouri  
220 SE Green Street  
Lee's Summit, MO 64063

RE: Woodside Ridge  
Olsson No. 018-1140

Dear Mr. Weisenborn:

We are responding to your comments dated July 13, 2018 and are submitting with this letter revised plans, as well as other required documents. Please find the original comments and our responses below.

If you have any questions or need additional information, please don't hesitate to contact me by phone at 816.361.1177.

Sincerely,  
**Olsson Associates**

  
John Erpelding

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### Fire Review

1. *Provide a street names for the cul de sac north of NW O'Brien and the section of road between NW O'Brien and NW Ambersham. Also provide a street names for the cul de sacs off of NW Shamrock in Phase 1 and the cul de sac off of Ashurst Dr.*

Additional requested street names have been added to the plans.

### Planning Review

2018-103--

1. *A note on Sheet 003 stated lots 34-44 are to have a 0' rear setback with an adjacent 25' landscaping buffer. Staff has concerns with this proposal. It appears there is ample room on these lots to comply with the standard 20'. Please explain and justify why a 0' set back is required. Additionally, staff has concerns with the long term viability of an offsite landscaping easement. Staff feels that if an easement is included in this proposal it needs to be contained within the plat boundaries on a tract to be maintained along with the other common properties.*

We would like to request approval of a modification to the rear yard setback requirement for lots 34, 35, 36, 43, and 44. The UDO requires a 20' rear yard setback. We would like to propose a 10' rear yard setback. This will be necessary for the proposed villa product to fit on these lots. The locations of existing Ashurst Drive (which we need to tie into), existing property boundary line (north end of these lots), existing terrain and stream buffer to the south, existing pond to the south, and existing curb cut on Priory Rd. (which we need to tie into) all create site constraints that make it impossible to get the required depths for these specific lots without a modification to the rear yard setback.

Documents for the proposed 25' landscape easement to the north of these lots will include language regarding maintenance before it is recorded with the First Plat.

2. *Block lengths are determined by intersecting streets and shall be provided at such intervals as to serve cross traffic adequately and to meet existing streets or customary subdivision practices in the neighborhood. Maximum block length in Single family residential shall be 700'. Blocks up to 10% longer than the maximum listed above may be administratively approved if the requirements above cannot be met due to physical constraints. There are numerous blocks lengths that far exceed the UDO maximum. The UDO does have a provision that mid-block connections, in the form of sidewalks, pedestrian walkways, bicycle paths, trails, or alleys, shall be a factor in considering blocks longer than the above maximum lengths. However, spacing of pedestrian walkways should be 600 feet or less. Please update the plans to meet this UDO requirement by reducing the block length or add additional pedestrian walkways that do not exceed 600'. Should the applicant wish to use the mid-block pedestrian walkway provision in consideration of a longer block a written modification request/justification must be submitted.*

We would like to request approval of a modification to the maximum block length in a number of locations within the proposed development. The location and justification for each are as follows:

- Proposed Ashurst Drive block (north end of site): The distance from the centerline of existing Pryor Rd./ proposed Ashurst Dr. intersection to the intersection of proposed Ashurst Dr. and proposed Kaylea Court (proposed cul-de-sac street) is 1,270'. We are requesting that the UDO requirement be modified to allow for



the 1,270' block length due to physical constraints. The existing north property boundary, existing terrain and stream buffer to the south, and existing pond to the south all create site constraints that make it infeasible to create a shorter block in this area.

Proposed NW O'Brien Rd. block: The distance between proposed NW Ambersham Dr./ proposed NW O'Brien Rd. intersection to proposed Patch Court/ proposed NW O'Brien Rd. intersection is 1,228'. We are requesting that the UDO requirement be modified to allow for the 1,270' block length due to physical constraints. The alignment and location of proposed street network and lot layout is limited due to existing topography/steep slopes and location of ridge lines.

Note: the distance from the proposed trail connection (north of the pool area) to the proposed Patch Court/ proposed NW O'Brien Rd. intersection is 1,045'. We would be supportive of using the proposed 1,045' block length for the modification/waiver.

Proposed NW Ambersham Rd. block: The distance between existing SW Whitlock Dr./ NW Ambersham Dr. intersection and proposed NW Ambersham/ proposed NW Killarney intersection is 1,055'. We are requesting that the UDO requirement be modified to allow for the 1,055' block length due to physical constraints. The alignment and location of proposed street network and lot layout is limited due to existing topography/steep slopes and location of ridge lines.

Note: the distance from the proposed property line (south property line) to the proposed NW Ambersham/ proposed NW Killarney Lane intersection is 910'. Although the proposed block length will technically be 1,055', we would be supportive of using the proposed 910' block length for the modification/waiver.

Proposed NW Killarney Lane block: The distance between existing NW Cody Drive/ NW Killarney Lane intersection and proposed NW Ambersham/ proposed NW Killarney Lane intersection is 1,010'. We are requesting that the UDO requirement be modified to allow for the 1,010' block length due to physical constraints. The alignment and location of proposed street network and lot layout is limited due to existing topography/steep slopes and location of ridge lines.

Note: the distance from the proposed property line (west property line) to the proposed NW Ambersham/ proposed NW Killarney Lane intersection is 865'. Although the proposed block length will technically be 1,010', we would be supportive of using the proposed 865' block length for the modification/waiver.

- Proposed NW Joshua Drive block: The distance between existing SW 1<sup>st</sup> Street/ SW Joshua Dr. intersection and proposed Joshua Dr./ Proposed NW Shamrock Ave. intersection is 768'. We are requesting administrative approval of this distance since it is within a 10% increase over the maximum allowed by the UDO. The increased block length is necessary to maximize the lot yield in this area of the site. This area of the site has site constraints that make it difficult to have an efficient layout with the number of lots needed to make this project financially feasible to the applicant/ developer. The site constraints are: the existing development to the south, the future development/property line to the east, and the existing creek/steep topography to the north and west.

3. *Staff would like to see the walking paths on Tract B and Tract D looped around the detention ponds to better make use of the existing land conditions and create more walkable pedestrian friendly amenity.*

In lieu of additional trails, the applicant/developer is open to having a discussion with the city about adding trail easements in areas where the future Rock Island Corridor trail might be located. This future trail would provide more pedestrian connectivity throughout the proposed development and surrounding areas.

4. *The UDO requires properties zoned RP-3 to provide a medium impact screening buffer adjacent to all R-1 districts. Staff understands that the applicant is proposing a single family product and they will be abutting existing single family homes, however the only method to seek relief from this requirement is a modification granted by the City Council. If you wish to request the buffer requirement be waived, please submit a written request seeking and justifying such modification.*

We would like to request approval of a modification of the code requirement for the required buffer between R-1 and RP-3 districts. We request that the buffer requirement be waived since the proposed development will be single-family residential similar to the adjacent properties.

5. *A high impact screening buffer will be required on Tract E screening the residential lots from the adjacent fire station. Please show this on the plans and provide a landscaping plan per the UDO requirements.*

The proposed buffer has been added to the plans (see Sheet 12).

6. *Subdivision swimming pools may be located on platted tracts or common area, provided a medium impact screen buffer is installed per Article 14 of the UDO along any common property line shared with a residential dwelling. Please update the plans accordingly.*

The proposed buffer has been added to the plans (see Sheet 12).



7. *The swimming pool, including concrete apron or deck structure and any associated mechanical equipment or other pool appurtenances, shall be setback from all property lines by a minimum distance of twenty feet. Please include a 20' build line on Track C.*

A 20' building line has been added to Tract C.

8. *Pool parking is requires at the rate of 1 stall per 16 lots. For this proposal I calculate 13 stalls are required, with one of those being a van accessible ADA space. Please label the dimensions of all proposed parking stall, ADA aisles and the parking lot drive aisle.*

Parking lot plan has been added to Sheet 12.

9. *All developments providing parking lots accommodating 11 or more parking spaces shall provide parking lot lighting. Please provide parking lot lighting details in accordance with the UDO requirements of section 7.250.*

The parking lot lighting plan and details will be provided with the Final Development Plan. A note has been added to the plan stating that parking lot lighting shall meet the UDO requirements.

10. *A photometric plan is required for all new development, redevelopment, parking lot development or expansion where outdoor lighting is required. Please provide the plan as required by section 7.230 of the UDO.*

A photometric plan will be provided with the Final Development Plan. A note has been added to the plan stating that the photometric plan shall meet the UDO requirements.

11. *Is any pool lighting or wall mounted lighting being proposed for the clubhouse? Is so, please provide the details. See section 9.410.A.3 for pool lighting requirements.*

Any details for pool lighting or wall mounted lighting on the cabana will be provided with the Final Development Plan. A note has been added to the plan stating pool lighting shall meet the UDO requirements.

12. *As this is a planned zoning district preliminary building elevations are required for the proposed pool house. Please provide preliminary building elevations of all sides of the pool house depicting the general style, size and exterior construction materials and color schedule.*

Elevations of the cabana will be provided with the Final Development Plan.

13. *Please include the number of required/provided parking stalls in the land use table.*

The development data chart on Sheet 03 has been updated to include the parking required and provided. This information has also been added to Sheet 12.

14. *Are any trash enclosures being proposed for the pool/clubhouse? If so, please provide details.*

Elevations and details for any trash enclosure to be proposed for the pool & cabana area will be provided with the Final Development Plan.

15. *Please provide the standards details for the pavement sections, curbs and ADA signage/markings.*

Pavement, curb, and signage details will be provided with the Final Development Plan.

16. *Sheet 003 shows the proposed location for 3 monument signs. Please provide details for the proposed signs. Should the applicant want to propose a sign/signs that do not meet fully meet the UDO requirements now is the time to request this. It will save them from having to pack before the Planning Commission.*

Monument sign details and elevations will be provided with the First Plat construction documents. A note has been added to the plan stating that monument signs shall meet the UDO requirements.

17. *The streets adjacent to lots 22-31, 69-76 and 178-186 are currently unnamed. Please update the plans with street names.*

Names have been added to these streets.

### **Engineering Review**

1. *The "Woodside Ridge Preliminary Stormwater Drainage Study" dated June 22, 2018 was missing a discussion of stream buffers, and the rationale that was used to determine the width (i.e., drainage area, and adjustments to the width at various points to accommodate the adjustments).*

The study has been updated and resubmitted.

2. *The detention basin within the stream bed on Tract D was discussed within the report as requiring a United States Army Corps of Engineers (USACE) permit. The City will require a copy of this permit prior to approval of any final infrastructure plans.*

Noted. We will be sure to send the city a copy of this permit prior to approval of final infrastructure plans.

3. *A sanitary sewer analysis was missing from the submittal.*

A sanitary sewer analysis has been prepared and submitted for review.



4. *A temporary turnaround (i.e., cul-de-sac bulb without curb and gutter) may be required at the end of O'Brien, west of the new pool.*

Noted. A temporary turnaround shall be included in the First Plat construction documents.

5. *Utility Sheets: Water lines are difficult to see, and water line sizing is not shown. Please show the location of existing water lines and sizing, as well as proposed water line location and sizing.*

The utility plans have been revised to make the existing and proposed utilities more legible. All proposed water mains will be 8". Notes have been added to Sheets 08 and 09.

6. *Sheet 08: The existing water line along O'Brien appears to be a 6 inch main. The minimum size water main is 8 inch based on the length of the proposed extension. The existing water main on O'Brien will need to be removed and replaced.*

The existing 6" water main is now proposed to be removed and replaced with an 8" main.

7. *Sheet 08: Where will the sanitary sewer connect along Ashurst Dr.? It appears there are two (2) connections shown. One connection appears to connect to the sanitary sewer beneath the pond, while another connection is shown downstream of the pond. The linework on the sanitary sewer along Ashurst Dr. would seem to indicate this is one long segment, with two (2) connection points. Please clarify.*

There are two separate proposed sewer lines in this area with each having only one connection point. The revised utility plan should be more legible.

8. *Sheet 08: Sanitary sewer line is shown in rear yards along Lots 187 and 188, which violates our Design and Construction Manual.*

The proposed sanitary line has been moved to stay out of the rear yards.

9. *Sheet 08: The location of the existing sanitary sewer, which lies partially beneath the pond on Tract B, appears to show an 8 inch line from manhole 28-099 to 28-100. This line may need to be removed and replaced.*

Olsson surveyors have located this sewer line in the field and have confirmed that it is a 12" line.

10. *Utility Sheets: Show the size of existing water and sanitary sewer lines, along with proposed size of water and sanitary sewer lines.*

Notes have been added to Sheets 08 and 09 stating the sizes of proposed water (8") and sanitary sewer lines (8"). Existing utility sizes have also been added to the plans.

11. *Has there been an evaluation of sanitary sewer depth of cover to ensure the City standards (i.e., no less than 3.5 feet and no more than 15 feet of cover) are met?*

Yes. Our preliminary design takes the city standards into account. Final depths will be verified during final design.

12. *An off-site sanitary sewer easement will be required to connect through the property owned by Winterset Park Community Association (i.e., the property west of Tract J).*

The alignment of this proposed line has been revised to allow the connection to be located on the Woodside Ridge property. No easement will be necessary.

13. *An off-site easement shall be required from the owner of the property along NW Ambersham Dr. Our records indicate there is no easement present to make the connection.*

Noted. All required off-site easements will be obtained and recorded prior to permit approval.

14. *Please be aware that the construction of the proposed detention basin north of SW 1st St. in Sterling Hills subdivision will require assurance that the clogged condition and zero available storage condition 100 year flow rate be managed by the existing downstream system, or appropriate overflow route(s) established to manage this flow.*

Noted. We will analyze this with the First Plat Macro Storm Study.

15. *Can you show the anticipated 100 year water surface elevation within Tract D detention basin in graphic form, showing the horizontal limits of the the 100 year water surface elevation? Please be aware that the normal 100 year water surface elevation (i.e., unclogged and all systems functioning normally) must be a minimum of 20 feet from any property line, and 20 feet from any building.*

The plans have been revised to show the anticipated 100-year water surface elevation within Tract D (see Sheets 06 & 07).

16. *The connection points at Joshua Dr. and Ambersham Dr. for the water line appears to be a 6 inch lines. The minimum size for this extension is 8 inch for water lines, and it would appear these segments must be removed and replaced with a larger pipe size.*

The connection point/segment at Joshua Drive will remain a 6" line since it ties into an existing 6" line along SW 1<sup>st</sup> Street. The connection point/segment at Ambersham Drive will be replaced with a new 8" line.

17. *Where sidewalks are shown within the end of cul-de-sac bulbs, please show them terminating straight into the street with an ADA-accessible ramp. We do*



*not want to see the sidewalk extending around the cul-de-sac bulb, but rather, terminating prior to the curve defining the cul-de-sac bulb.*

The plans have been revised accordingly.

18. *Sheet 09: The alignment of the sanitary sewer along the rear of Lots 160 to 163 is not allowed by the Design and Construction Manual. Is there a way to adjust the alignment to minimize the amount of sanitary sewer in the rear yards?*

The plans have been revised accordingly.

19. *Sheet 09: The alignment of the sanitary sewer at Joshua Dr. and Shamrock Ave. is skewed. Is there a way to realign the sanitary sewer to minimize the amount of sewer line beneath pavement?*

The plans have been revised accordingly.

20. *Please see previous comments concerning the lack of detail on water line locations and sizing. Please ensure the water lines are shown within easements rather than right of way.*

The plans have been revised accordingly. The proposed water lines within the development shall be located within an easement; however, the water line that is being replaced along existing Ambersham Drive will remain within the public right-of-way.

21. *It appears a development agreement is needed to address the City-completed improvements along Shamrock Ave. Woodside Ridge will not be able to go forward until these improvements have been completed.*

Noted.

### **Traffic Review**

1. *The applicant has asked for some considerations regarding turn lane improvements recommended in the Traffic Study; particularly a waiver for required southbound right-turn lane at Ashurst Dr. Staff is assessing that request in coordination with the applicants traffic engineer. This will require some revision of the traffic study to provide appropriate justification, if possible and supported by the applicants engineer, for staff to evaluate. There may be some minor changes needed in the traffic study, such as account for planned eastbound left-turn lane along Shamrock at Pryor that was omitted, which will be communicated directly with the applicant's engineer.*

The traffic study has been revised and submitted.