

3. 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. **Acknowledged**

4. 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.

Action required: Provide an acceptable hydrant plan. A second fire department connection (FDC) is called out on the north side of the building, why? **Removed**

A fire hydrant is also called out on a different drawing at the same location. Where is this hydrant going to go?. FYI- Per the IFC, the distance to a hydrant is measured around the building and not as a radius from the hydrant. **Acknowledged**

5. 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. **Acknowledged**

Action required: The distance from the FDC to a hydrant exceeds 100 feet. The drawing calls out an FDC and a hydrant at the same location. Show the location of the private hydrant to meet this requirement.

This has been corrected on the drawings.

6. 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. **Acknowledged**

7. IFC 304.3.3 - Dumpsters and containers with an individual capacity of 1.5 cubic yards [40.5 cubic feet (1.15 m³)] or more shall not be stored in buildings or placed within 5 feet (1524 mm) of combustible walls, openings or combustible roof eave lines.

Will there be a separate dumpster enclosure? **A dumpster enclosure is now identified on the site plan SE of the building. It is more than 5' from the building.**

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1. Please provide a table comparing/contrasting the changes from the previous submittal.

A comparison/contrast data table is inserted below. The primary change between this application and the previous application is the addition of a basement to the building. This allows changing many things about the project in a positive way. It reduces the visible mass of the building and thereby the footprint of by relocating nearly 1/4th of the volume to below ground. The smaller footprint, combined with relocation of the building on the site (moved south and east), means additional parking can be provided. The building is now further away from the adjacent hotel to the west, and the north edge of our building now falls near the mid-point of the hotel in the north-south direction (our building only overlaps with the south half of the hotel).

Compare/Contrast Table	Previous Application	Current Application	Change	% Change
Site Area Acres	2.88	2.88	0	0%
Site Area SF	125,624	125,624	0	0%
Building Area SF	123,500	127,288	3,788	3%
FAR	0.98	1.01	0.03	3%
Basement Area	0	30,538	30,538	
First Story Area	43,900	34,800	-9,100	-21%
Second Story Area	39,800	30,975	-8,825	-22%
Third Story Area	39,800	30,975	-8,825	-22%
Total Bldg Area SF	123,500	127,288	3,788	3%
Stories Above Grade	3	3	0	0%
Max Bldg Height Ft	35	35	0	0%
Ave Bldg Height Ft	31	31	0	0%
Bldg Perimeter Ft	1,023	842	-181	-18%
Bldg Ext Wall Area SF	31,713	26,102	-5,611	-18%
Visible Bldg Mass CF	1,360,900	1,078,800	-282,100	-21%
S Bldg Setback Min Ft	66	105	39	59%
W Bldg Setback Min Ft	38	46	8	21%
N Bldg Setback Min Ft	77	130	53	69%
E Bldg Setback Min Ft	36	22.5	-14	-38%
Drive Widths	20	26	6	30%
Parking Provided	7	37	30	429%

2. In narrative form, please respond to the following preliminary development plan criteria:

Criteria for considering preliminary development plan applications. The Commission and Governing Body shall use the applicable zoning district regulations as a guide for review of the preliminary development plan. If the Commission and/or Governing Body imposes conditions or restrictions on a preliminary development plan, it may designate specific requirements that must be met before an applicant may submit a final development plan application. The Governing Body, in establishing conditions of approval, may require the applicant to execute a "development agreement" that is acceptable to both the applicant and the City. Such "development agreement" shall become part and parcel to the ordinance approving the rezoning of the property for which the development plan represents. In considering any preliminary development plan application, the Commission and the Governing Body may give consideration to the criteria stated in Subsection A. above and may also consider the following criteria:

- A. Development is designed, located and proposed to be operated so that the public health, safety and welfare will be protected. *The proposed use has a low impact on adjacent uses and will not detrimentally affect neighboring properties. All load/unloading activities will take place within the building. The proposed use benefits the community by providing a safe, secure, inside accessed storage facility that will have fire sprinklers and security monitoring services. Denying the requested application would be a hardship on the landowner by now allowing a use that is clearly needed by the market.*
- B. Development will not impede the normal and orderly development and improvement of the surrounding property. *The proposed use is a completely self-contained self-storage facility with an enclosed loading/unloading drive-through and without any outside access units. The use and design is "retail" in character, similar to the adjacent Aldi grocery store and The Home Depot. The hours of*

operation will be 6 a.m. to 10 p.m., with no after-hours access to storage unit renters. The proposed use has a low impact on adjacent uses and will not detrimentally affect neighboring properties. All load/unloading activities will take place within the building.

C. Development incorporates adequate ingress and egress and an internal street network that minimizes traffic congestion. *The proposed use has a low vehicle trip-generation impact; approximately 30 vehicles on an average day visit a facility of this size and type. The self-storage use has a lower traffic impact than any other allowed commercial use for the property. However, to alleviate current traffic flow and parking needs on adjacent properties, 37 parking spaces are being provided on the site; no more than five of these will be needed for the self-storage facility at any one time, and the remaining space can be used by adjacent properties for their overflow parking.*

3. The color elevation sheets have strange lines through the sheets, sort of like the printer had an ink cartridge about to go out. *Revised elevations are printed at better quality.*

4. On Sheet C6 the trash enclosure detail isn't legible, please revise.

Sheet C2 indicates the trash enclosure location in the northeast corner of the drive aisle area fronting Hwy 50. Is this correct? Is there adequate spacing? *The trash enclosure has been relocated south of the building near the SE corner of the building, to be as far away from the adjoining hotel to the west as possible.*

5. The landscaping sheet and the civil sheets indicate a different footprint square footage for the building. Please reconcile. *Acknowledged*

6. Staff doesn't support the proposed clear glass windows in which the overhead garage doors are visible. Our recommendation is to revise the window tinting to provide an opaque finish. Staff feels it's been City Council's direction to not allow for the visual of overhead doors, so as to keep the building to a more "office" like appearance. *The glass on the 2nd and 3rd stories has been revised to be opaque.*

7. Technically a traffic study is not required for this use. Is it the intent of the applicant to complete a traffic study? *Traffic study information will be provided to the Planning Commission*

8. The drive aisle widths have not been met for the eastern most drive aisle and for the drive aisle circling the building (see Fire Department comment). The minimum drive aisle width for the area east of the island is 24- feet (not to include any portion of the curb). *The site layout has been revised to eliminate the drive around the building on the east side. The remaining drives have been widened to meet fire code access requirements.*

9. Staff recommends the applicant host's a neighborhood meeting for adjoining property owners. If such meeting occurs, please provide any feedback from the meeting. *A neighborhood meeting will be scheduled and invitations for the meeting will be included with the letter to neighbors within 185' of the property.*

10. Provide a photometric plan and associated manufacturer's specification sheets. *A photometric plan has been added to the plan set.*

11. Staff recommends any existing chain link/pvc fencing be removed as part of this project. Is any "new" fencing proposed? If so, please provide a detail. *The PVC "rail style" fence along the Hwy 50 R.O.W. is noted to be removed and has been removed from the Photoshop edited renderings. No new fencing is proposed.*

12. It's noted that overhead electric and communication lines easement runs across this lot. Has this been vacated/and or is there any documentation from KCPL granting approval? *This has not been vacated yet as we do not own the property. It will be vacated after transfer of ownership.*