

# **The City of Lee's Summit**

*220 SE Green Street  
Lee's Summit, MO 64063*



**LEE'S SUMMIT**  
MISSOURI

## **Final Agenda**

**Tuesday, December 13, 2016**

**5:00 PM**

**City Council Chambers  
City Hall**

**Planning Commission**

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF CONSENT AGENDA

[2016-0802](#) Appl. #PL2016-186 - FINAL PLAT - Village at View High, 1st Plat, Lots 1-3 & Tract A; Engineering Solutions, LLC, applicant

[2016-0799](#) Appl. #PL2016-194 - PRELIMINARY PLAT - QuikTrip No. 0191 (NE Mulberry St), Lots 1-3 & Tracts A-C; QuikTrip Corporation, applicant

[2016-0803](#) Appl. #PL2016-196 - SIGN APPLICATION - Lee's Summit Honda, 301 NE Colbern Rd; Davidson Architecture & Engineering, applicant

[2016-0759](#) Approval of the November 22, 2016 Planning Commission minutes

PUBLIC HEARINGS

[2016-0805](#) PUBLIC HEARING - Appl. #PL2016-184 - SPECIAL USE PERMIT renewal for outdoor storage of temporary storage containers - Walmart, 1000 NE Sam Walton Ln; Walmart Real Estate Business Trust, applicant

[2016-0806](#) PUBLIC HEARING Appl. #PL2016-185 - SPECIAL USE PERMIT renewal for a telecommunication tower - 2750 NW Clifford Rd; American Tower Asset Sub, LLC, applicant (continued to a date certain of January 24, 2017, at the applicant's request)

[2016-0688](#) Appl. #PL2016-190 - SPECIAL USE PERMIT renewal for telecommunication towers - 2140 NW Lowenstein Dr; American Tower Asset Sub II, LLC, applicant (continued to a date certain of January 24, 2017, at the applicant's request)

[2016-0687](#) PUBLIC HEARING - Appl. #PL2016-195 - PRELIMINARY DEVELOPMENT PLAN - Bob Sight Quick Lane, 607 NW Blue Pkwy.; Davidson Architecture & Engineering, applicant

OTHER AGENDA ITEMS

PUBLIC COMMENTS

ROUNDTABLE

ADJOURNMENT

For your convenience, Planning Commission agendas, as well as videos of Planning Commission meetings, may be viewed on the City's Internet site at "www.cityofls.net".

## Packet Information

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**File #:** 2016-0802, **Version:** 1

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**Appl. #PL2016-186 - FINAL PLAT - Village at View High, 1<sup>st</sup> Plat, Lots 1-3 & Tract A; Engineering Solutions, LLC, applicant**

Issue/Request:

This final plat application is for *Village at View High, 1<sup>st</sup> Plat, Lots 1-3 & Tract A*, generally located at the northeast corner of SW View High Dr. and SW 3<sup>rd</sup> St. The proposed final plat consists of 3 lots and 1 common area tract on 32.46 acres. The proposed final plat is substantially consistent with the approved preliminary plat.

- 3 lots and 1 common area tract on 32.46 acres

### Subdivision-Related Public Improvements

In accordance with UDO Section 16.340, prior to an ordinance being placed on a City Council agenda for the approval of a final plat, all subdivision-related public improvements shall be constructed and a Certificate of Final Acceptance shall be issued. In lieu of completion of the public improvements and the issuance of a certificate, financial security (an escrow secured with cash, an irrevocable letter of credit, or a surety bond) may be provided to the City to secure the completion of all public improvements.

A Certificate of Final Acceptance has not been issued for the subdivision-related public infrastructure, nor has any form of financial security been received to secure the completion of the public improvements. This application will be placed on hold following Planning Commission action until the infrastructure requirements are met.

Recommendation: Staff recommends **APPROVAL** of the final plat.

# City of Lee's Summit

## Department of Development Services

December 9, 2016

TO: Planning Commission

FROM: Robert G. McKay, AICP, Director of Planning and Special Projects *ULL For RGM*

RE: **Appl. #PL2016-186 – FINAL PLAT – Village at View High, 1<sup>st</sup> Plat, Lots 1-3 & Tract A; Engineering Solutions, LLC, applicant**

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### Commentary

This final plat application is for *Village at View High, 1<sup>st</sup> Plat, Lots 1-3 & Tract A*, generally located at the northeast corner of SW View High Dr. and SW 3<sup>rd</sup> St. The proposed final plat consists of 3 lots and 1 common area tract on 32.46 acres. The proposed final plat is substantially consistent with the approved preliminary plat.

- 3 lots and 1 common area tract on 32.46 acres

### Subdivision-Related Public Improvements

In accordance with UDO Section 16.340, prior to an ordinance being placed on a City Council agenda for the approval of a final plat, all subdivision-related public improvements shall be constructed and a Certificate of Final Acceptance shall be issued. In lieu of completion of the public improvements and the issuance of a certificate, financial security (an escrow secured with cash, an irrevocable letter of credit, or a surety bond) may be provided to the City to secure the completion of all public improvements.

A Certificate of Final Acceptance has not been issued for the subdivision-related public infrastructure, nor has any form of financial security been received to secure the completion of the public improvements. This application will be placed on hold following Planning Commission action until the infrastructure requirements are met.

### Recommendation

Staff recommends <b>APPROVAL</b> of the final plat.
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### Project Information

<p><b>Proposed Use:</b> apartment development and commercial uses</p> <p><b>Number of Lots:</b> 3 lots and 1 common area tract</p> <p><b>Land Area:</b> 32.46 acres; 29.49 acres, excluding common area</p> <p><b>Location:</b> generally located at the northeast corner of SW View High Dr. and SW 3<sup>rd</sup> St.</p> <p><b>Zoning:</b> PMIX (Planned Mixed Use District)</p> <p><b>Surrounding zoning and use:</b></p> <p><b>North:</b> AG (Agricultural)—vacant ground and R-1 (Single-Family Residential)—single family residence</p> <p><b>South:</b> PMIX (Planned Mixed Use)—future Village at View High commercial uses</p> <p><b>East:</b> PMIX (Planned Mixed Use)—future Village at View High senior living</p>
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**West (across SW View High Drive):** Kansas City, MO property—Fred Arbanas Golf Course

## Background

- July 15, 1964 – The Planning and Zoning Chairman of Jackson County Planning Commission approved the minor plat (Appl. #1964-009) for *Berbiglia Heights, Lots 2-4* and was recorded with the Jackson County Recorder's Office.
- December 31, 1964 – The majority of the subject property was annexed into the City of Lee's Summit, by Ordinance No. 812.
- June 6, 1967 – The City Council approved a rezoning from AG (Agricultural) to R-1 for the *Still Meadow Farm* residential subdivision (for the majority of the subject property), by Ordinance No. 1005 (Appl. #1967-011).
- August 29, 1972— Approximately 180 feet of the subject property, east of the View High Drive right-of-way, was annexed into the City of Lee's Summit, by Ordinance No. 1389.
- July 23, 1997 – A Minor Plat (Appl. #1997-214) for *Berbiglia Heights, Lot 5* was approved by City staff and was recorded with the Jackson County Recorder's Office.
- September 27, 2016 – The Planning Commission approved the preliminary plat (Appl. #PL2016-147) for *Village at View High*.
- October 20, 2016 – The City Council approved a rezoning (Appl. #PL2016-145), from R-1 to PMIX for the Village at View High conceptual development plan, by Ordinance No. 8002.
- November 3, 2016 – The City Council approved a preliminary development plan (Appl. #PL2016-146), for the Village at View High Apartment development, by Ordinance No. 8008.

## Code and Ordinance Requirements to be met Following Approval

*The items in the box below are specific to this subdivision and must be satisfactorily addressed in order to bring this plat into compliance with the Codes and Ordinances of the City.*

### Engineering

1. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final plat and approved prior to the approval of the final plat. All public infrastructure must be substantially complete, prior to the issuance of any building permits.
2. A Master Drainage Plan (MDP) shall be submitted and approved in accordance with the City's Design and Construction Manual for all areas of the development, including all surrounding impacted areas, along with the engineering plans for the development. The MDP shall address drainage level of service issues on an individual lot basis.
3. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any infrastructure permits or the start of construction (excluding land disturbance permit).
4. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 16.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of



the public infrastructure as outlined in Section 1000 of the City's Design and Construction Manual.

5. The As-graded Master Drainage Plan shall be submitted to and accepted by the City prior to the issuance of a Certificate of Substantial Completion and prior to the issuance of any building permits for the development.
6. A Land Disturbance Permit shall be obtained from the City prior to any land disturbance activities on the property.
7. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to the issuance of a Certificate of Substantial Completion. A certified copy shall be submitted to the City for verification.
8. Any cut and/or fill operations, which cause public infrastructure to exceed the maximum/minimum depths of cover shall be mitigated by relocating the infrastructure vertically and/or horizontally to meet the specifications contained within the City's Design and Construction Manual.

#### **Fire**

9. 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 2012 International Fire Code.

#### **Planning**

10. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the Unified Development Ordinance.
11. No final plat shall be recorded by the developer until the Director of Planning and the City Attorney have reviewed and approved the declaration of covenants and restrictions pertaining to common property as prepared in accordance with Section 5.330 of the UDO, and until the Director of Planning has received certification from the Missouri Secretary of State verifying the existence and good standing of the property owners' association required by Section 5.340 of the UDO. In addition, the approved Declaration of Covenants, Conditions and Restrictions shall be recorded prior to the recording of the final plat.
12. A final plat shall be approved and recorded (with the necessary copies returned to the Development Services Department) prior to any building permits being issued. All subdivision-related public improvements must be complete prior to approval of the final plat by the City Council unless security is provided in the manner set forth in UDO Section 16.340.
13. Each lot and tract shall be labeled with its respective address.
14. A vacation of easement application shall be submitted, reviewed, and approved for any easement required to be vacated.
15. Add "1<sup>st</sup> Plat" to the title.

RGM/jmt

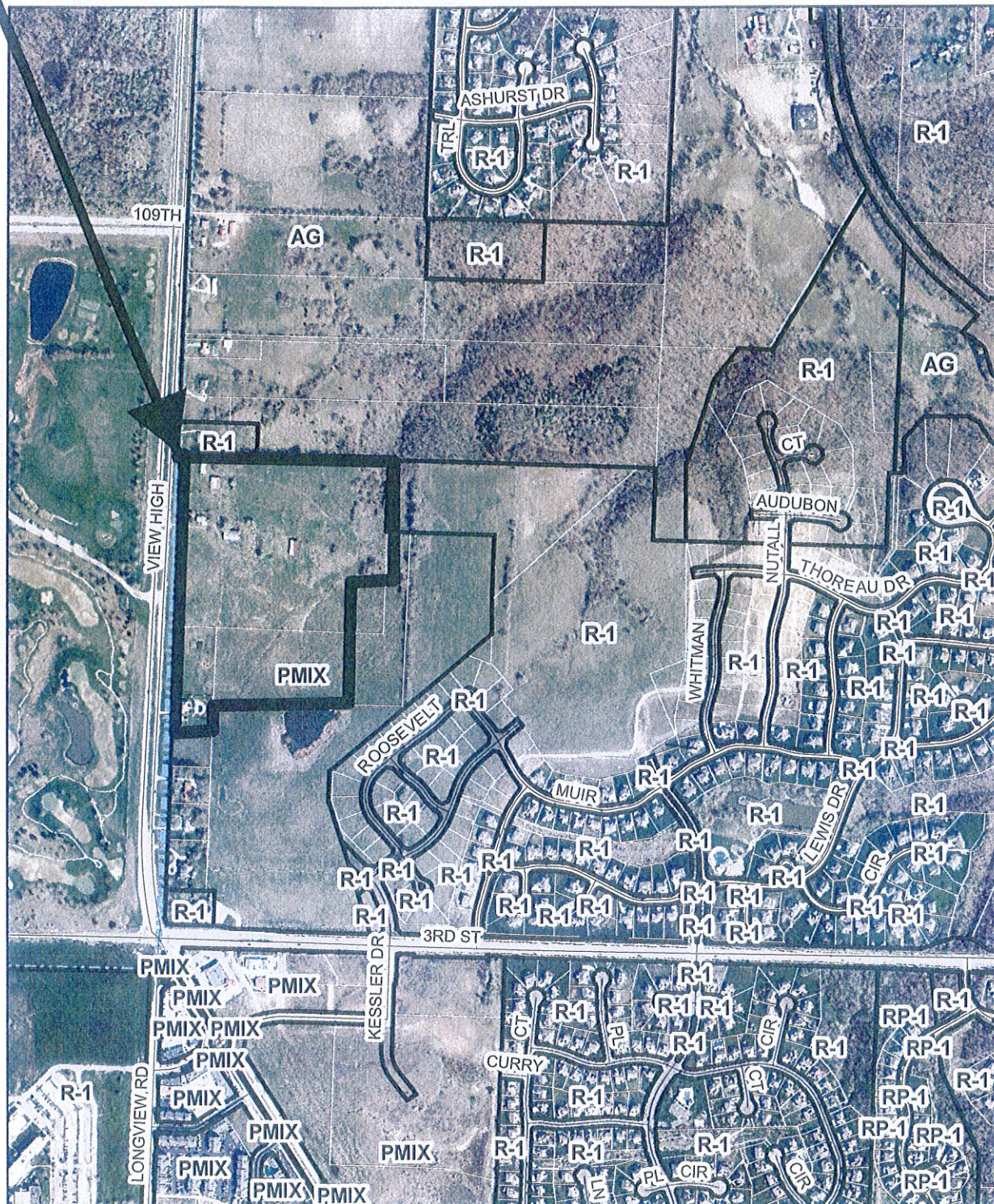
Attachments:

1. Final Plat, date stamped November 22, 2016 – 1 page
2. Location Map





PL#2016-186 FINAL PLAT  
VILLAGE AT VIEW HIGH APARTMENTS  
ENGINEERING SOLUTIONS, LLC, APPLICANT





## Packet Information

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**File #:** 2016-0799, **Version:** 1

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**Appl. #PL2016-194 - PRELIMINARY PLAT - QuikTrip No. 0191 (NE Mulberry St), Lots 1-3 & Tracts A-C;  
QuikTrip Corporation, applicant**

Issue/Request:

This application is for a preliminary plat consisting of three (3) lots and three (3) tracts on approximately 7 acres located at the southwest corner of NE Mulberry St and NE M-291 Hwy for QuikTrip. QuikTrip will own and maintain Tracts A and B, but will convey ownership of Tract C to the Lee's Summit R-7 School District. The proposed conveyance of Tract C to the school district is in part due to a portion of the existing running track for the abutting Meadow Lane Elementary encroaching onto the property proposed as Tract C.

Recommendation: Staff recommends **APPROVAL** of the preliminary plat.



# City of Lee's Summit

## Development Services Department

December 9, 2016

TO: Planning Commission  
FROM: Robert G. McKay, AICP, Director of Planning and Special Projects *ully for R&M*  
RE: **Appl. #PL2016-194 – PRELIMINARY PLAT – QuikTrip No. 0191 (NE Mulberry St), Lots 1-3 & Tracts A-C; QuikTrip Corporation, applicant**

### Commentary

This application is for a preliminary plat consisting of three (3) lots and three (3) tracts on approximately 7 acres located at the southwest corner of NE Mulberry St and NE M-291 Hwy for QuikTrip. QuikTrip will own and maintain Tracts A and B, but will convey ownership of Tract C to the Lee's Summit R-7 School District. The proposed conveyance of Tract C to the school district is in part due to a portion of the existing running track for the abutting Meadow Lane Elementary encroaching onto the property proposed as Tract C.

### Recommendation

Staff recommends **APPROVAL** of the preliminary plat.

### Project Information

**Proposed Use:** gas station/convenience store

**Land Area:** 104,071 sq. ft. – Lot 1  
23,798 sq. ft. – Lot 2  
96,067 sq. ft. – Lot 3  
3,647 sq. ft. – Tract A  
10,405 sq. ft. – Tract B  
29,443 sq. ft. – Tract C  
**332,365 total sq. ft. (7.6 acres)**

**Lots:** 3 lots and 3 common area tracts

**Location:** southwest corner of NE Mulberry St and NE M-291 Hwy

**Zoning:** CP-1 (Planned Neighborhood Commercial District)

#### **Surrounding Zoning and Use:**

**North (across NE Mulberry St):** RP-2 (Planned Two-family Residential) – duplexes; CP-2 (Planned Community Commercial) – car wash

**South:** CP-1 – office and common area tract; CP-2 – office and hotel

**East (across NE M-291 Hwy):** CP-2 – vacant property

**West:** R-1 – Meadow Lane Elementary School and single-family residential

### Background

- January 7, 2016 – The City Council approved the preliminary development plan (Appl. #PL2015-143) for QuikTrip No. 0191 by Ordinance No. 7788.
- November 23, 2016 – The Development Services Department issued a building permit (#PRCOM20163048) for only the foundation and underslab for QuikTrip No. 0191.



- November 30, 2016 – Staff administratively approved the final development plan (Appl. #PL2016-072) for QuikTrip No. 0191.
- December 2, 2016 – An application for final plat (Appl. #PL2016-215) for QuikTrip No. 0191 was received by the Development Services Department. Consideration of the final plat is tentatively scheduled for the January 10, 2017, and January 19, 2017, Planning Commission and City Council meetings, respectively.
- December 8, 2016 – The City Council authorized the execution of a development agreement between QuikTrip Corporation and the City for QuikTrip Store No. 0191 by Ordinance No. 8040. The City Council additionally approved the issuance of a full building permit prior to the approval and recording of a final plat for the subject property.

## **Code and Ordinance Requirements**

*The items in the box below are specific to this development and must be satisfactorily addressed in order to bring the plat into compliance with the Codes and Ordinances of the City.*

### **Engineering**

1. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final plat and approved prior to the approval of the final plat.
2. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the engineering plans and prior to the issuance of any infrastructure permits or the start of construction (excluding land disturbance permit).
3. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 16.340.
4. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to the issuance of a Certificate of Substantial Completion. A certified copy shall be submitted to the City for verification.
5. Any cut and / or fill operations, which cause public infrastructure to exceed the maximum / minimum depths of cover shall be mitigated by relocating the infrastructure vertically and / or horizontally to meet the specifications contained within the City's Design and Construction Manual.

### **Planning**

6. A note regarding the presence or absence of any active, inactive or capped oil and/or gas wells on the property shall be included on the final plat. The note shall include a citation of the source of information used to make the determination.
7. The following language shall be included in the common area dedication note on the final plat: "During the period in which the developer maintains effective control of the board of the condominium or property owners' association, or other entity approved by the Governing Body, the developer shall remain jointly and severally liable for the maintenance obligations of the condominium or property owners' association."
8. The following note shall be added to the plat: "All storm water conveyance, retention or detention facilities to be located on common property shall be owned and maintained by the property owners' association in accordance with the standards set forth in the

'Covenants, Conditions and Restrictions.' Refer to the 'Covenants, Conditions and Restrictions' associated with this development for requirements.

9. A restriction shall be included on the final plat indicating that the individual lot owner(s) shall not change or obstruct the drainage flow paths on the lots as shown on the Master Drainage Plan, unless specific application is made and approved by the City Engineer.
10. No final plat shall be recorded by the developer until the Director of Planning and the City Attorney have reviewed and approved the declaration of covenants and restrictions pertaining to common property as prepared in accordance with Section 5.520 of the UDO, and until the Director of Planning has received certification from the Missouri Secretary of State verifying the existence and good standing of the property owners' association required by Section 5.510 of the UDO. In addition, the approved Declaration of Covenants, Conditions, and Restrictions shall be recorded prior to the recording of the final plat.

RGM/hsj

Attachments:

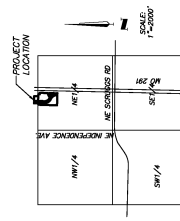
1. Preliminary Plat, date stamped November 17, 2016 – 2 pages
2. Location Map





## QUIKTRIP NO. 0191

- [illegible]



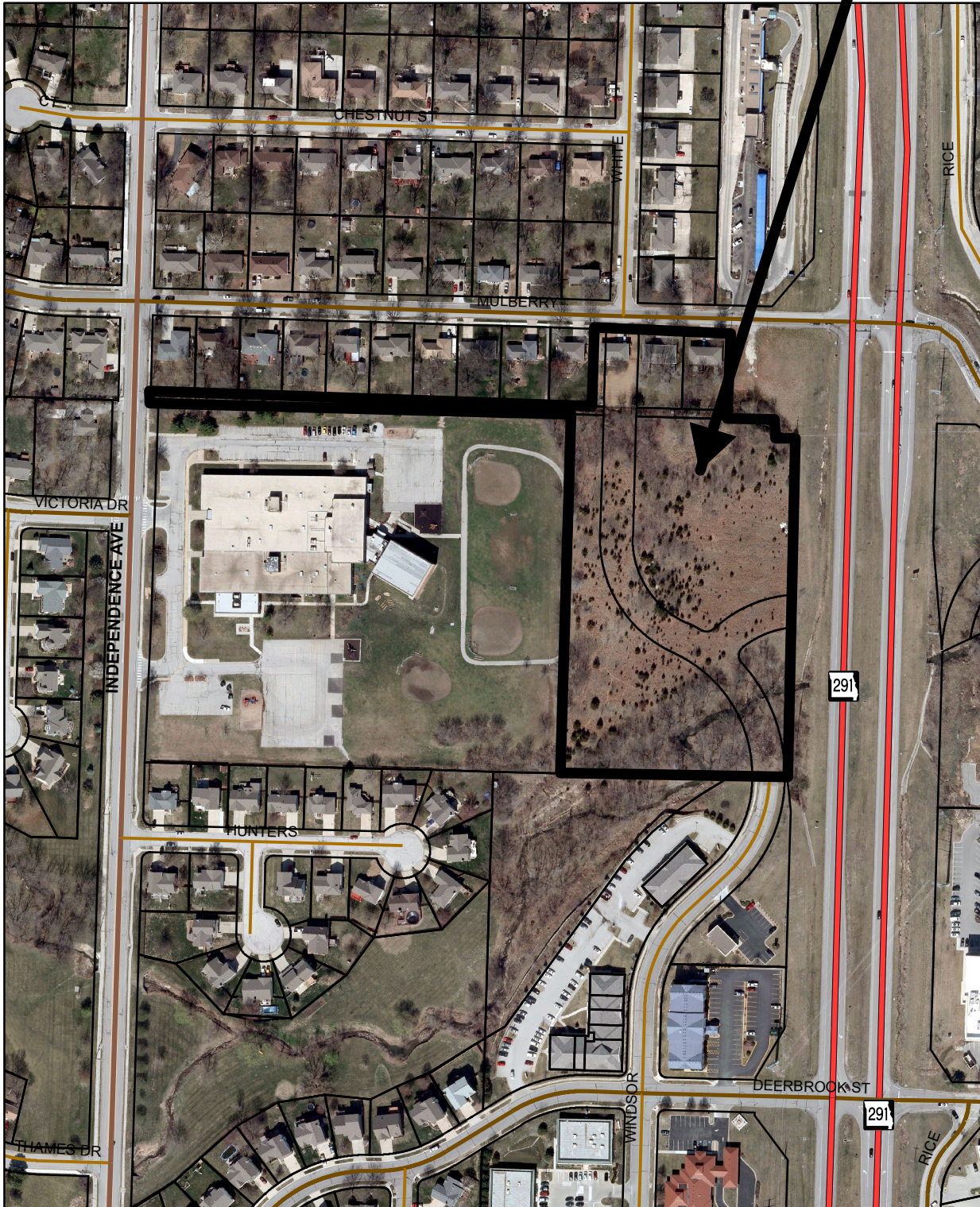
GENERAL NOTES:

GENERAL NOTES:  
Bearings shown hereon are in accordance with the  
State Plane Coordinate System, Missouri West Zone,  
NAD83. [CAF=0.999998142]  
Accuracy Standard is Type "Urban"

**SHAFER, KLINE & WARREN, INC.**  
**ENGINEERS ~ SURVEYORS**  
11250 CORPORATE AVENUE, LENEXA, KANSAS 66219  
PHONE (913) 888-7800 FAX (913) 888-7868



**Appl. #PL2016-194 PRELIMINARY PLAT**  
**QuikTrip No. 0191, Lots 1-3 & Tracts A-C;**  
**QuikTrip Corporation, applicant**



## Packet Information

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**File #:** 2016-0803, **Version:** 1

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**Appl. #PL2016-196 - SIGN APPLICATION - Lee's Summit Honda, 301 NE Colbern Rd; Davidson Architecture & Engineering, applicant**

Issue/Request:

The applicant requests approval for one (1) additional monument sign for Lee's Summit Honda, which will yield a total of two (2) monument signs for the auto dealership. The Unified Development Ordinance (UDO) allows one (1) monument sign per street frontage by right. However, the UDO grants the Planning Commission the authority to approve applications for signs that exceed the maximum number of signs allowed by right. The proposed sign will be a smaller replica of the existing monument sign currently serving the site. The sign will be located in front of the new vehicle display lot that is currently under construction immediately west of the existing dealership. Staff supports the requested second monument sign.

Recommendation: Staff recommends **APPROVAL** of the sign application.



# City of Lee's Summit

## Development Services Department

December 9, 2016

TO: Planning Commission

FROM: Robert G. McKay, AICP, Director of Planning and Special Projects *Help for RGM*

RE: **Appl. #PL2016-196 – SIGN APPLICATION – Lee's Summit Honda, 301 NE Colbern Rd; Davidson Architecture & Engineering, applicant**

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### Commentary

The applicant requests approval for one (1) additional monument sign for Lee's Summit Honda, which will yield a total of two (2) monument signs for the auto dealership. The Unified Development Ordinance (UDO) allows one (1) monument sign per street frontage by right. However, the UDO grants the Planning Commission the authority to approve applications for signs that exceed the maximum number of signs allowed by right. The proposed sign will be a smaller replica of the existing monument sign currently serving the site. The sign will be located in front of the new vehicle display lot that is currently under construction immediately west of the existing dealership. Staff supports the requested second monument sign.

### Recommendation

Staff recommends **APPROVAL** of the sign application.

### Project Information

**Proposed:** monument sign

**Zoning:** CP-2 (Planned Community Commercial District)

**Land Area:** 121,097 sq. ft. (2.78 acres)

**Building Area:** no building proposed; parking/display lot for Lee's Summit Honda

**Location:** 301 NE Colbern Rd.

**Surrounding zoning and use:**

**North:** PMIX (Planned Mixed Use District)—vacant; CP-2 (Planned Community Commercial District)—Cable Dahmer Kia (under construction)

**South:** MoDOT Right-of-way and I-470 highway

**East:** CP-2—Lee's Summit Honda dealership

**West:** CP-2—vacant

### Background

- April 27, 1999 – A final development plan was approved for Stadium Honda (now Lee's Summit Honda) for an approximately 33,400 sq. ft. building (Appl. #1999-107) on the property located at 401 NE Colbern Rd.
- May 13, 1999 – The City Council approved the special use permit to operate an automobile dealership, Stadium Honda (now Lee's Summit Honda), for a period of 30 years at 401-601 NE Colbern Rd. (Appl. #1999-010) by Ord. #4782. The special use permit will expire on May 13, 2029.



- February 14, 2002 – Staff approved the sign permit (Permit #02-025) for the existing monument sign for Lee's Summit Honda.
- February 18, 2016 – The City Council approved the special use permit (Appl. #PL2015-197) to expand automotive sales for Lee's Summit Honda onto the subject property at 301 NE Colbern Rd for a period of 13.5 years by Ord. #7818. The special use permit will expire on May 13, 2029.
- October 14, 2016 – Staff approved the final development plan (Appl. #PL2015-180) for the vehicle display lot on the subject property.

### Analysis of Sign Application

**Ordinance.** The Unified Development Ordinance, Article 13, Table 13-1, sets standards for the maximum allowable number of signs for a site, but authorizes the Planning Commission to consider and approve additional signs. The standard for monument signs in the CP-2 zoning district is a maximum of one (1) monument sign per street frontage.

**Request.** The applicant proposes a second monument sign along NE Colbern Rd. The proposed sign structure with a blue cabinet and white base will be a smaller replica of the existing monument sign currently serving the auto dealership; the copy on the proposed sign will differ from that of the existing monument sign. The sign will be located in front of the new vehicle display lot currently under construction immediately west of the existing facility. The signs will have 190 feet of separation between them; the UDO requires a minimum 75 feet of separation between monument signs.

#### Existing Monument Sign:

Copy	Sign Size	UDO Monument Sign Size Maximum
"H" Honda logo + "Honda"	64 sq. ft. sign area; 108 sq. ft. sign structure area <sup>1</sup>	72 sq. ft. sign face area; 96 sq. ft. sign structure area

1 – The existing sign structure area is a legally non-conforming characteristic that complied with the sign standards in effect at the time of the sign permit approval in 2002.

#### Proposed Monument Sign:

Copy	Sign Size	UDO Monument Sign Size Maximum
"H" Honda logo + "Certified Pre-Owned"	25 sq. ft. sign face area; 40 sq. ft. sign structure area	72 sq. ft. sign face area; 96 sq. ft. sign structure area

**Recommendation.** Staff recommends approval of the additional monument sign as proposed. With the completion of the new vehicle display lot, Lee's Summit Honda increases its presence along NE Colbern Rd from approximately 540 feet of frontage to approximately 850 feet of frontage. The sign will provide what staff believes to be a reasonable second means of identification and wayfinding for Lee's Summit Honda along its frontage on NE Colbern Rd. The proposed sign complies with the UDO requirements for monument sign size and separation between monument signs.

### Code and Ordinance Requirements

*The items in the box below are specific to this development and must be satisfactorily addressed in order to be in compliance with the Codes and Ordinances of the City.*

**Planning**

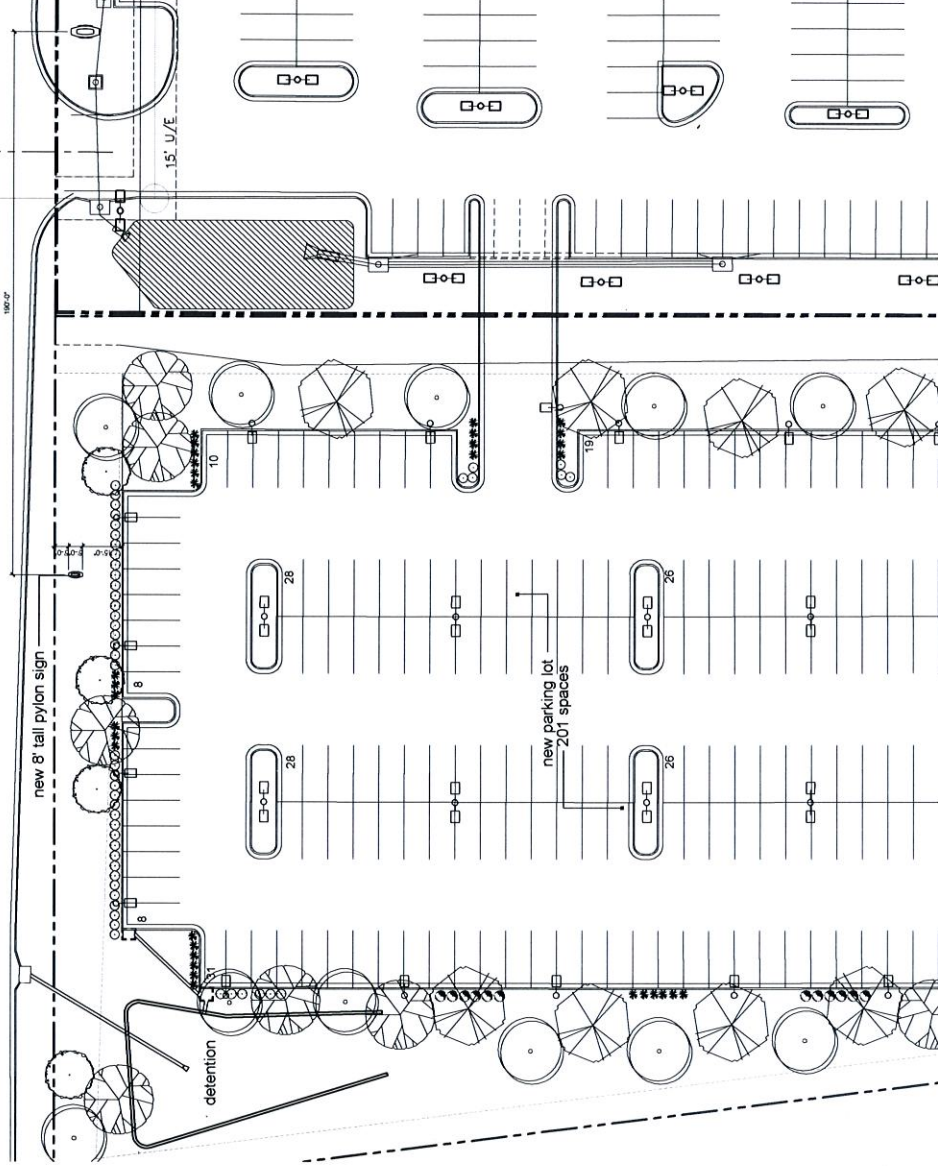
1. A sign permit shall be obtained from the Development Services Department for each sign prior to installation.

RGM/hsj

**Attachments:**

1. Site Plan and Monument Sign Elevation, date stamped October 21, 2016
2. Table of Sign Applications & Modifications 2001-Present, dated November 4, 2016 – 9 pages
3. Location Map

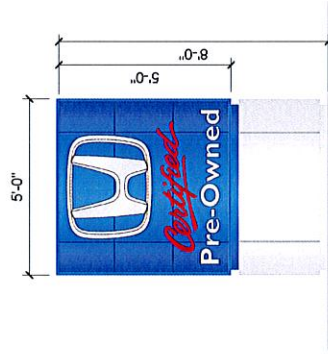




**1** | site plan  
scale: 1" = 20'-0"  
north



**2** | site map  
scale: not to scale  
north



**3** | proposed sign  
scale: not to scale

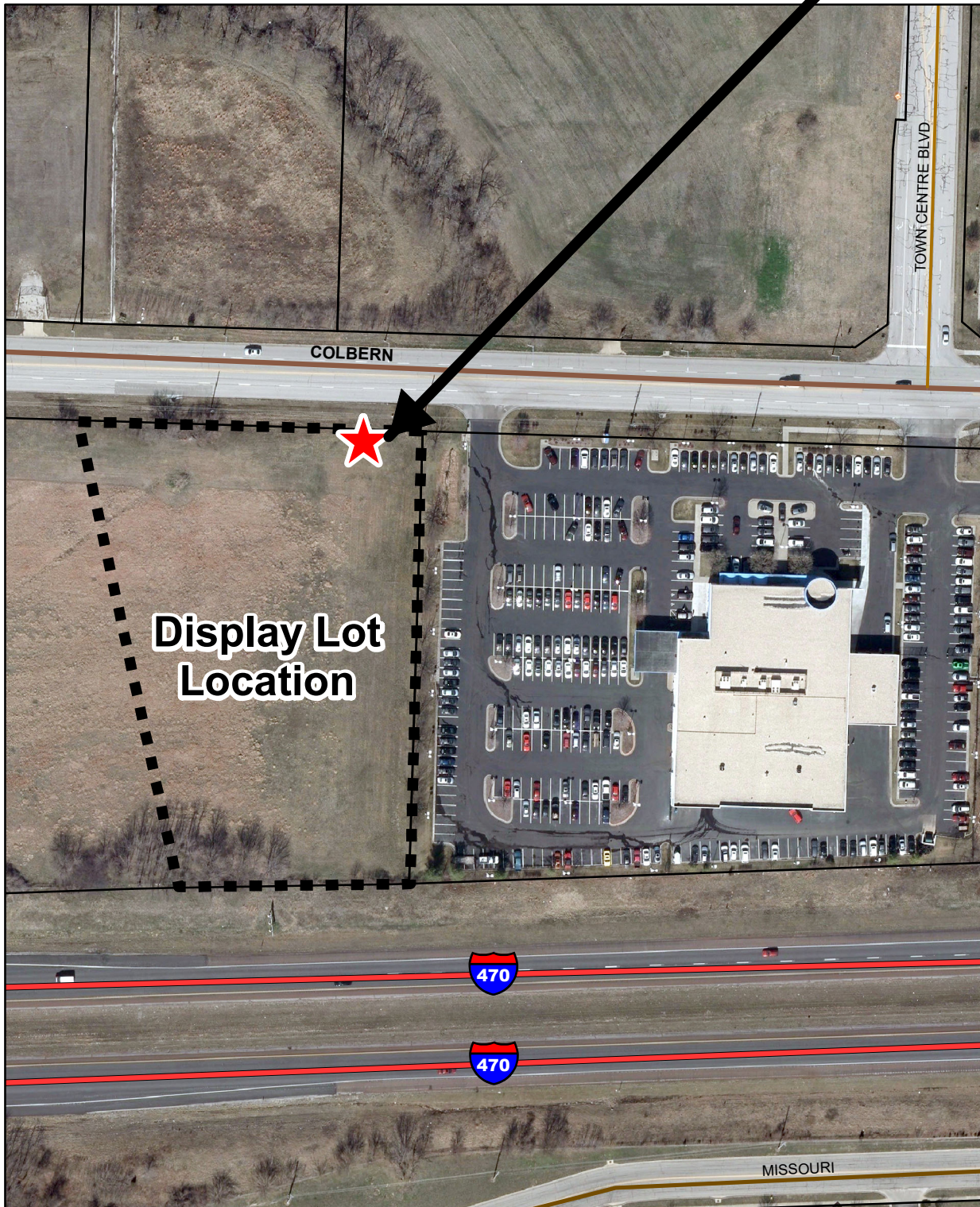
RECEIVED

OCT 21 2016  
Planning & Codes Admin

- 2016 - 196 -



**Appl. #PL2016-196 SIGN APPLICATION**  
**Lee's Summit Honda;**  
**Davidson Architecture & Engineering, applicant**





# The City of Lee's Summit

220 SE Green Street  
Lee's Summit, MO 64063

## Packet Information

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**File #:** 2016-0759, **Version:** 1

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Approval of the November 22, 2016 Planning Commission minutes



**The City of Lee's Summit**  
**Action Letter**  
**Planning Commission**

**Tuesday, November 22, 2016**

**5:00 PM**

**City Council Chambers**

**City Hall**

**220 SE Green Street**

**Lee's Summit, MO 64063**

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**CALL TO ORDER**

**ROLL CALL**

**Present:** 8 - Board Member Fred Delibero  
Board Member Jason Norbury  
Board Member Fred DeMoro  
Board Member Don Gustafson  
Board Member Donnie Funk  
Board Member J.Beto Lopez  
Board Member Herman Watson  
Board Member Brandon Rader

**Absent:** 1 - Board Member Colene Roberts

**APPROVAL OF AGENDA**

**A motion was made by Board Member Delibero, seconded by Board Member DeMoro, that this was approved. The motion carried unanimously.**

**APPROVAL OF CONSENT AGENDA**

[2016-0738](#) Approval of the November 8, 2016 Planning Commission minutes

**ACTION: A motion was made by Board Member Delibero, seconded by Board Member DeMoro, that the Minutes be approved. The motion carried by a unanimous vote.**

**PUBLIC HEARINGS**

[2016-0736](#) PUBLIC HEARING - Appl. #PL2016-199 - PRELIMINARY DEVELOPMENT  
PLAN - co-work Lee's Summit, 210 SW Market St. and 211 SW Jefferson  
St.; Ben Rao, applicant

**Chairperson Norbury opened the hearing at 5:02 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in.**

**Mr. Ben Rao gave his address as 508 SE Douglas Street in Lee's Summit. He illustrated his presentation with PowerPoint slides. The first showed the former Post Office location at 210 and 211 Market Street. He proposed to redevelop the site, leaving the building**

intact, with a phased approach to a long-term development plan. The building had been empty for almost a year; and there would be benefits to both the environment and the continued redevelopment of Downtown. The plan would include a coffee shop and small deli in the building, which would have a 'green' wall and roof. Mr. Rao was not sure about the signage in terms of the City's requirements. He explained that "co-working" referred to a space where small independent companies or individuals could rent desks, on a month-to-month basis. The idea was to create a hub to allow small businesses to have a base and to collaborate in support of each other. Having this option would also encourage local businesses to stay locally-based. A slide showed a common front area that would be secure, with tenants accessing it via a key fob. The space would also have offices available for lease. The subscription or rent would include Wi-Fi access as well as amenities like free coffee and tea. Much of the space would be devoted to collaborative and meeting spaces, including meeting rooms.

Mr. Rao pointed out that the Kansas City market had about a dozen co-working; but the only one in Jackson County was the Truman Innovation Center, which specialized in commercial kitchens. Companies could visit the proposed facility for off-site meetings. The meeting space was not intended for events such as weddings; but rather venues for professional gatherings including speakers and presentations. These spaces could accommodate up to about 300 people, and they would be available to tenants at other times.

The area around the site would need some beautification, as it had been neglected for awhile. Mr. Rao remarked that he had lived in Downtown Lee's Summit for ten years, and his offices were above the Bike America shop; so he had a practical interest in the area being improved. He was working with Mr. Will Gibson, who specialized in landscaping with native plants and using water from runoff. The plan was to add medians as well as rain barrels that would capture stormwater; which was especially important in view of site's impervious coverage being almost 100 percent. He would also put solar panels on the entire roof, and had called in structural engineers to determine that the structure could support that. This could provide power for 50 to 75 percent (with LED lighting) of the building's needs.

Mr. Rao emphasized that bringing a number of businesses, as many as 70 or 80, together to create a community was an essential part of this kind of development apart from just shared office space. It was a way to develop small businesses at a stage where they needed support. If this was successful, many of these businesses would remain based in Lee's Summit. These people who came into town for meetings and as speakers could potentially fuel significant economic growth. A well-attended meeting might bring in as many as 150 to 200 people into Downtown. He added that his background was in real estate investment, mostly single-family and small multi-family residential. The EDC had helped him contact several developers with experience in raising capital. He had met with nearby homeowners and their reaction had been very positive. Mr. Rao then displayed an aerial view rendering showing multi-family residential, retail and parking. He asked for approval of Phase 1 of the project.

Following Mr. Rao's presentation, Chairperson Norbury asked for staff comments. She related that this plan proposed to redevelop the 12,400 square foot former Post Office building as a co-work facility. The property was currently zoned PMIX, and this zoning district required a preliminary development plan for proposed development. The applicant proposed extensive site and building improvements, which including eliminating the Jefferson Street driveway, adding landscape islands and installing outdoor patios, a sculpture garden and the solar paneled roof Mr. Rao had described. These improvements supported the principles of the City's Downtown design standards and would enhance the existing building's character. Proposed uses within the building included not only office space but also a deli and coffee shop and a fitness center. Staff supported the application



and recommended approval.

Ms. Thompson entered Exhibit (A), list of exhibits 1-15 into the record.

Following Ms. Thompson's comments, Chairperson Norbury asked if there was anyone present wishing to give testimony, either in support for or opposition to the application. Seeing none, he then asked if the Commission had questions for the applicant or staff.

Mr. Delibero asked Mr. Park about the traffic impact, should Mr. Rao be correct about meetings attracting 150 to 200 people. Mr. Park answered that the City had not previously looked at this site as being an event space. If it was a matter of meetings occasionally bringing in that number of people, as opposed to that much increase daily, it would not likely be an issue. The applicant would need to clarify whether this would be a typical business operation. Mr. Rao stated that this number would be the typical membership of the co-working space; however, having that many people there at one time would not be an everyday occurrence. However, if a group such as the Chamber of Commerce held regular membership luncheon meetings there, it would generate 100 to 200 people on a scheduled basis. The site had about 75 parking spaces, in addition to the 65 to 70 available at the City parking lot next door.

Mr. Delibero then asked Mr. Rao what the height of the main sign would be. Mr. Rao clarified that this was a conceptual drawing but he did not know if the City would approve it. It was above the roof line, about 8 to 9 feet high. Mr. Delibero asked Ms. Thompson how this fit into the sign requirements, and Ms. Thompson answered that the UDO's Article 13 prohibited roof signs, so staff had not approved this one; although they could help with reworking the design. The Commission were not being asked to specifically approve the sign or any particular rendering of the building at this stage.

Chairperson Norbury asked if there were further questions for the applicant or staff. Hearing none, he closed the public hearing at 5:18 p.m. and asked for discussion among the Commission members, or for a motion.

Mr. Delibero made a motion to recommend approval of Application PL20199, Preliminary Development Plan, Co-work Lee's Summit, 210 SW Market Street and 211 SW Jefferson Street; Ben Rao, applicant; subject to staff's letter of November 18, 2016. Mr. Gustafson seconded.

Chairperson Norbury asked if there was any discussion of the motion. Hearing none, he called for a vote.

On the motion of Mr. Delibero, seconded by Mr. Radar, the Planning Commission members voted unanimously by voice vote to recommend APPROVAL of Application PL20199, Preliminary Development Plan, Co-work Lee's Summit, 210 SW Market Street and 211 SW Jefferson Street; Ben Rao, applicant; subject to staff's letter of November 18, 2016.

(The foregoing is a digest of the secretary's notes of the public hearing. The transcript may be obtained.)

**ACTION:** A motion was made by Board Member Delibero, seconded by Board Member Rader, that this Public Hearing - Sworn be recommended for approval to the City Council - Regular Session, due back by 12/8/2016 The motion carried by a unanimous vote.

[2016-0711](#)

PUBLIC HEARING - Appl. #PL2016-200 - Unified Development Ordinance (UDO) AMENDMENT #59 - Article 6 Overlay Districts, revisions to the

Floodplain Overlay District regulations; City of Lee's Summit, applicant.

Chairperson Norbury opened the hearing at 5:20 p.m. and asked those wishing to speak, or provide testimony, to stand and be sworn in.

Mr. Binger entered Exhibit (A), list of exhibits 1-8 into the record. He related that FEMA (Federal Emergency Management Agency) regularly updated floodplain maps via hydraulic studies. The last update was launched in 2006 and completed in 2014; a procedure that had been followed since the 1970s. The amendment was a proposal to adopt these updated maps. This had to be done, by January of 2017, in order for the City to participate in the national flood insurance program. Over the years updates had been based on USGS topographical maps, which had 10- to 100-meter contour intervals; and more accurate topographical information had become available over the decades due to aerial imagery and other improved technology. Contour intervals were now down to about one or two feet. Using the better contours, FEMA basically reran the models of streams and hydraulic flow; and this changed the boundaries. The ordinance amendment would adopt the new maps, following a public comment period.

Mr. Binger added that the packets included a listing of 129 properties currently covered by the national flood insurance program. These properties would include structures, since FEMA dealt with insurable structures. Adoption of the new maps would add about 450 acres altogether; and in this case the addition did not necessarily indicate that a structure existed on the land. Another 450 acres were being removed from inclusion in a flood hazard area. The amendment would also update some of the administrative processes for floodplain development permits. It more clearly defined the roles of a floodplain administrator, the Board of Zoning appeals process and some of the violation penalties. While the 'changes version' of the amended ordinance in the packets looked confusing; however, it did summarize the changes.

Mr. Binger then displayed an example of some of the changes to the floodplain overlay, noting that since this was an overlay district it did change the zoning on the maps. He pointed out the regulated floodway indicated on the map as a red or lavender strip. These were areas where a waterway was going directly through and development was generally prohibited unless there would be no change in the flood water elevation – a 'no rise' condition. If a structure was being put across a stream, it went through a permitting process. The bands of dotted blue or green indicated the 2006 floodway fringe, or floodplain. These indicated a one percent chance of flooding during a rain event. Beyond the floodway, indicated in solid blue, was the change in the boundary; with the floodplain moving outward. Mr. Binger pointed out a small area indicated in green that had been removed from the floodplain.

The rainfall data had changed as well; and had been updated based on local conditions instead of regional or statewide. Formerly in Lee's Summit, a 'one percent storm' had been 7 inches of rain within 24 hours. The new data indicated 9 inches in 24 hours, a noticeable change in volume of water.

Mr. DeMoro asked how homeowners whose land was now in the new floodplain were being notified. Mr. Binger replied that FEMA basically routed notification through mortgage lenders, who were responsible for enforcing the flood insurance requirements for structures built on properties in a flood area. Next spring, lenders would send notices to property owners of being added to or removed from a flood area and that their insurance requirements would change accordingly. Mr. DeMoro asked how owners who had inherited property or paid off mortgages would be notified, and Mr. Binger acknowledged that these situations amounted to a gap in the enforcement. Mr. DeMoro asked if the City would initiate notices for these owners, and Mr. Binger replied that traditionally this was not something the City was responsible for, since it was enforced through lenders. They could look into taking that on, although it would take some time



and work to identify these properties. Sometimes the City met with property owners about issues or questions relating to stormwater, and they could notify some in that way.

Chairperson Norbury noted the reference in the summary to clarifying the appeals and variance process; and asked if this was a change in that process. Mr. Binger replied that there were no changes; however, the former language had just stated that an applicant could appeal, and had been rather vague. It had been necessary to search through the UDO to find that an appeal should be taken to the Board of Zoning Adjustments. The amendment also clarified what were grounds for an appeal, and explained the process. Chairperson Norbury asked if this was dictated by FEMA or was local jurisdiction. Mr. Binger answered that appeals to the floodplain development permit process were locally-based; and the City's role was basically preventive, by identifying flood hazard areas as development and building permit applications came through and making requirements for a floodplain development permit clear to applicants.

Mr. Delibero commented that the City's approval of the amendment was necessary for affected property owners to get flood insurance; and in doing that the City was imposing insurance requirements on some residents and removing them from others. Mr. Binger responded that this was correct.

Chairperson Norbury asked if there were further questions for the applicant or staff; or any comments from the public. Hearing none, he closed the public hearing at 5:30 p.m. and asked for discussion among the Commission members, or for a motion.

Mr. DeMoro asked if it was correct that the Commission would be approving the amendment application, and not giving a recommendation for approval. Mr. Soto answered that it would go to the City Council,

Mr. DeMoro made a motion to recommend approval of Application PL2016-200, Unified Development Ordinance (UDO) Amendment 59: Article 6 Overlay Districts, revisions to the Floodplain Overlay District regulations; City of Lee's Summit, applicant; subject to staff's [undated] report. Mr. Funk seconded.

Chairperson Norbury asked if there was any discussion of the motion. Hearing none, he called for a vote.

On the motion of Mr. DeMoro, seconded by Mr. Radar the Planning Commission members voted unanimously by voice vote to recommend APPROVAL of Application PL2016-200, Unified Development Ordinance (UDO) Amendment 59: Article 6 Overlay Districts, revisions to the Floodplain Overlay District regulations; City of Lee's Summit, applicant; subject to staff's [undated] report.

(The foregoing is a digest of the secretary's notes of the public hearing. The transcript may be obtained.)

**ACTION:** A motion was made by Board Member DeMoro, seconded by Board Member Rader, that this Public Hearing - Sworn be recommended for approval to the City Council - Regular Session, due back by 12/8/2016 The motion carried by a unanimous vote.

## OTHER AGENDA ITEMS

### [2016-0735](#)

#### Discussion - Livable Streets Lee's Summit

Mr. Park reviewed that some of the Commissioners had requested an open discussion. He first gave some background on the livable streets concept. It was also referred to as 'complete' or, more recently, 'green' streets. Designing right-of-way corridors included not only the physical infrastructure but all the users. These included people who rode bicycles, or

walked or used public transit as well as those driving a vehicle. It pertained to relating to mobility, moving freight and commerce; and the design of rights-of-way had to make all these uses efficient and safe. There was an increased emphasis on non-motorized traffic, because historically motorized traffic had received much more attention. That was part of what "complete streets" meant. The role of elements such as landscaping, lighting, streetscapes and benches was that they helped make the environment inviting enough for people to get out and moving. Mr. Park added that cycling in particular had wide variation in type of use. Some cyclists liked to be on the road and others on a side bike path next to the road; and cycling could include families as well as a single racer who might ride 100 miles a day. It included people of all ages and levels of ability.

Mr. Park added that the term "complete streets" had been in general use for decades but was not familiar in the Midwest until about a decade ago. "Livable streets" was more commonly used in Lee's Summit. Each right-of-way corridor had its own context, and should be planned accordingly, as their intended purposes were not all the same. Not every roadway in Lee's Summit would be appropriate for bike lanes, sidewalks and bus stops. They could have plans specifically focusing on bike use, greenways, or sidewalks; or transit.

In late 2010, the City adopted a livable streets policy through the Lee's Summit 360 planning project. Shortly after that it approved a livable streets advisory board to oversee the policy's implementation. Former chair members Dr. Ed Kramer and Mr. Bob Busbee were present at tonight's discussion and were still active on the board, which met monthly.

Chairperson Norbury noted that the Commission regularly saw the input of livable streets when the packets included a traffic analysis. This was often rote language, and he asked for some specifics. Mr. Park said one of the aspects of the policy was to list and define any exceptions. For example, if a roadway was going in and the City was requested to not include a sidewalk, the policy would clearly define what reasons to deviate from including that element were acceptable. It made it clear not only to the City but potentially to the public why an exception was or was not being made. In the Traffic Impact Analysis, the paragraph dealing with Livable Streets compliance reflected a review of that development and a note of any modification to the policy. This might be a variance to sidewalk requirements or a greenway path identified by the greenway master plan; or a bike lane might be left off a stretch of road that the plan showed as having one. Any modification would be pointed out in that paragraph. Occasionally it would mention extra items that were not required, such as bike racks. After this notification made it clear that the criteria were met as established. After that it was up to the City and City staff to keep reviewing the UDO and other ordinances; and possibly raising standards and setting new expectations.

Mr. DeMoro asked what constituted a bikeway plan. Mr. Park first clarified that the Commission had actually adopted the bikeway plan in 2012; and this was one of the Commission decisions that did not go on to the Council. The plan identified all the routes in the City. These could be bike lanes, wide curb lanes through neighborhoods, paved shoulders or shared roadways. If a development application started to look at a different street network, staff would first look at whether it complied with the master plan and if it would affect related plans such as the bikeway plan. A developer might propose a new route and staff would certainly consider that; but that was not mandatory. If a developer or applicant wanted to deviate from something like a sidewalk requirement, staff would have to make it clear whether they supported or opposed the modification, and state the reasons.

Mr. DeMoro asked if designated bike paths would be striped on City streets in the future. He had noted signs informing drivers of bike traffic; but motorists did not always know what these signs meant. Mr. Park answered that this was a kind of transitional approach. More recently 2nd Street had been reconfigured to create some space for cyclists, and the City had continued the paved shoulders and striped delineation up to Blue Parkway. They had taken a similar approach on Blackwell, Jefferson Street and Chipman Road west of Pryor. Some



political arguments had been made that the City did not need to spend money on lanes for bicyclists; and the cost was influenced by standards in place for bike lanes. Changing from wide lanes with no striping to standard lanes with paved shoulders was an option and these served the same function, including notifying drivers of bicyclists on the road. More public support and awareness might make it possible to transition those paved shoulders. The City was already marking the routes with bike route signs; and some roads would have alternating signs for greenway loops and bike routes.

Answering Mr. Gustafson's question about Lee's Summit 360, Mr. Park related that its committee had recently approved a few ordinances regarding bicycle safety as well as one regarding sidewalks and encroachments from driveways. That was basically low-hanging fruit that they were willing to address; but now they were looking into the developmental standards concerning sidewalk construction in the UDO; including timing and whether sidewalks should be on one side of the street or on both sides, as in the M-150 Corridor district. They were starting to approach questions concerning whether some of these standards, such as required bike racks, be passed for the city in general.

Dr. Ed Kramer, remarked that Mr. Park was considered a regional expert on complete/livable streets and was in fairly high demand as a speaker. He emphasized that this represented a lot of common goals and objectives between the Livable Streets Advisory Board and the Planning Commission. The terms "complete" and "livable" streets technically had the same meaning; but "livable" streets had a more dynamic connotation for Lee's Summit. The Livable Streets Advisory Board had come directly from the Lee's Summit 360 project; and he and Mr. Steve Silansky had approached (former) Mayor Messerli about introducing the City Council to the complete/livable streets concept. He had been very pleased by the reaction to the concept; although this represented several months of hard work. It became one of Lee's Summit 360's top priorities.

The Board had done a number of policy reviews including working with the Police department on updates to laws concerning bicycles as well as discussion of rules about sidewalks and motorized vehicles. They had also been active in establishing the M-150 district overlay district, which had many livable streets elements. Going from discussing and making plans to seeing results took some time; but he was seeing some visible results around town that were very encouraging; and Downtown already provided some good examples, including pedestrian activity and Downtown streets being generally bicycle-friendly. Dr. Kramer especially liked the 'road diet', of which 2nd Street was a good example. The intersection of Douglas and 2nd in particular had been dangerous; and after resurfacing and some re-striping had turned a difficult four-lane road into a very livable three-lane one with a center turn lane and paved shoulders for bicycles. Jefferson Street, a short section of Independence and Chipman Road west of Pryor were other examples. He added that he would be willing to come back and present a slide show with examples of the positive changes. The Commission and the Livable Streets advisory board had a number of goals in common, and the City had recently won a "Walk Friendly" award and had been upgraded from "bronze" to "silver" level. It had also won the Bicycle Friendly community award in 2012. Lee's Summit was the only city within about 500 miles that had both these designations. Even tonight the Board's current chair, Mr. Eric Vaughn, was attending the Longview Lake Christmas In the Park event, at which people were encouraged to ride bicycles through the park.

A member from the audience stated that as a focus board, the Livable Streets Advisory Board got into minute details, including City regulations. Some of them had been on the books for a long time and the ones about bicycles in particular were sometimes contradictory. One specified that someone riding a bicycle should keep both hands on the handlebars at all times; another said that a bicyclist should always signal either left or right at an intersection. Obviously it was not possible to obey both these rules. He emphasized that in addition to the larger picture, the Board also looked at small details that could make a difference or generate problems. There were many levels of non-automotive vehicles, from a child's tricycle to the

largest Harley-Davidson motorcycle and most of those levels were in between those two extremes. They could not all be subject to exactly the same regulations.

Dr. Kramer added that he had previously avoided Lee's Summit Road on account of it being so dangerous; and had recently driven on it for the first time since it had been redone. He recalled being before the Commission before this particular plan was approved and the end result was far superior to the original plan, which had looked more like an interstate. At present, it was only the middle stretch to be done. Chairperson Norbury recalled that Dr. Kramer had been very concerned at the time about how bike-friendly the proposed new Lee's Summit Road would be. The road being in a multi-jurisdictional area had added a level of complexity to getting this done.

Mr. Gustafson asked Mr. Park if the City had a bike lane requirement for streets at a certain level. Mr. Park answered that all bike lane requirements were established at a national level and had specific criteria including sign faces and types, pavement marking symbols and how much space could be between them. The signs and symbols actually represented a good percentage of the expense. Arterial and collector streets to be made bike-friendly were identified in the bikeway plan. Colbern was one of the major streets earmarked for side paths; however, not all collector or arterial streets were included. The plan did provide a well-defined grid of parallel or alternative routes, such as Murray Road as a surrogate for Pryor Road or Murray Road as a route over US 50 for bicyclists to use. In putting the plan together, staff had found it useful to take a close look at streets that were already often used by bicyclists.

Chairperson Norbury asked Mr. Park if he could email Commission members a presentation or pdf document about the bike plan. Mr. Park responded that he had done a presentation earlier this year that would be helpful, and he could send this out to the Commissioners. He added that in addition to the testimony tonight, the Livable Streets Advisory Board did a lot of public education and spent a lot of time on media and events that could promote walking and bicycling as an alternative. They had a great deal of related information pertaining to the UDO, such as parking requirements Downtown and making shared parking more feasible; and he expected that the Board would be very active in that in the near future. Some of the content of the M-150 Overlay district provided excellent examples of livable streets policies; and they were working with Mr. McKay and the Planning staff to see what could be applied city-wide. He added that livable streets had been thoroughly incorporated into the Thoroughfare Master Plan.

## PUBLIC COMMENTS

## ROUNDTABLE

## ADJOURNMENT

For your convenience, Planning Commission agendas, as well as videos of Planning Commission meetings, may be viewed on the City's Internet site at "[www.cityofls.net](http://www.cityofls.net)".



## Packet Information

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**File #:** 2016-0805, **Version:** 1

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**PUBLIC HEARING - Appl. #PL2016-184 - SPECIAL USE PERMIT renewal for outdoor storage of temporary storage containers - Walmart, 1000 NE Sam Walton Ln; Walmart Real Estate Business Trust, applicant**

Issue/Request:

The applicant requests renewal of the special use permit to allow for the continued use of 25 temporary storage containers located on the west and southwest areas of the property, to the rear of the building. The applicant requests use of the containers on the property from October 1<sup>st</sup> to December 31<sup>st</sup> each year for a period of 10 years. The containers are used for storage of additional inventory during the holiday season.

The original special use permit was approved on October 8, 1996, for a period of 10 years. The original approval granted the use of 18 temporary storage containers from October 15<sup>th</sup> to December 10<sup>th</sup> each year. The special use permit was renewed in 2007 for an additional 10 years from the date of the original expiration. As part of the renewal, the number of containers allowed on the property was increased from 18 to 25, and the date range that the containers were allowed to be used on the property was expanded to span from October 1<sup>st</sup> to December 31<sup>st</sup>.

Recommendation: Staff recommends **APPROVAL** of the special use permit, subject to the following:

1. The special use permit shall be granted for a period of 10 years, from the previous expiration date, to expire on October 8, 2026.
2. No more than twenty-five (25) 8 foot x 40 foot storage containers shall be allowed.
3. Containers shall be allowed for a period of twelve weeks. The containers shall not be placed on the premises prior to October 1<sup>st</sup>, and shall be removed no later than December 31<sup>st</sup> of each calendar year during which the special use permit is effective.
4. The container storage areas shall be as shown on the original site plan dated August 7, 2007, and shall remain outside the fire lanes.

# City of Lee's Summit

## Development Services Department

December 9, 2016

TO: Planning Commission

FROM: Robert G. McKay, AICP, Director of Planning and Special Projects *diff for RAM*

RE: **PUBLIC HEARING – Appl. #PL2016-184 – SPECIAL USE PERMIT renewal for outdoor storage of temporary storage containers – Walmart, 1000 NE Sam Walton Ln; Walmart Real Estate Business Trust, applicant**

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### Commentary

The applicant requests renewal of the special use permit to allow for the continued use of 25 temporary storage containers located on the west and southwest areas of the property, to the rear of the building. The applicant requests use of the containers on the property from October 1<sup>st</sup> to December 31<sup>st</sup> each year for a period of 10 years. The containers are used for storage of additional inventory during the holiday season.

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### Recommendation

Staff recommends **APPROVAL** of the special use permit, subject to the following:

1. The special use permit shall be granted for a period of 10 years, from the previous expiration date, to expire on October 8, 2026.
2. No more than twenty-five (25) 8 foot x 40 foot storage containers shall be allowed.
3. Containers shall be allowed for a period of twelve weeks. The containers shall not be placed on the premises prior to October 1<sup>st</sup>, and shall be removed no later than December 31<sup>st</sup> of each calendar year during which the special use permit is effective.
4. The container storage areas shall be as shown on the original site plan dated August 7, 2007, and shall remain outside the fire lanes.

### Project Information

**Proposed Use:** outdoor storage of temporary storage containers

**Location:** 1000 NE Sam Walton Lane

**Zoning:** CP-2 (Planned Community Commercial District)

**Surrounding zoning and use:**

**North (across NE Tudor Road):** R-1 (Single-family Residential) – Community of Christ Church; PMIX – (Planned Mixed Use) – senior housing facility; and CP-1 (Planned Neighborhood Commercial District) – Lee's Summit Christian Church

**South:** R-1 – medical office facility; and CP-2 – vacant



**West (across NE Independence Avenue):** RP-3 (Planned Residential Mixed use District) and CP-2 – senior housing facility

**East:** CP-2 – retail

## Background

- October 8, 1996 – The City Council approved a special use permit for a period of ten (10) years for the use of 18 temporary storage containers structures from October 15<sup>th</sup> through December 10<sup>th</sup> of every calendar year of the permit, by Ordinance No. 4355.
- November 15, 2007 – The City Council approved a special use permit for a period of ten (10) years for the use of 25 temporary storage containers structures from October 1<sup>st</sup> through December 31<sup>st</sup> of every calendar year of the permit, by Ordinance No. 6534.

## Analysis of the Special Use Permit

**Ordinance Requirement.** The Unified Development Ordinance (UDO) Section 10.020.B., states that uses not specifically set forth as “permitted uses”, “prohibited uses” or as “uses subject to conditions” elsewhere in this Chapter shall be deemed to be “special uses” unless otherwise determined. The Commission and Governing Body may consider granting a special use permit for such uses in accordance with the requirements of Article 4.”

**Previously Approved.** The previous special use permit renewal for outdoor storage of temporary storage containers on the property was approved with the following conditions:

1. No more than twenty-five (25) 8 foot x 40 foot storage units shall be allowed.
2. Containers shall be allowed for a period of twelve (12) weeks; cannot be placed on the premises prior to October 1<sup>st</sup>; and shall be removed no later than December 31<sup>st</sup> of each calendar year of the permit.
3. Six (6) evergreen trees shall be added along the southwest corner of the property to better screen the temporary storage containers from the neighboring properties to the south and west. Trees shall have a minimum height of eight (8) feet at the time of planting, and shall be installed within thirty (30) days of final approval.
4. The storage units shall be located as shown on the site plan dated August 7, 2007, and shall remain outside of the fire lanes.

To staff’s knowledge, the applicant has complied with all of the conditions associated with the previously approved special use permits.

**Time Period.** The applicant requests renewal of the special use permit for a period of 10 years. Staff recommends a time period of 10 years from the previous expiration date, to expire on October 8, 2026.

## Code and Ordinance Requirements

*The items in the box below are specific to this development and must be satisfactorily addressed in order to be in compliance with the Codes and Ordinances of the City.*

### **Fire**

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 2012 International Fire Code.



2. Fire Department access around the rear of the structure and to the FDC shall be maintained.
3. Combustible waste material creating a fire hazard shall not be allowed to accumulate in buildings or structures or upon premises. A minimum 10 feet of clearance shall be maintained between storage containers and baled cardboard stored in the lot.

RGM/hsj

Attachments:

1. Site Plan, date stamped August 7, 2007 (2 pages)
2. Pictures of Surrounding Properties, dated December 9, 2016 – 3 pages
3. Location Map





CENTER OF LOT 1  
TRUE POINT OF BEGINNING  
NORTHWEST CORNER OF LOT 1  
CARONDELET PARK SUBDIVISION

PROPOSED  
SIDEWALK

SCREENING WALL AND  
LANDSCAPE AREA

EXP. 28,280 SF

R-OP

INDEPENDENCE AVE.

121,267 SF  
FINISHED FLOOR ELEVATION  
994.0

BUILDING HEIGHT VARIES 23' - 26'

835,297.34 SQ. FT. 19.12 ACRES

SCREENING WALL AND  
LANDSCAPE AREA

HEALTH SERVICES BUILDING  
(FUTURE)

DETENTION AREA A  
FOR LOT 11  
146,778.01  
3.33 ACRES

ROADS SITE  
116,377.06 SQ. FT.  
2.63 ACRES

EXISTING S.U.P. (SPECIAL USE PERMIT)

R-3A-P

R-3

R-1

R-1

R-

SWANN ROAD

SEE NOTE

100 YEAR FLOOD

BLDLINE 10'

BLDLINE 10'

BLDLINE 10'

BLDLINE 10'

BLDLINE 10'

BLDLINE 10'

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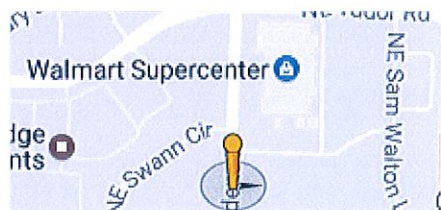
## Google Maps 887 NE Independence Ave



Image capture: Apr 2015 © 2016 Google

Lee's Summit, Missouri

Street View - Apr 2015





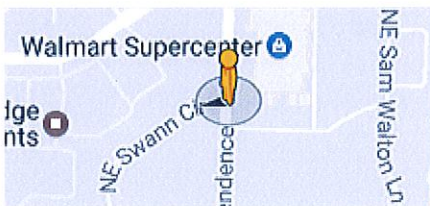
## Google Maps 1003 NE Independence Ave



Image capture: Apr 2015 © 2016 Google

Lee's Summit, Missouri

Street View - Apr 2015





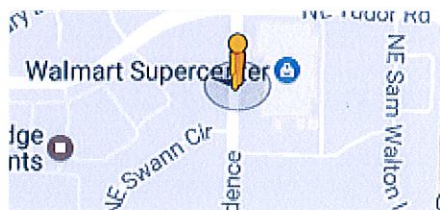
Google Maps 1039 NE Independence Ave



Image capture: Apr 2015 © 2016 Google

Lee's Summit, Missouri

Street View - Apr 2015





**Appl. #PL2016-184 SUP RENEWAL  
temporary storage containers for Walmart;  
Walmart Real Estate Business Trust, applicant**



## Packet Information

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**File #:** 2016-0806, **Version:** 1

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**PUBLIC HEARING Appl. #PL2016-185 - SPECIAL USE PERMIT renewal for a telecommunication tower - 2750 NW Clifford Rd; American Tower Asset Sub, LLC, applicant** *(continued to a date certain of January 24, 2017, at the applicant's request)*

## Packet Information

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**File #:** 2016-0688, **Version:** 1

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**Appl. #PL2016-190 - SPECIAL USE PERMIT renewal for telecommunication towers - 2140 NW Lowenstein Dr; American Tower Asset Sub II, LLC, applicant** (*continued to a date certain of January 24, 2017, at the applicant's request*)



## Packet Information

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**File #:** 2016-0687, **Version:** 1

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**PUBLIC HEARING - Appl. #PL2016-195 - PRELIMINARY DEVELOPMENT PLAN - Bob Sight Quick Lane, 607 NW Blue Pkwy.; Davidson Architecture & Engineering, applicant**

Issue/Request:

This preliminary development plan is for the redevelopment of an existing dilapidated parking lot located along NW Blue Parkway, south of NW Chipman Road. The existing parking lot is to be demolished and replaced with an 8,440 sq. ft., 10-bay tire and auto service facility and a new parking lot comprised of 56 parking spaces (the northern 18 spaces are proposed to be utilized as display for vehicles on sale, the special use permit approved in 2007 included this site).

The proposed building is predominantly triangular and comprised of split face CMU, glass and aluminum service doors, and 3 different types of metal paneling. The northwest elevation is proposed with 11% architectural metal paneling and an additional 37% "Alcoa Reynolux" ribbed metal paneling; the south elevation indicates 45% "Alcoa Reynolux" ribbed metal paneling. In addition, there is a 16"-high orange architectural metal band that is proposed to wrap around the building. No metal is proposed on the east elevation, except for the architectural metal band. Staff is recommending the percentage of façades covered in metal paneling be reduced to no more than 30% to remain consistent with past recommendations regarding metal paneling. Additionally, staff recommends that the "Alcoa Reynolux" ribbed metal paneling be replaced with a more substantial architectural metal panel.

The applicant proposes 7 wall signs on the northwest elevation comprising approximately 4 percent of the overall façade area and one 79 square foot monument sign located near the entrance off NW Blue Parkway. The applicant requests a modification to the UDO requirement that parking lot and wall-mounted lighting fixtures have full cut-offs. Staff does not support the modification request.

- 8,440 square foot building
- 0.11 floor area ratio (FAR) - 0.55 maximum permitted
- 57% impervious coverage - 80% maximum permitted
- 43% open area - 20% minimum open area required
- 56 parking spaces provided; 30 spaces required

Recommendation: Staff recommends **APPROVAL** of the preliminary development plan, subject to the following:

1. The only metal paneling allowed shall be architectural metal paneling.
2. The architectural metal paneling shall not be greater than 30% on any one façade.
3. All exterior lighting shall have full cut-offs per Sections 7.250B and 7.260.B of the UDO.
4. A total of 7 wall signs and 1 monument sign shall be approved as shown on the preliminary development plan.

# City of Lee's Summit

## Development Services Department

December 9, 2016

TO: Planning Commission

FROM: Robert G. McKay, AICP, Director of Planning & Special Projects *WLF For RAM*

RE: **PUBLIC HEARING – Appl. #PL2016-195 – PRELIMINARY DEVELOPMENT PLAN  
– Bob Sight Quick Lane, 607 NW Blue Pkwy.; Davidson Architecture &  
Engineering, applicant**

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### Commentary

This preliminary development plan is for the redevelopment of an existing dilapidated parking lot located along NW Blue Parkway, south of NW Chipman Road. The existing parking lot is to be demolished and replaced with an 8,440 sq. ft., 10-bay tire and auto service facility and a new parking lot comprised of 56 parking spaces (the northern 18 spaces are proposed to be utilized as display for vehicles on sale, the special use permit approved in 2007 included this site).

The proposed building is predominantly triangular and comprised of split face CMU, glass and aluminum service doors, and 3 different types of metal paneling. The northwest elevation is proposed with 11% architectural metal paneling and an additional 37% "Alcoa Reynolux" ribbed metal paneling; the south elevation indicates 45% "Alcoa Reynolux" ribbed metal paneling. In addition, there is a 16"-high orange architectural metal band that is proposed to wrap around the building. No metal is proposed on the east elevation, except for the architectural metal band. Staff is recommending the percentage of façades covered in metal paneling be reduced to no more than 30% to remain consistent with past recommendations regarding metal paneling. Additionally, staff recommends that the "Alcoa Reynolux" ribbed metal paneling be replaced with a more substantial architectural metal panel.

The applicant proposes 7 wall signs on the northwest elevation comprising approximately 4 percent of the overall façade area and one 79 square foot monument sign located near the entrance off NW Blue Parkway. The applicant requests a modification to the UDO requirement that parking lot and wall-mounted lighting fixtures have full cut-offs. Staff does not support the modification request.

- 8,440 square foot building
- 0.11 floor area ratio (FAR) – 0.55 maximum permitted
- 57% impervious coverage – 80% maximum permitted
- 43% open area – 20% minimum open area required
- 56 parking spaces provided; 30 spaces required

### Recommendation

Staff recommends **APPROVAL** of the preliminary development plan, subject to the following:

1. The only metal paneling allowed shall be architectural metal paneling.
2. The architectural metal paneling shall not be greater than 30% on any one façade.
3. All exterior lighting shall have full cut-offs per Sections 7.250B and 7.260.B of the UDO.
4. A total of 7 wall signs and 1 monument sign shall be approved as shown on the preliminary development plan.



## Project Information

**Proposed Use:** 10-bay tire and auto service facility

**Land Area:** 1.77 acres (77,112 square feet)

**Building Area:** 8,440 square feet

**Location:** 607 NW Blue Parkway

**Zoning:** CP-2 (Planned Community Commercial)

**Surrounding zoning and use:**

**North:** CP-2 – mattress and vitamin stores

**South:** CP-2 – Siki and retail center

**East:** CP-2 – Bob Sight Ford body shop

**West (across NW Blue Parkway):** CP-2 – Bob Sight Ford dealership

## Background

- The Comprehensive Zoning Ordinance was revised in 1983, by Ord. #2380, to add car sales to the list of uses requiring a special use permit. Prior to that time, car sales were allowed in District C-1. The auto dealership (Summit Ford) was already in existence prior to 1983 and became a legal non-conforming use at that time.
- June 12, 1984—Property located at 615 NW Blue Parkway, on the SE corner of Chipman and Blue Parkway, was rezoned from District A to District C-1 by Ord. #2535 to accommodate expansion of the Summit Ford dealership. A special use permit (Appl. #695) was granted for a period of ten years for car sales located at 615 NW Blue Parkway, expiring on June 12, 1994, by Ord. #2536.
- January 14, 1992—Ownership transferred to Mr. Tom Sight.
- July 16, 1996—A special use permit (Appl. #1357) renewal was granted for a period of ten years for car sales at 615 NW Blue Parkway, expiring on June 12, 2004, by Ord. #4307.
- June 16, 2005—A special use permit (Appl. #2004-286) renewal was granted for a period of 20 years for car sales at 615 NW Blue Parkway, expiring June 12, 2024, by Ord. #5973.
- August 24, 2006—The rezoning (Appl. #2005-271) and preliminary development plan (Appl. #2005-272) for Summit Fair, located at the northwest corner of Blue Parkway and Chipman Road, was approved by City Council by Ord. #6262.
- January 18, 2007—The City Council passed Ord. No. 6337 authorizing the execution of a cooperative agreement between the Missouri Highways and Transportation Commission and the City of Lee's Summit for the conveyance of Blue Parkway.
- January 18, 2007—The City Council authorized the City Administrator to sign development applications for MoDOT property to be conveyed to the City.
- April 26, 2007—The City Council approved a rezoning (Appl. #2007-008) of the old right-of-way for NW Blue Parkway to CP-2 and a preliminary development plan (Appl. #2007-009) for the redevelopment of the Bob Sight Ford facility and realignment of NW Blue Parkway by Ord. #6383. It was later discovered that the legal description was incorrect and the ordinance was amended by Ord. #6680 on September 4, 2008.



- April 27, 2007—The City Council approved a special use permit (Appl. #2007-010) for a period of 20 years, to expire on April 26, 2027, for car sales at 607-615 NW Blue Parkway by Ord. #6384. It was later discovered that the legal description was incorrect and the ordinance was amended by Ord. #6681 on September 4, 2008. The legal for this special use permit include the subject property.

## **Analysis of Preliminary Development Plan**

### **Exterior Building Materials.** Revisions required.

- Proposed – Three types of architectural metal panels are proposed for the building. The metal panels are located on the front (northwest) and the south facades, with the architectural metal band wrapping around the building. The northwest elevation is proposed with 11% architectural metal paneling and an additional 37% “Alcoa Reynolux” ribbed metal paneling and the south elevation indicates 45% “Alcoa Reynolux” ribbed metal paneling. In addition, there is a 16” high orange architectural metal band that is proposed to wrap around the building. No metal is proposed on the east elevation, except for the architectural metal band.
- Required – Metal is only allowed in an incidental role (e.g. trim, roofing, etc.) or as approved by the Planning Commission and/or City Council. (Section 7.170.A.6)
- Recommended – Staff is supportive of the proposed architectural metal panels as it is consistent with the use of the material by other auto dealerships. However, staff is not supportive of the proposed “Alcoa Reynolux” material and recommends the overall metal paneling be reduced to no more than 30% of any one façade to be consistent with what has been historically recommended and approved for similar auto-related uses.

### **Lighting Cut-offs.** Modification requested. **Staff does not support the requested modification.**

- Required – All outdoor light fixtures shall use full cut-off lenses, as classified by the Illuminating Engineering Society of North America (IESNA), to prevent glare and light spill from the project site onto adjacent properties, buildings and roadways. All lights shall be International Dark-Sky Association (IDA) approved fixtures. (Section 7.220.B) Parking lot lighting shall utilize flat lens fixtures with full cut-offs and be mounted to the parking lot light pole at 90 degrees (horizontal to the ground) and shall be non-adjustable. (Section 7.250.B) Wall-mounted fixtures shall be full cut-off fixtures. (Section 7.260.B)
- Proposed – The applicant proposes to angle their lighting at 33 degrees to minimize the number of light fixtures they need and provide better light coverage.
- Recommendation – Staff recommends the lighting meet UDO Sections 7.220.B, 7.250.B, and 7.260.B by being full cut-offs, non-adjustable, and 90 degrees (horizontal to the ground). Additional lighting may be warranted to reduce dark areas.

### **Signage.**

- Required – The UDO allows a maximum of 1 freestanding sign per building with a maximum of 72 square feet for the sign face area and 96 square feet for overall structure area. The UDO also allows for a maximum of 3 wall signs with the sign area being capped at 10% of the building façade. However, the UDO also allows for larger and more signs to be approved as part of a preliminary development plan.
- Proposed – The applicant proposes a total of 7 wall signs located on the front (northwest) elevation. The proposed wall signs only constitute approximately 4% of the façade area.



The applicant also proposes a 79 sq.ft. monument sign located at the entrance off NW Blue Parkway.

- Recommended – Staff is comfortable with the number, size, and general location of the proposed wall and monument signs due to the type of the development.

**Livable Streets.** The proposed redevelopment plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, and accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

### **Code and Ordinance Requirements**

*The items in the box below are specific to this development and must be satisfactorily addressed in order to bring the plan into compliance with the Codes and Ordinances of the City.*

#### **Engineering**

1. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.
2. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the engineering plans and prior to the issuance of any infrastructure permits or the start of construction (excluding land disturbance permit).
3. A Land Disturbance Permit shall be obtained from the City if ground breaking will take place prior to the issuance of an infrastructure permit or prior to the approval of the final development plan/engineering plans.
4. Private pavement sections shall either follow Article 12 of the UDO or Table LS-2 or LS-3 of the Design & Construction Manual for pavement thickness and base requirements.
5. Any cut and/or fill operations, which cause public infrastructure to exceed the maximum/minimum depths of cover shall be mitigated by relocating the infrastructure vertically and/or horizontally to meet the specifications contained within the City's Design & Construction Manual.

#### **Fire**

6. 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 2012 International Fire Code.

#### **Planning**

7. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the UDO.
8. Accessible parking signs shall meet the requirements set forth in the **Manual on Uniform Traffic Devices (R7-8)**. Each accessible parking space shall be identified by a sign, mounted on a pole or other structure, located between 36 inches (3 feet) and 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.

- |   |
|---|
| <p>9. All exterior mechanical equipment, whether roof-mounted or ground-mounted, shall be entirely screened from view. Roof-mounted equipment shall be screened by the parapet equal to the height of the mechanical equipment. Ground-mounted equipment shall be screened by masonry wall or landscaping equal to the height of the units.</p> |
|---|

RGM/cs

Attachments:

1. Traffic Impact Analysis prepared by Michael Park, dated December 7, 2016 — 1 page
2. Preliminary Development Plan, date stamped November 21, 2016—17 pages
  - Civil Site Plan
  - Utility Plan
  - Demolition Plan
  - Grading & Erosion Control Plan
  - Architectural Site Plan
  - Landscape Plan, date stamped November 21, 2016
  - Elevations
  - Photometric Plan (with lights at 33 degrees)—5 pages
  - Photometric Plan (with lights at 90 degrees)—5 pages
3. Prototype Building Elevation, date stamped December 6, 2016—1 page
4. Location Map





# LEE'S SUMMIT MISSOURI

## DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

**DATE:** December 7, 2016  
**SUBMITTAL DATE:** November 21, 2016  
**APPLICATION #:** PL2016195  
**PROJECT NAME:** BOB SIGHT QUICK LANE

**CONDUCTED BY:** Michael K Park, PE, PTOE  
**PHONE:** 816.969.1800  
**EMAIL:** Michael.Park@cityofls.net  
**PROJECT TYPE:** Prel Dev Plan (PDP)

### **SURROUNDING ENVIRONMENT** (*Streets, Developments*)

The proposed redevelopment is located along the east side of NW Blue Parkway, south of NW Chipman Road. The surrounding area consists of commercial properties.

### **ALLOWABLE ACCESS**

The proposed redevelopment will be accessed from an existing driveway along NW Blue Parkway.

### **EXISTING STREET CHARACTERISTICS** (*Lanes, Speed limits, Sight Distance, Medians*)

NW Blue Parkway is a two-lane undivided commercial collector street south of Chipman Road. NW Blue Parkway is a four lane divided arterial street north of Chipman Road. Blue Parkway has raised medians, turn lanes, and a posted speed limit of 35 mph. Chipman Road is a four-lane divided arterial street with a posted speed limit of 45 mph. Chipman Road has raised medians and dedicated turn lanes. The intersection of Blue Parkway and Chipman Road is traffic signal controlled. The existing intersections and driveway to the development have adequate sight distance.

**ACCESS MANAGEMENT CODE COMPLIANCE?** YES ☒ NO ☐

All criteria in the Access Management Code have been satisfied. No new access is proposed.

### **TRIP GENERATION**

Time Period	Total	In	Out
Weekday	400	200	200
A.M. Peak Hour	30	20	10
P.M. Peak Hour	52	29	23

**TRANSPORTATION IMPACT STUDY REQUIRED?** YES ☐ NO ☒

The proposed redevelopment will not likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour as a minimum condition for a transportation impact study.

**LIVABLE STREETS** (*Resolution 10-17*) COMPLIANT ☒ EXCEPTIONS ☐

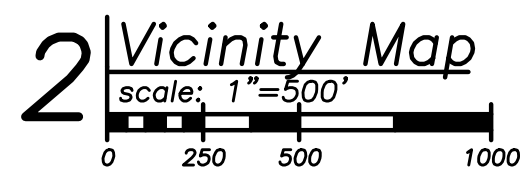
The proposed redevelopment plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, and accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

**RECOMMENDATION:** APPROVAL ☒ DENIAL ☐ N/A ☐ STIPULATIONS ☐

*Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.*

Staff recommends approval of the proposed preliminary development plan.





#### Legal Description

Lot 2, Bob Sight Ford, lots 1 & 2, a subdivision in the city of lee's summit,  
jackson county, missouri.

The above description has been prepared by anderson survey company.

#### Utility Notes

- Boundary information, existing utilities and topographic features shown are based on information supplied by surveyor and others.
- The existing utility locations shown on these plans are approximate and may not include all utility lines present. The contractor shall be responsible to call MO ONE CALL and identify field location of all existing underground utilities prior to beginning excavation/construction activities.
- The contractor shall be responsible for any damage to any utilities or their structures during excavation/construction activities.
- The contractor shall coordinate all main taps and utility services, both temporary and permanent with the city and/or respective utility.
- Utilities shown on the plan with specific elevations and/or structure locations are SUE quality level "B", ie: storm sewer, sanitary sewer, water hydrants & valves and other above-grade utilities. All other existing utility information shown is SUE quality level "D", primarily retracement of one-call records.

#### Utility Contacts

SANITARY SEWERS -City of Lee's Summit, Phone (816) 969-7606,

STORM SEWERS - City of Lee's Summit, Phone (816) 969-7307,

WATER - City of Lee's Summit, Phone (816) 969-7606,

ELECTRIC - Aquila, Phone (816) 737-7465

GAS - Missouri Gas Energy, Phone (816) 969-2230

TELEPHONE - Southwestern Bell Telephone, Phone (816) 275-8215

CABLE - Time Warner Co., Phone (816) 358-5360

#### Property Legend

--- ROW & Property Lines  
--- Easements

#### Utility Legend

existing  
proposed

#### Linetypes

sanm	sanitary main
sans	sanitary service
ssw	storm sewer (solid wall)
ssw	storm sewer (perforated)
wtrm	water main
wtrf	water service (fire)
wtrd	water service (domestic)
fhc	fire hydrant coverage (300' radius)
gasm	natural gas main
gass	natural gas service
elpp	overhead primary electric
elpu	underground primary electric
elsu	underground secondary electric
data	phone/cable/data feeder
tels	phone/cable/data service



#### Symbols

⊙	sanitary manhole
⊙	service cleanout
□	rectangular structure
⊙	circular structure
⊙	fire hydrant
⊙	water valve
⊙	water meter
BFP	backflow preventer
⊙	natural gas meter
⊙	electric pole
T	service transformer (pad mount)
SW	primary switch gear
⊙	street light
⊙	pedestrian street light
⊙	private site lighting
⊙	cable/phone/data junction box

#### Construction Legend

---	standard curb & gutter
---	standard "dry" curb & gutter
---	standard asphalt pavement
---	concrete pavement
---	concrete sidewalk
---	temporary asphalt curbs

#### Benchmarks

BM #

#### Benchmark #1:

"+" Cut into concrete gutter on north side of the NW  
Blue Parkway entrance to site.  
Elev: 1004.99'

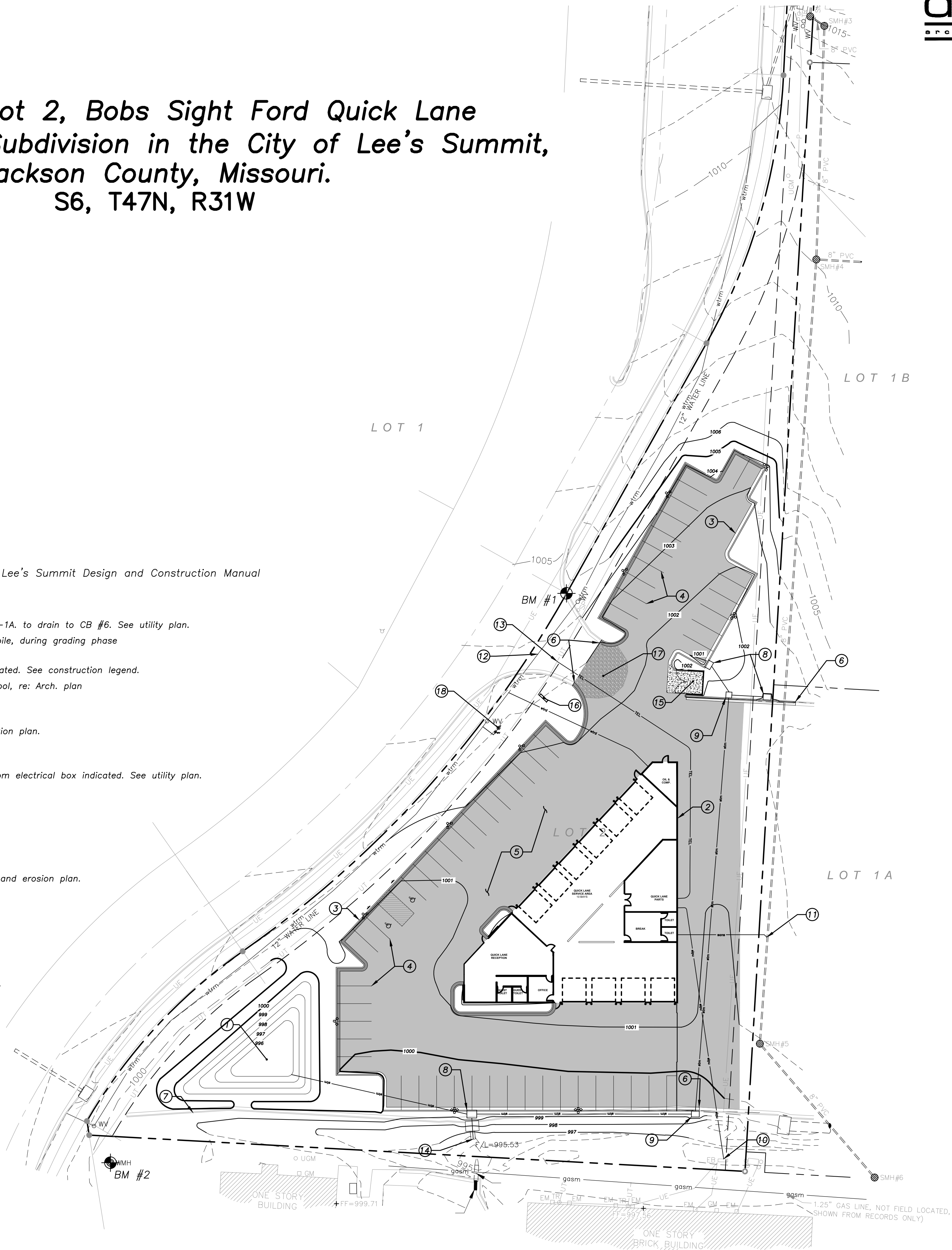
#### Benchmark #2:

Top Center of Water MH  
Elev:999.37'

#### Construction Notes:

\*\*Note: All construction shall follow the City of Lee's Summit Design and Construction Manual  
as adopted by Ordinance 5813. \*\*

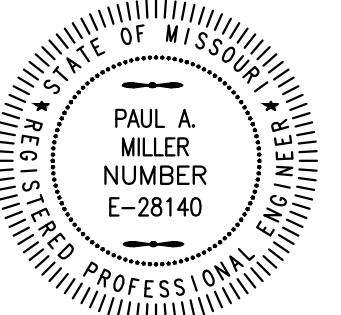
- Detention basin to absorb storm water from area B-1A. to drain to CB #6. See utility plan.  
Note: Area to be used as temporary soil stockpile, during grading phase
- Proposed Quick Lane building for construction.
- Construct standard curb and gutter, typ. where indicated. See construction legend.
- 4" parking striping, white, include universal ADA symbol, re: Arch. plan
- Install heavy asphalt, typ. See construction legend.
- Existing curb and gutter to remain, match existing.
- Existing curb and gutter to be removed, See demolition plan.
- Install storm catch basins where indicated.
- Install storm junction box where indicated.
- Electrical service for proposed building to original from electrical box indicated. See utility plan.
- Sanitary service tie-in location, See utility plan.
- Water service tie-in location. See utility plan.
- telephone service tie-in location. See utility plan.
- Storm daylight location. See utility plan.
- Trash enclosure, re: arch. plan
- Install Project signage.
- Install temporary construction entrance. See grading and erosion plan.
- Install fire hydrate. See utility plan.



#### Site Plan

1"=30'

0 15 30 60



a proposed new facility for  
**Bob Sight Quick Lane**  
NW Blue Parkway  
Lee's Summit, Missouri

date  
11.21.16  
drawn by  
IRW  
checked by  
PAM  
revisions

sheet number

**C1.1**

drawing type  
PDP

project number  
16192



- *Boundary information, existing utilities and topographic features shown are based on information supplied by surveyor and others.*
- *The existing utility locations shown on these plans are approximate and may not include all utility lines present. The contractor shall be responsible to call MO ONE CALL and identify field location of all existing underground utilities prior to beginning excavation/construction activities.*
- *The contractor shall be responsible for any damage to any utilities or their structures during excavation/construction activities.*
- *The contractor shall coordinate all main taps and utility services, both temporary and permanent with the city and/or respective utility.*
- *Utilities shown on the plan with specific elevations and/or structure locations are SUE quality level "B", i.e: storm sewer, sanitary sewer, water hydrants & valves and other above-grade utilities. All other existing utility information shown is SUE quality level "D", primarily retracement of one-call records.*

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CABLE - Time Warner Co., Phone (816) 358-5360



## SANITARY & STORM SEWER INVERTS

SMH#1  
SANITARY SEWER MANHOLE  
TOP=1014.91  
F/L WEST=1006.96  
F/L SOUTH=1006.96

SMH#2  
SANITARY SEWER MANHOLE  
TOP=1014.11  
F/L NORTH=1006.26  
F/L SOUTHEAST=1006.26

SMH#3  
SANITARY SEWER MANHOLE  
TOP=1015.23  
F/L NORTHWEST=1005.93  
F/L SOUTH=1005.63

SMH#4  
SANITARY SEWER MANHOLE  
TOP=1011.04  
F/L NORTH=999.74  
F/L SOUTH=999.59  
F/L EAST=999.54

SMH#5  
SANITARY SEWER MANHOLE  
TOP=1000.93  
F/L NORTH=990.73  
F/L SOUTHEAST=990.73

SMH#6  
SANITARY SEWER MANHOLE  
TOP=997.24  
F/L NORTHWEST=989.39

SWMH#1  
STORM SEWER MANHOLE  
TOP=1014.72  
F/L NORTH=1010.77  
F/L SOUTHWEST=1010.62

















CB#1  
CATCH BASIN  
TOP=1011.10  
THROAT=1009.98  
F/L WEST=1006.00  
F/L NORTH=1008.20

CB#2  
CATCH BASIN  
TOP=1000.94  
THROAT=999.84  
F/L NORTHWEST=996.74







CB#3  
CATCH BASIN  
TOP=999.34  
THROAT=998.21  
FULL OF MUD & DEBRIS

CB#4  
CATCH BASIN  
TOP=1001.86  
THROAT=999.94  
F/L EAST=997.46

### Symbols

- |   |                                 |
|---|---------------------------------|
|    | sanitary manhole                |
|    | service cleanout                |
|    | rectangular structure           |
|    | circular structure              |
|    | fire hydrant                    |
|  | water valve                     |
|  | water meter                     |
|  | backflow preventer              |
|  | natural gas meter               |
|  | electric pole                   |
|  | service transformer (pad mount) |
|  | primary switch gear             |
|  | street light                    |
|  | pedestrian street light         |
|  | private site lighting           |
|  | cable/phone/data junction box   |

### Construction Legend

- |   |                              |
|---|------------------------------|
|  | standard curb & gutter       |
|  | standard "dry" curb & gutter |
|  | standard asphalt pavement    |
|  | concrete pavement            |
|  | concrete sidewalk            |
|  | temporary asphalt curbs      |

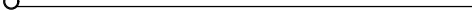



Property Legend

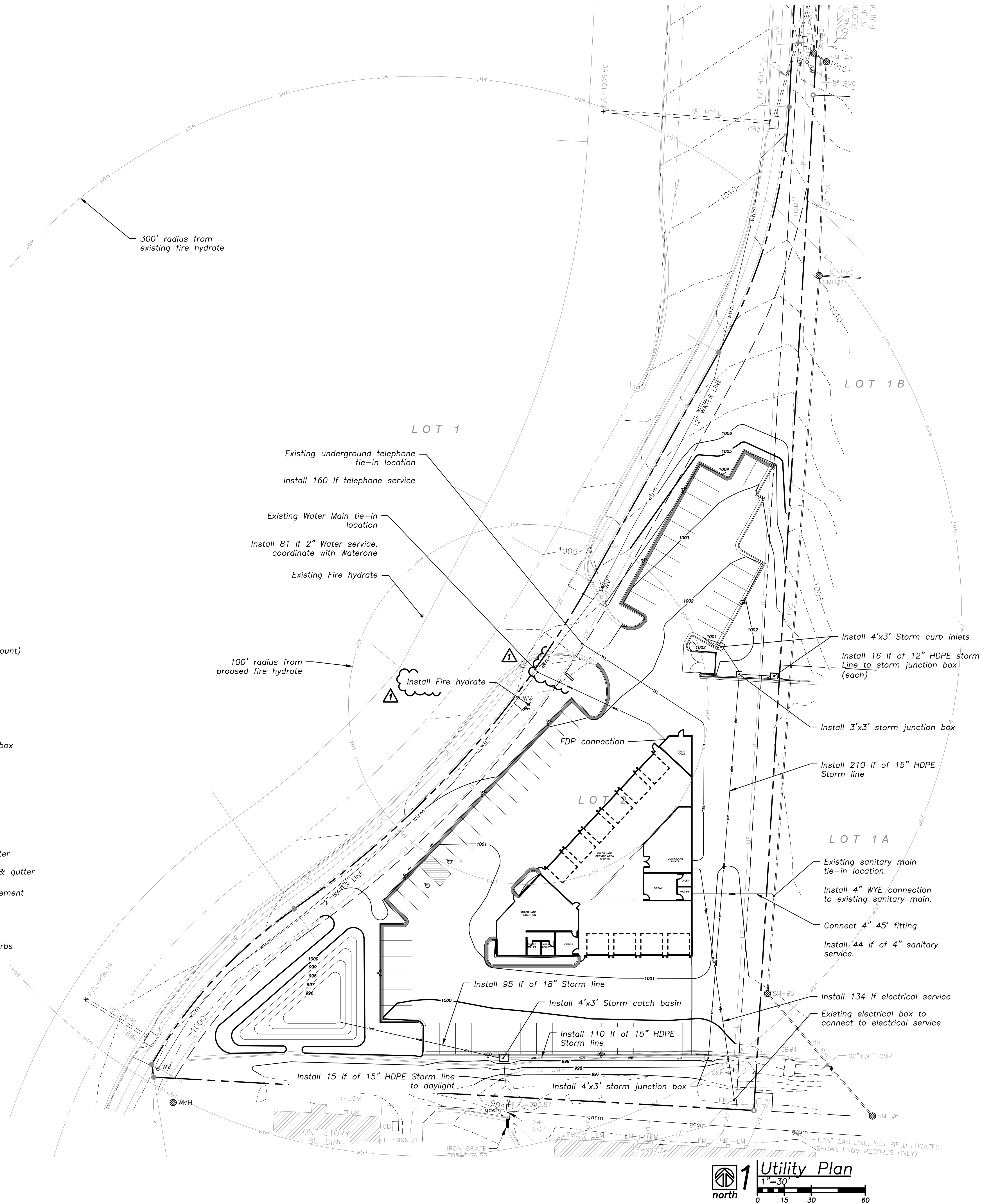
- — — — — ROW & Property Lines  
— — — — — Easements

Utility Legend

- Utility Legend      existing \_\_\_\_\_  
proposed \_\_\_\_\_

### Linetypes

- |   |  |
|---|--|
| _____ sanm _____  | <i>sanitary main</i>                       |
| _____ sans _____  | <i>sanitary service</i>                    |
|  _____   | <i>storm sewer (solid wall)</i>            |
|  _____   | <i>storm sewer (perforated)</i>            |
| _____ wtrm _____  | <i>water main</i>                          |
| _____ wtrf _____  | <i>water service (fire)</i>                |
| _____ wtrd _____  | <i>water service (domestic)</i>            |
|  _____ fhc _____  | <i>fire hydrant coverage (300' radius)</i> |
| _____ gasm _____  | <i>natural gas main</i>                    |
| _____ gasa _____  | <i>natural gas service</i>                 |
| _____ elpo _____  | <i>overhead primary electric</i>           |
| _____ elpu _____  | <i>underground primary electric</i>        |
| _____ elsu _____  | <i>underground secondary electric</i>      |
| _____ data _____ data _____   | <i>phone/cable/data feeder</i>             |
| _____ tels _____  | <i>phone/cable/data service</i>            |



Utility Notes

- Boundary information, existing utilities and topographic features shown are based on information supplied by surveyor and others.
- The existing utility locations shown on these plans are approximate and may not include all utility lines present. The contractor shall be responsible to call MO ONE CALL and identify field location of all existing underground utilities prior to beginning excavation/construction activities.
- The contractor shall be responsible for any damage to any utilities or their structures during excavation/construction activities.
- The contractor shall coordinate all main taps and utility services, both temporary and permanent with the city and/or respective utility.
- Utilities shown on the plan with specific elevations and/or structure locations are SUE quality level "B", i.e.: storm sewer, sanitary sewer, water hydrants & valves and other above-grade utilities. All other existing utility information shown is SUE quality level "D", primarily retracement of one-call records.
- The water meter and BFP to be located inside the building.

Demolition Notes

- Contractor will coordinate with respective utility all existing utilities that serve the site including but not limited to water lines, power, telephone, cable, storm sewer, sanitary sewer.
- The Contractor is specifically cautioned that the locations and/or elevation of existing utilities as shown on these plans are based on records of the various utility companies, and where possible, measurements taken in the field. The information is not to be relied on as being exact or complete. The Contractor must call the appropriate utility companies at least 72 hours before any excavation to request exact field location of utilities. It shall be the responsibility of the Contractor to relocate all existing utilities which conflict with the proposed improvements shown on the plans.
- The Contractor shall protect offsite improvements (including but not limited to sidewalks, drives, utilities, curbs and paving) surrounding the project boundary from demolition damage.
- The Contractor shall notify all utility companies for field verification and disconnection of utilities prior to any work. The Contractor shall contact the One Call utility information service & utility companies for utility locates. The Contractor shall coordinate and allow access for utility companies to perform any disconnection or relocation activities.
- The Contractor shall maintain at the demolition site the required documents for immediate review (I.E. Site Safety Plan, Demolition Permits, Street Closure Permits, Contract Documents, Demolition Plans, Salvage Verification Forms, Etc.).
- Prior to demolition, all applicable erosion control devices are to be installed.
- Damage to any existing features to remain will be replaced at the Contractors expense.
- All broken concrete and other debris from demolition shall be removed from the site. Areas disturbed during demolition shall be thoroughly evaluated by the geotechnical engineer responsible for site preparation prior to placement of structural fill. All disturbed soils shall be undercut prior to placement of structural fill, per the geotechnical recommendations.
- The Contractor shall strip all remaining vegetation, topsoil, debris and other unsuitable materials from the proposed construction areas. Stripping depths shall be adjusted to remove all vegetation and root systems. The actual stripping depth shall be based on visual examination by the Geotechnical Engineer. Topsoil removed during stripping operations can be used for final site grading within the landscaped areas. Care shall be exercised to separate these materials to avoid incorporation of the organic matter in structural fill sections.
- For tree & stump removal, the Contractor shall remove all root systems from the site not designated to be saved. Materials disturbed during removal of stumps shall be undercut and replaced with structural fill. A zone of desiccated soils may exist in the vicinity of the trees. The desiccated soils have a higher swell potential and shall be undercut and replaced with structural fill.
- Excavations created by the removal of any existing utility lines that extend below design grades shall be cut wide enough to allow use of heavy construction equipment to compact the fill. Base of the excavations shall be thoroughly evaluated by the geotechnical engineer prior to placement of fill. If existing utilities are to be left in-place, existing trench backfill shall be evaluated in accordance with the recommendations of evaluation of existing fill.

Utility Legend

existing  
proposed

Linetypes

sanm	sanitary main
sans	sanitary service
stms	storm sewer (solid wall)
stms	storm sewer (solid wall)
stms	storm sewer (perforated)
stms	storm sewer (perforated)
stms	storm sewer (perforated)
wtrm	water main
wtrf	water service (fire)
wtrd	water service (domestic)
wtri	water service (irrigation)
gasm	natural gas main
gass	natural gas service
elpo	overhead primary electric
elpu	underground primary electric
elso	overhead secondary electric
elsu	underground secondary electric
elss	underground site electric
data	overhead cable/phone/data
datu	underground cable/phone/data
datso	overhead cable/phone/data service
datso	underground cable/phone/data service

Property Legend

ROW & Property Lines  
Easements

Utility Contacts

SANITARY SEWERS –City of Lee's Summit, Phone (816) 969–7606,  
STORM SEWERS – City of Lee's Summit, Phone (816) 969–7307,  
WATER – City of Lee's Summit, Phone (816) 969–7606,  
ELECTRIC – Aquila, Phone (816) 737–7465  
GAS – Missouri Gas Energy, Phone (816) 969–2230  
TELEPHONE – Southwestern Bell Telephone, Phone (816) 275–8215  
CABLE – Time Warner Co., Phone (816) 358–5360

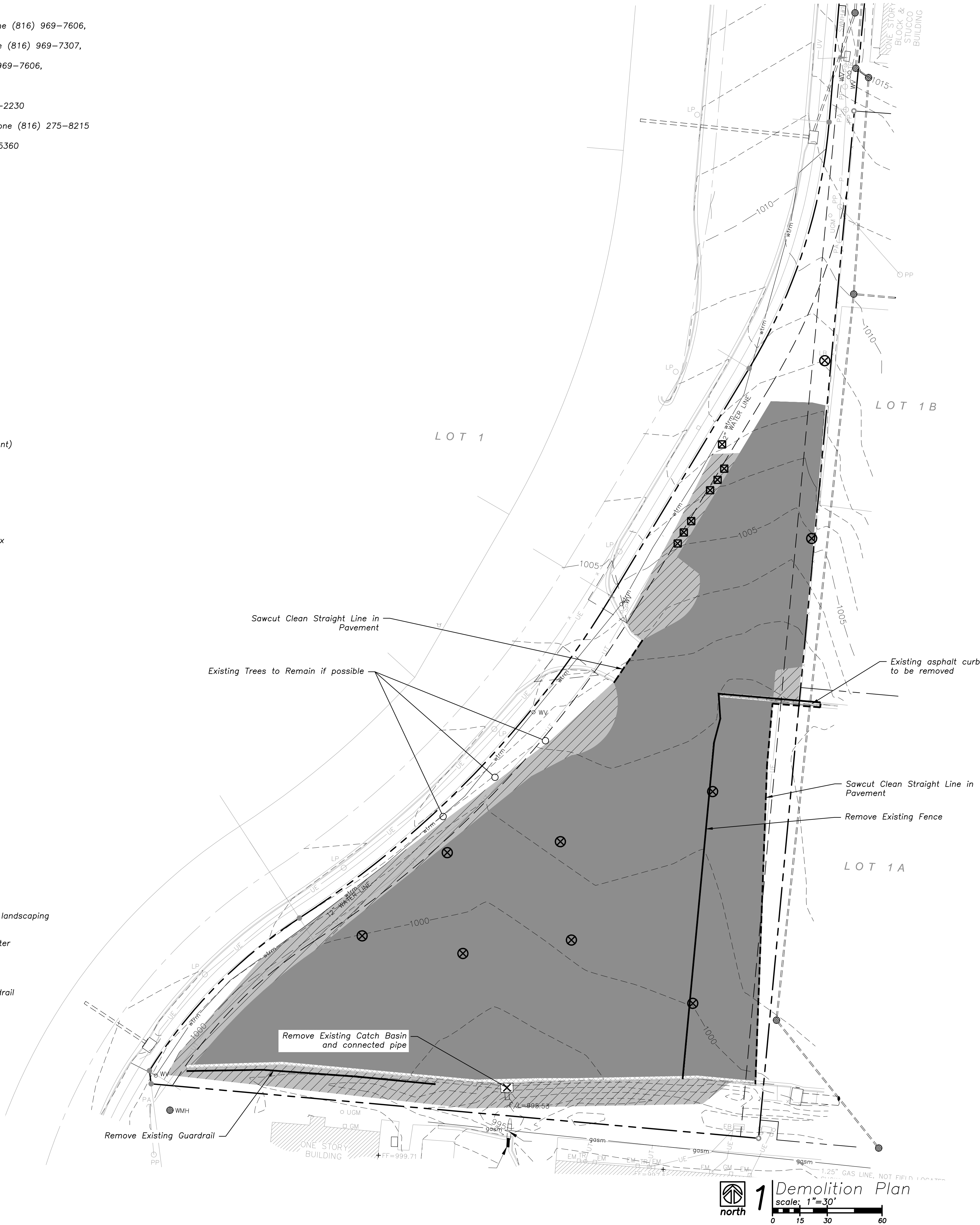
Symbols

sanitary manhole	service cleanout
rectangular structure	circular structure
fire hydrant	water valve
water meter	backflow preventer
natural gas meter	electric pole
service transformer (pad mount)	primary switch gear
street light	pedestrian street light
private site lighting	cable/phone/data junction box

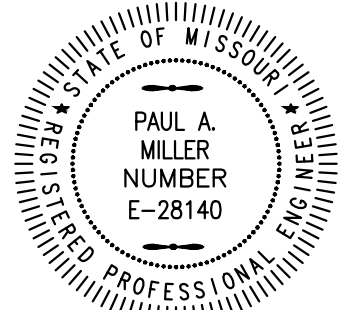


Demolition Legend

Remove existing asphalt	Remove existing utility
Remove existing concrete	Remove Light Poles
Remove existing sidewalk & landscaping	Remove existing trees
Remove existing curb & gutter	
Saw cut	
Remove Existing Fence/Guardrail	







a proposed new facility for  
**Bob Sight Quick Lane**  
NW Blue Parkway  
Lee's Summit, Missouri

date  
10.21.16  
drawn by  
IRW  
checked by  
PAM  
revisions

sheet number

**C2.1**

drawing type  
PDP

project number  
16192

General Notes

- All construction shall conform to the City of Lee's Summit's Design and Construction manual, latest edition, in effect on the city's approval date shown on these plans and incorporated herein by reference.
- All work within the road right of way shall conform to the technical specifications and design criteria for public improvement projects of the City of Lee's Summit, Missouri.
- The contractor shall be responsible for keeping the public streets in the vicinity of the job site clean and free of rocks, soil and debris.
- The contractor shall be responsible to control downstream erosion and siltation during all phases of construction. Erosion control procedures shall be in place prior to beginning excavation/construction activities. Erosion control devices (staked hay bales/silt fencing) shall be installed and maintained throughout land disturbance activities in accordance with the city of Lee's Summit, Missouri and the Missouri Department of Natural Resources (DNR) standards.
- The contractor is responsible for providing berms, silt fence, straw bales, or other means to prevent erosion from reaching the right of way. In the event the prevention measures are not effective, the contractor shall remove any debris and erosion, restoring the right of way to original or better condition.
- All work and materials shall be subject to inspection and approval by the owner or the owner's representative. Any change or deviation from these plans must be authorized by the owner or the owner's representative.
- The contractor shall be responsible for job site safety of his own personnel, for all visitors to the site and for the general public.
- The contractor shall remove all debris resulting from work under this contract to an approved dump site.
- All traffic control in conjunction with construction in the right of way shall be in conformance with the Manual of Uniform Traffic Control Devices.
- The contractor shall be required to provide a stabilized parking area for construction vehicle parking.
- The general contractor shall contact all utility companies prior to the start of construction and verify the location and depth of any utilities that may be encountered during construction.
- The contractor shall field verify existing surface and subsurface ground conditions prior to the start of construction.
- Slopes shall maintain a maximum 3:1 slope for mowed areas.
- The contractor shall be responsible for obtaining all required permits, paying all fees, and otherwise complying with all applicable regulations governing the project.
- The contractor shall provide a temporary gravel access drive to prevent mud from being deposited onto the adjacent road.
- Contractor is to provide erosion protection for all storm sewer inlets.
- Recommendations made by the geotechnical engineer, to be retained by the owner, and contained in the geotechnical report shall govern project conditions unless noted otherwise.
- The contractor is responsible for the protection of all property corners. any property corners disturbed or damaged by construction activities shall be reset by a professional land surveyor licensed in the State of Missouri, at the contractor's expense.
- The contractor shall be responsible for the restoration of the right-of-way and for damaged improvements such as curbs, sidewalks, street light and traffic signal junction boxes, traffic signal loop lead ins, signal poles, etc. damaged improvements shall be repaired in conformance with the latest City standards and to the City's satisfaction.
- The contractor shall sod all disturbed areas within the public street right-of-way.
- Public sanitary sewer mains shall be constructed of SDR 35 PVC pipe or as shown on drawings. Service connections shall be SDR 26 PVC piping at a minimum 2% slope.
- Public Works inspections (816)969-7450 must be contacted a minimum of forty-eight (48) hours in advance of any excavation on site.
- All existing water and sanitary sewer lines shall be shown on the plans with their appurtenant structures, e.g., manholes, valves and hydrants in conformance with City of Lee's Summit records. Questions about these existing utilities should be directed to the Records Technician, Water Utilities Engineering, (816)969-7621



Contour Legend

- existing major  
existing minor  
proposed major  
proposed minor

Erosion Control Legend

- Pre-paving silt fence  
Post-paving inlet protection

Utility Contacts

SANITARY SEWERS -City of Lee's Summit, Phone (816) 969-7606,

STORM SEWERS - City of Lee's Summit, Phone (816) 969-7307,

WATER - City of Lee's Summit, Phone (816) 969-7606,

ELECTRIC - Aquila, Phone (816) 737-7465

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TELEPHONE - Southwestern Bell Telephone, Phone (816) 275-8215

CABLE - Time Warner Co., Phone (816) 358-5360

Utility Legend

- existing  
proposed

Linetypes

- |       |                                      |
|-------|--------------------------------------|
| sanm  | sanitary main                        |
| sons  | sanitary service                     |
| stms  | storm sewer (solid wall)             |
| stpm  | storm sewer (solid wall)             |
| stmp  | storm sewer (perforated)             |
| stpm  | storm sewer (perforated)             |
| wtrm  | water main                           |
| wtrf  | water service (fire)                 |
| wtrd  | water service (domestic)             |
| wtri  | water service (irrigation)           |
| gasm  | natural gas main                     |
| gass  | natural gas service                  |
| elpm  | overhead primary electric            |
| elpu  | underground primary electric         |
| elso  | overhead secondary electric          |
| elsu  | underground secondary electric       |
| elss  | underground site electric            |
| dato  | overhead cable/phone/data            |
| datu  | underground cable/phone/data         |
| datso | overhead cable/phone/data service    |
| datss | underground cable/phone/data service |

Property Legend

- ROW & Property Lines  
Easements

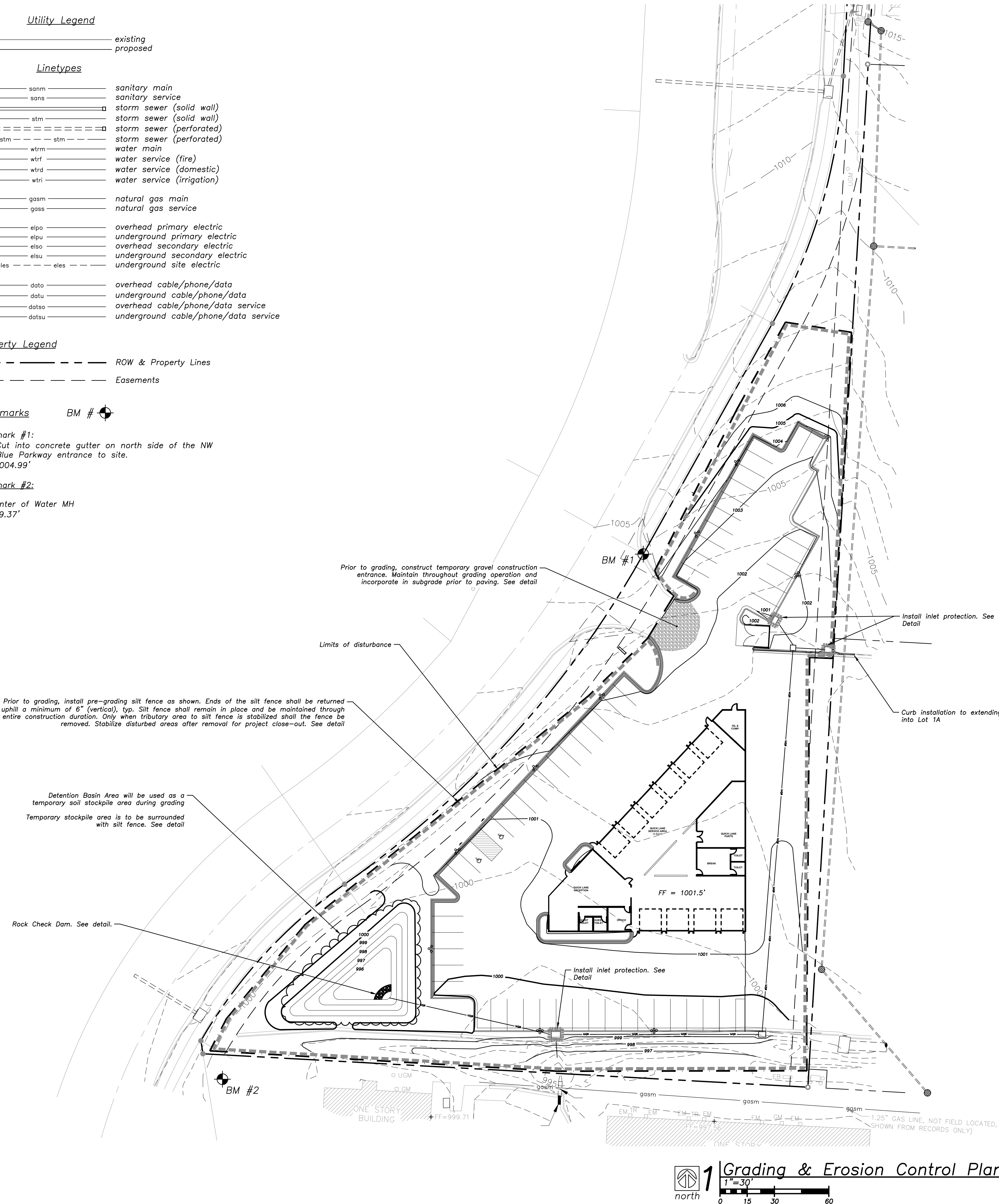
Benchmarks

BM #

Benchmark #1:  
"+" Cut into concrete gutter on north side of the NW  
Blue Parkway entrance to site.  
Elev: 1004.99'

Benchmark #2:

Top Center of Water MH  
Elev:999.37'



1 Grading & Erosion Control Plan

1"=30'

0 15 30 60

### Project Synopsis

Zoning: CP-2

Required Parking:	3 per service bay 10 x 3 = 30 30 total spaces required
Provided Parking:	56 spaces
Impervious Area	44,187 sq. ft., 57%
Green Space	32,925 sq. ft., 43%
Floor Area Ratio	8,440 / 77,112 = 11%

- All construction shall conform to the standards and specifications of Lee's Summit, Missouri.
- The general contractor shall contact all utility companies prior to the start of construction and verify the location and depth of any utilities that may be encountered during construction.
- The contractor shall field verify exist, surface & subsurface ground conditions prior to start of construction.
- Sloes shall maintain a maximum 3:1 slope.
- The contractor shall be responsible for obtaining all required permits, paying all fees, and otherwise complying with all applicable regulations governing the project.
- Place silt fence per civil for erosion control.
- Provide a temporary gravel access drive to prevent mud from being deposited onto the adjacent road.
- Prior to installing any structure on a public storm sewer, the contractor shall submit shop drawings for the structure(s). Installation shall not occur until drawings have been approved by public works.
- Prior to installing, constructing, or performing any work on the public storm sewer line (including connecting private drainage to the storm system) contact the city for inspection of the work. Contact must be made at least 48 hours prior to the start of work.
- Connections to the public storm sewer between structures will not be permitted.
- All exterior utility services shall be painted to match the primary building color.
- Prior to final inspection, the general contractor shall meet with the Lee's Summit Fire Department to designate fire lane and fire lane access to be installed per Fire Department public works requirements.
- Per L1.1, necessary plantings placed in accordance with the City of Lee's Summit requirements take place within the designated easement area for the sanitary sewer main and service line as depicted. Therefore, in the event of work on or on the JCW sanitary main, any trees or plantings placed within the sewer easement may be removed without replacement or compensation thereof and shall be replaced by the property owner as required by the City.

1. Sight distance triangles (25') shown at all vehicular access points.
2. Pylon signs to meet Lee's Summit sign requirements, see detail 7/A3.1.
3. Provide asphalt parking lot surface to meet geotechnical recommendations.
4. Provide conc. curb & gutter to meet Lee's Summit standards.
5. Provide parking lot striping as shown on site plan (white w/ 4" stroke).
6. Provide ADA compliant spaces (2) w/ appropriate striping & signage.
7. Trash enclosure to match building materials w/ solid prefin. mt. doors on pipe bollards per details 4/5 & 6 on A3.1.
8. Existing LED fixtures to be relocated
9. Relocate existing gate.
10. Tie fence into corner of building.
11. Install new sliding gate
12. Existing fence to be removed

scale: 1-1/2" = 1'-0"

scale: 1/2" = 1'-0"

scale: 1" = 20'-0"



a proposed new facility for

# Bob Sight Quick Lane

NW Blue Parkway  
Lee's Summit, MO

date  
10.21.16  
drawn by  
JLS  
checked by  
DAE  
revisions










sheet number

## A1.1

drawing type  
PDP

project number  
16192



Tree and Shrub Planting List						
		ITEM	QTY.	COMMON NAME	BOTANICAL NAME	SIZE & CONDITION
SHADE TREES		A	8	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	3" CAL.
		B	7	OCTOBER GLORY MAPLE	ACER RUBRUM 'OCTOBER GLORY'	3" CAL.
		C	10	SUPERFORM NORWAY MAPLE	ACER PLATANOIDES	3" CAL.
ORN.		D	7	SPRING SNOW CRABAPPLE	MALUS 'SPRING SNOW'	3" CAL.
DEC. SHRUBS		H	27	DWARF BURNING BUSH	EUONYMUS ALATA 'COMPACTA'	5 GALLON, 24-30 INCHES
		I	22	POTENTILLA	POTENTILLA FRUITCOSA 'GOLDFINGER'	5 GALLON, 24-30 INCHES
		L	20	DAVID VIBURNUM	VIBURNUM DAVIDII	5 GALLON, 24-30 INCHES
LEG. SHRUBS		J	20	BLUE PACIFIC JUNIPER	JUNIPERUS CONFERTA 'BLUE PACIFIC'	5 GALLON, 24-30 INCHES
		K	23	DENSE YEWE	TAXUS MEDIA DENSIFORMIS	5 GALLON, 24-30 INCHES

- Landscape Notes:
- Landscaping shall be coordinated with the location of utilities, driveways and traffic clearance zones.
  - The contractor doing excavation on public right-of-way shall give 48 hours advance notice to and obtain information from utility companies.
  - Prior to commencement of work, the contractor shall notify all those companies which have facilities in the near vicinity of the construction to be performed.
  - Existing underground, overhead, utilities and drainage structures have been plotted from available information and therefore, their locations must be considered approximate only. It is the responsibility of the individual contractors to notify the utility companies to locate their utilities before actual construction.
  - Contractor shall verify location of and protect all utilities and structures. Damage to utilities and structures shall be repaired by the contractor to the satisfaction of the owner at no additional expense.
  - Entire site to be irrigated by underground system, including right of way as req'd. (limits of sod including all other disturbed area's and all planting beds)
  - Irrigation system shall include an automatic rain sensor.
  - All landscape materials shall be installed in accordance with the current planting procedures established by the most recent addition of the American Standard for Nursery Stock.
  - Trees planted per this plan shall be installed during the spring (march 15 through june 15) or fall (september 15 through december 1). Written city approval will be required for planting during other times of the year.
  - Stake and guy all trees per planting details.
  - Install all shrubs and groundcover per planting details.
  - Elevation of top of mulch shall be 1/2" below any adjacent pavement/turf areas.
  - Root stimulator shall be applied to the soil backfill of each plant during installation.
  - Contractor shall verify all landscape material quantities and shall report any discrepancies immediately to the Landscape Architect.
  - Contractor shall stake plant locations in the field and have approval by the Landscape Architect before proceeding with installation.
  - Contractor shall guarantee all plant material for a period of one (1) year from date of initial acceptance. Contractor is responsible for maintaining plant material until acceptance is received. Maintenance shall include watering, maintaining plants in vertical position and shrub bed weed control.
  - All plant material shall meet or exceed minimum requirements defined by the "American Standard for Nursery Stock" ANSI Z60.1.
  - No plant material shall be substituted without written approval of the Landscape Architect per specifications.
  - Trees and seasonal color areas shall be mulched with three (3) inches minimum shredded hardwood mulch. Planting beds as delineated shall be separated from pavement/turf areas with metal edging and mulched with three (3) inches minimum shredded hardwood mulch over weed barrier fabric, except where otherwise specified.
  - All existing plant material to be retained shall be wrapped with orange, or bright, colored plastic snow fence around base of trees and around all shrubs. Stake to hold in place during construction.
  - All shrubs used as parking buffer to be min. 18" tall at planting and maintained 3'-0" max. height. Install plants not to encroach upon cars parked, when at full growth.
  - All trees with above a 2" caliper shall be double staked, while smaller trees shall be single staked.
  - Ground mechanical and electrical equipment shall be wholly screened from street right-of-way and residential developments.
  - Maximum slope shall be not greater than 3 : 1.
  - All portions of site not covered by paving, mulch, plantings, etc. are to be sodded. Sod shall extend to all disturbed areas and shall include portions of right of way if necessary.

### Landscape Requirements

Site Area: 77,112 sq. ft., 1.77 acres  
Impervious Area: 44,187 sq. ft.  
Coverage Ratio: 57%  
Green Space: 32,925 sq. ft.  
Coverage Ratio: 43%

Open Area  
77,112 sq. ft. / 5,000 sq. ft. = 15.42 required trees and 16 trees provided  
77,112 sq. ft. / 5,000 sq. ft. x 2 = 30.84 required shrubs and 32 shrubs provided

Street Frontage @ North  
470 l.f. / 30' = 15.6 required trees and 16 trees provided  
1 shrub per 20' = 23.5 required shrubs and 25 shrubs provided

100% screening along street frontage: required (12 shrubs per 40'-0") 263'/40' = 6.6 6.6 x 12 = 79 shrubs required

Parking and Loading area:  
5% of parking to be island: 26,900'.05=1,345 required  
1,400 sq. ft. provided (5.2% provided) Islands to be sodded

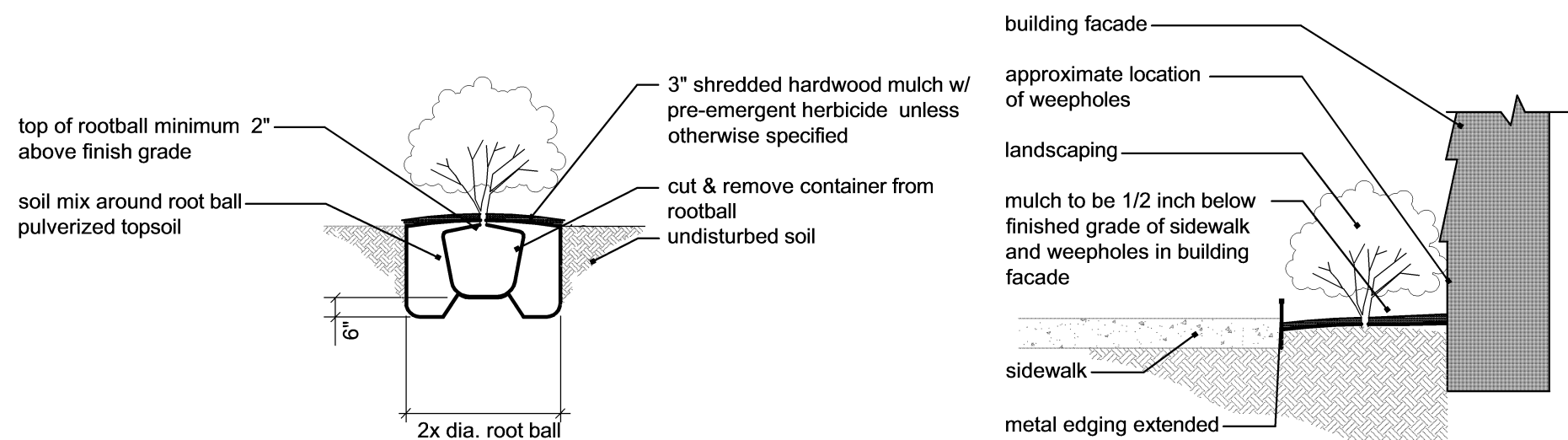
32 total trees required, 32 provided  
111 total shrubs required, 112 provided

### Sod Note:

All disturbed turf areas shall be sodded.

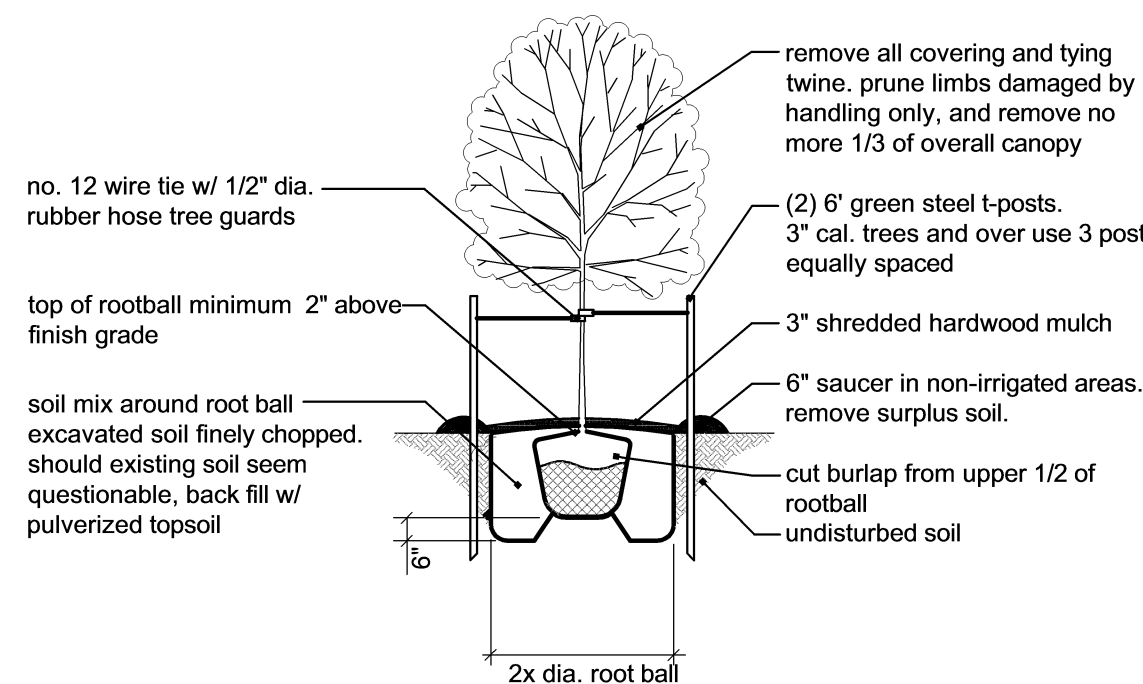
### Tree Planting Note:

All trees shall be planted a minimum of 5' from the existing water line, as measured from the outside of the transmission main, to the outside of the tree trunk.

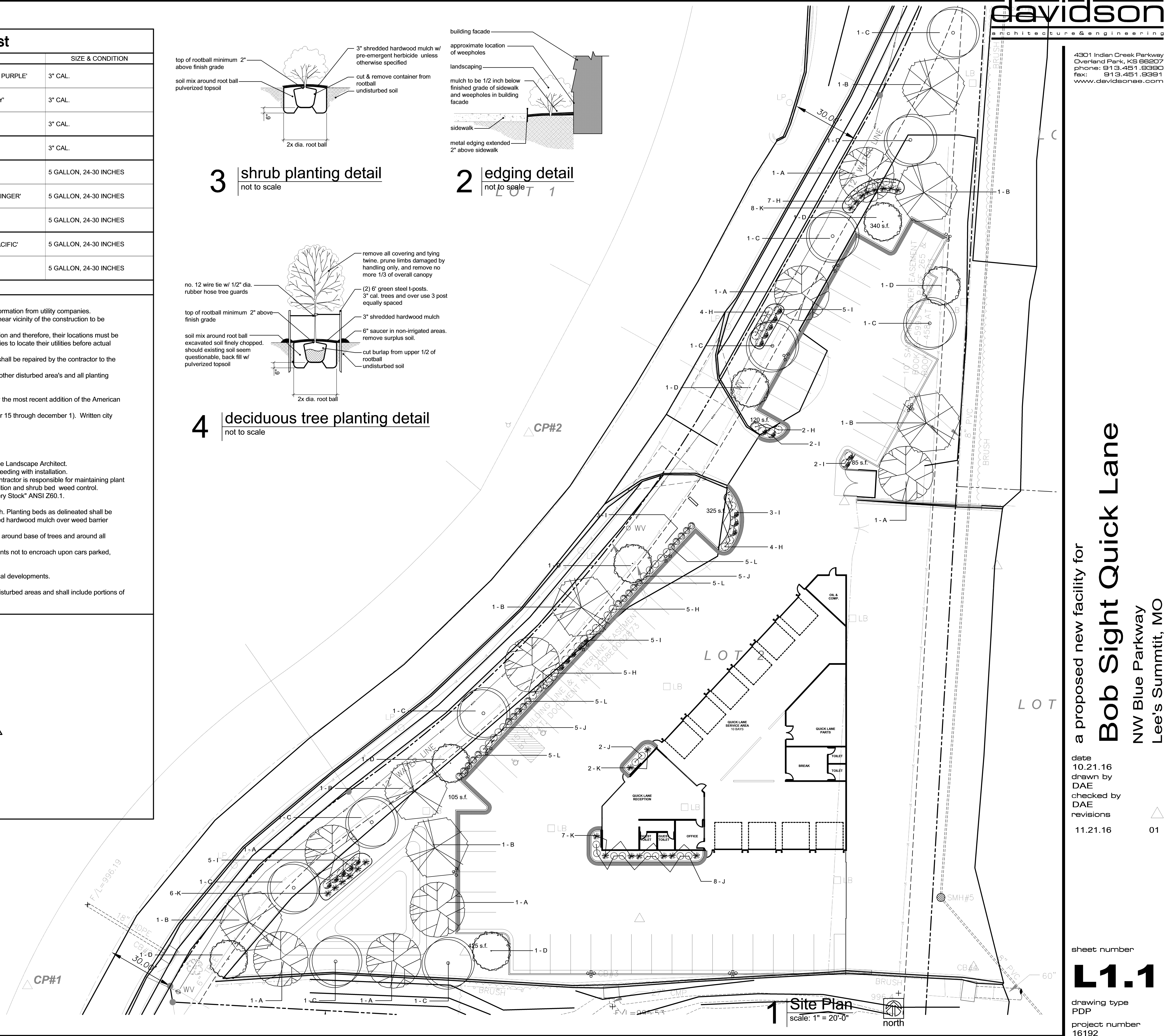


3 shrub planting detail  
not to scale

2 edging detail  
not to scale



4 deciduous tree planting detail  
not to scale

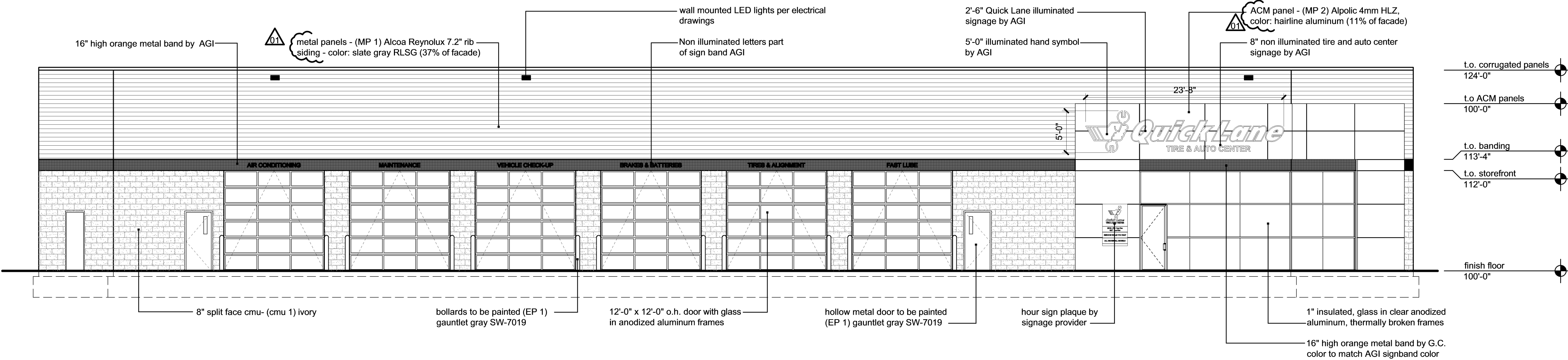


exterior materials and finishes:

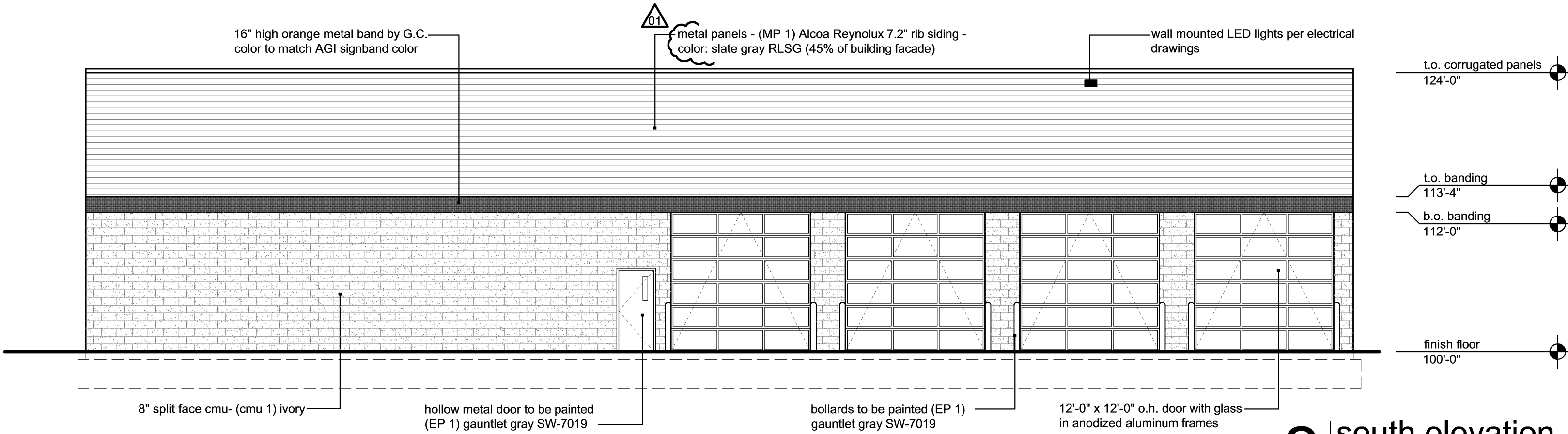
CMU 1:	Midwest Block and Brick Split Face Block, Ivory
CMU 2:	Midwest Block and Brick Split Face Block, Limestone
Cast Stone:	Midwest Cast Stone, Color 16AC
Aluminum Frames:	Thermally broken, clear anodized aluminum frame
Glass:	1" insulated, Low E coating with Argon fill
Flashing/Capflashing:	CF 1: Pre-finished metal - Medium Gray (to match MP 1)
Head Flashing:	Pre-finished metal to match adjacent material
Sill Flashing:	Pre-finished metal to match adjacent material
Exterior Paint:	EP-1 - Sherwin Williams SW-7019 2144-70 gauntlet gray
Roof Materials:	White TPO
Metal Panel:	MP-1 - Alcoa Reynolux 7.2" rib siding - color: slate gray RLSG MP-2 - Alpolic 4mm HLZ, color: hairline aluminum
Metal Band:	ACM metal band to match AGI orange color

signage:

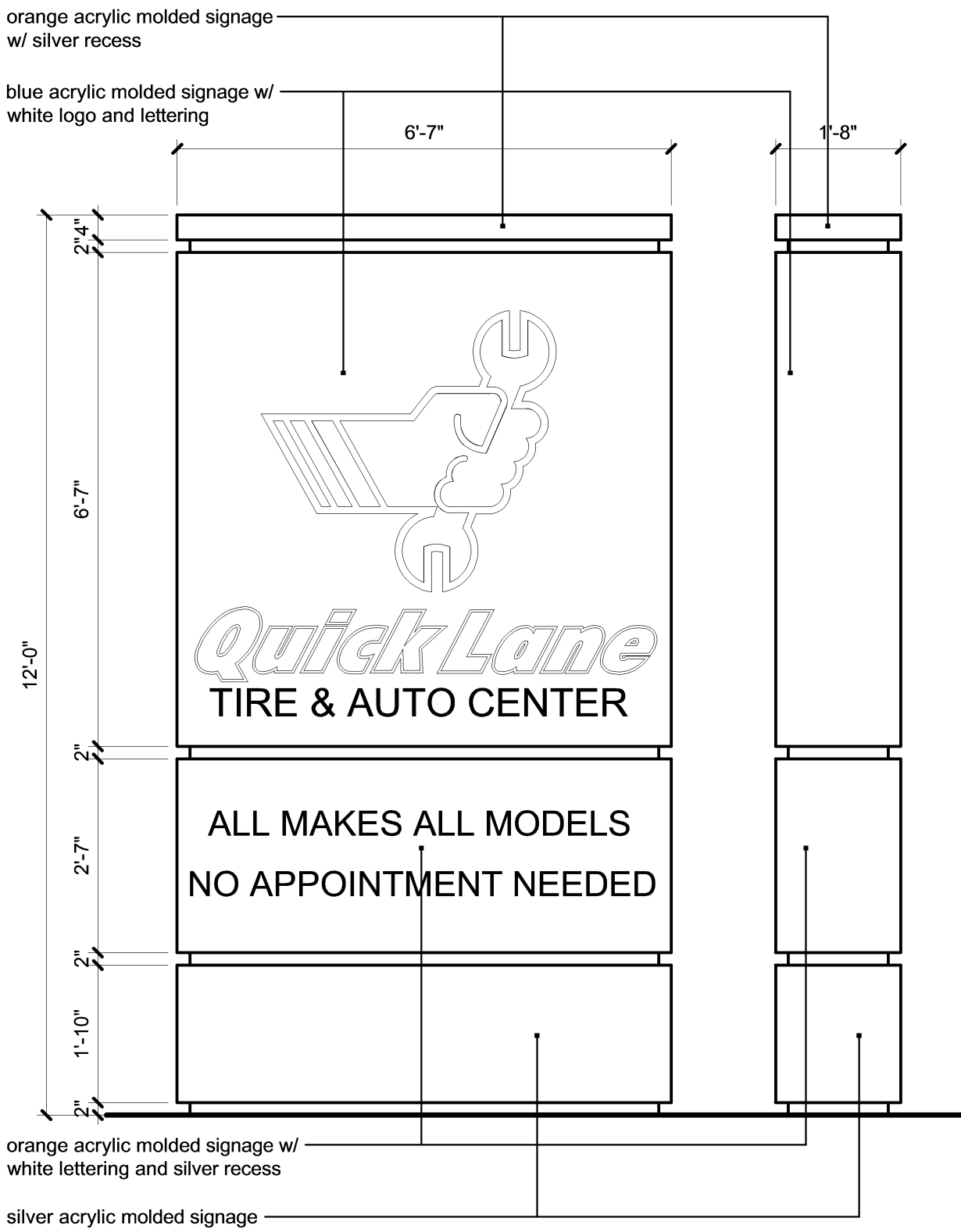
northwest facade: 3,375 sq. ft. x 10% = 337.5 sq. ft. allowable  
"Quick Lane Tire & Auto Center" = 118.33 sq. ft.  
"AIR CONDITIONING" = 3.15 sq. ft.  
"MAINTENANCE" = 2.45 sq. ft.  
"VEHICLE CHECK-UP" = 3.3 sq. ft.  
"BRAKES & BATTERIES" = 3.6 sq. ft.  
"TIRES & ALIGNMENT" = 3.4 sq. ft.  
"FAST LUBE" = 1.8 sq. ft.  
Total = 136.03 sq. ft.



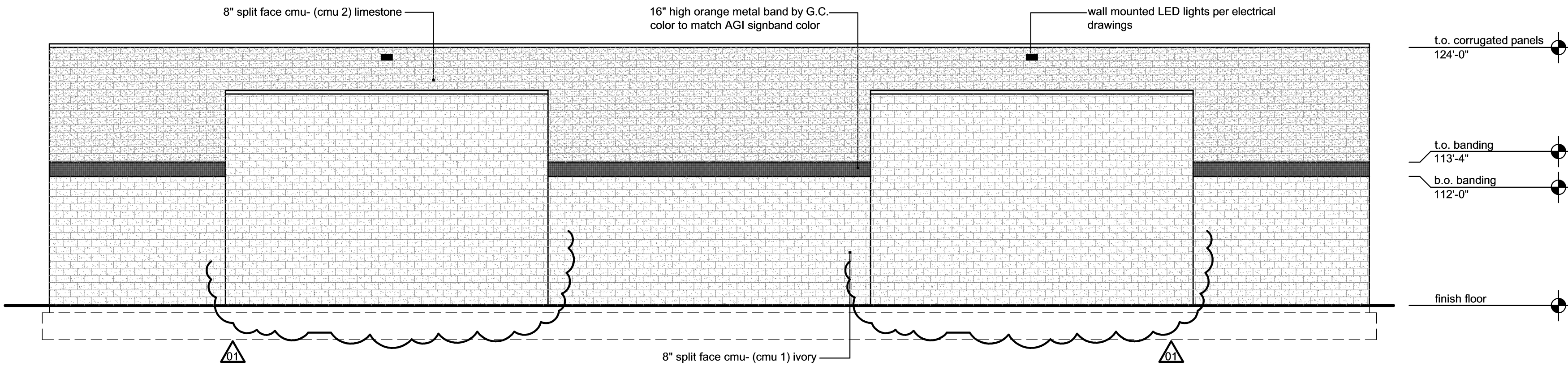
2 northwest elevation  
scale: 1/8"=1'-0"



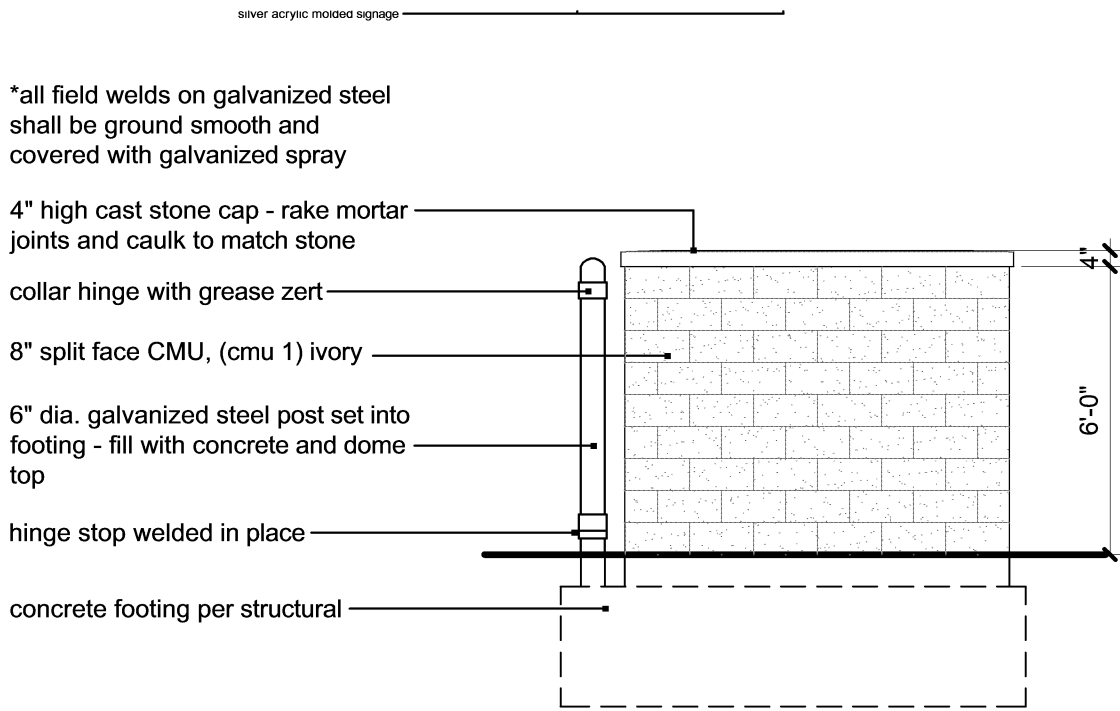
2 south elevation  
scale: 1/8"=1'-0"



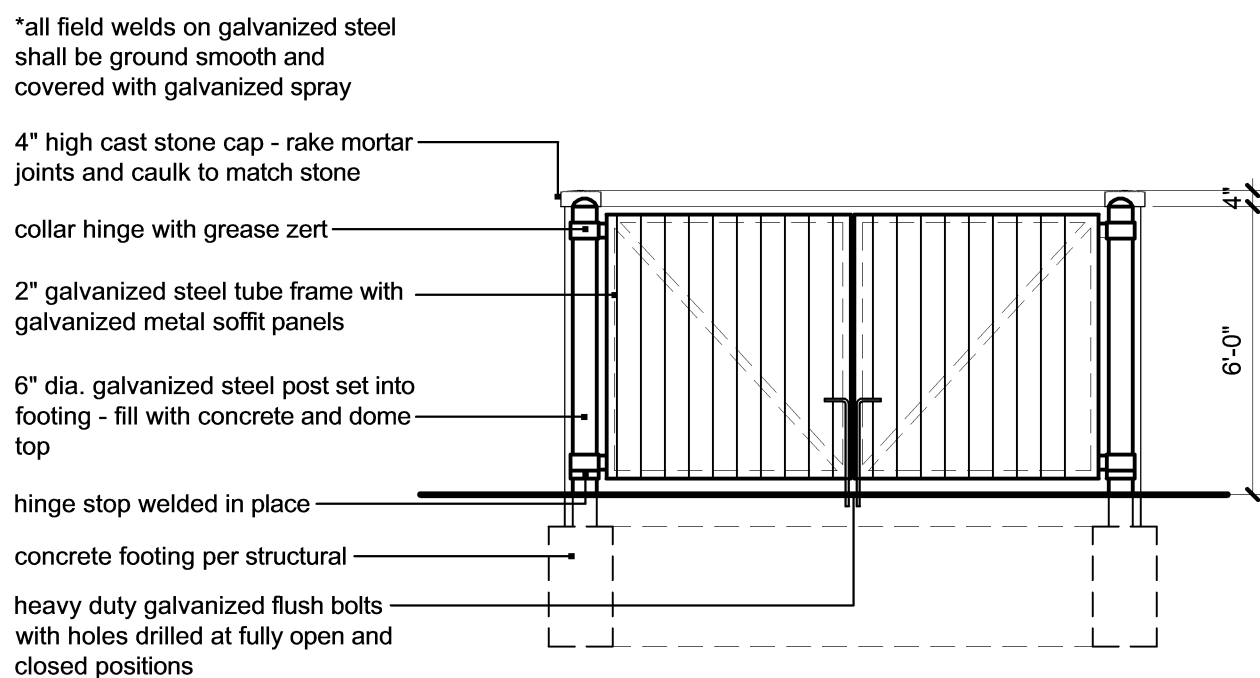
7 Monument Sign Elevation  
scale: 1/2" = 1'-0"



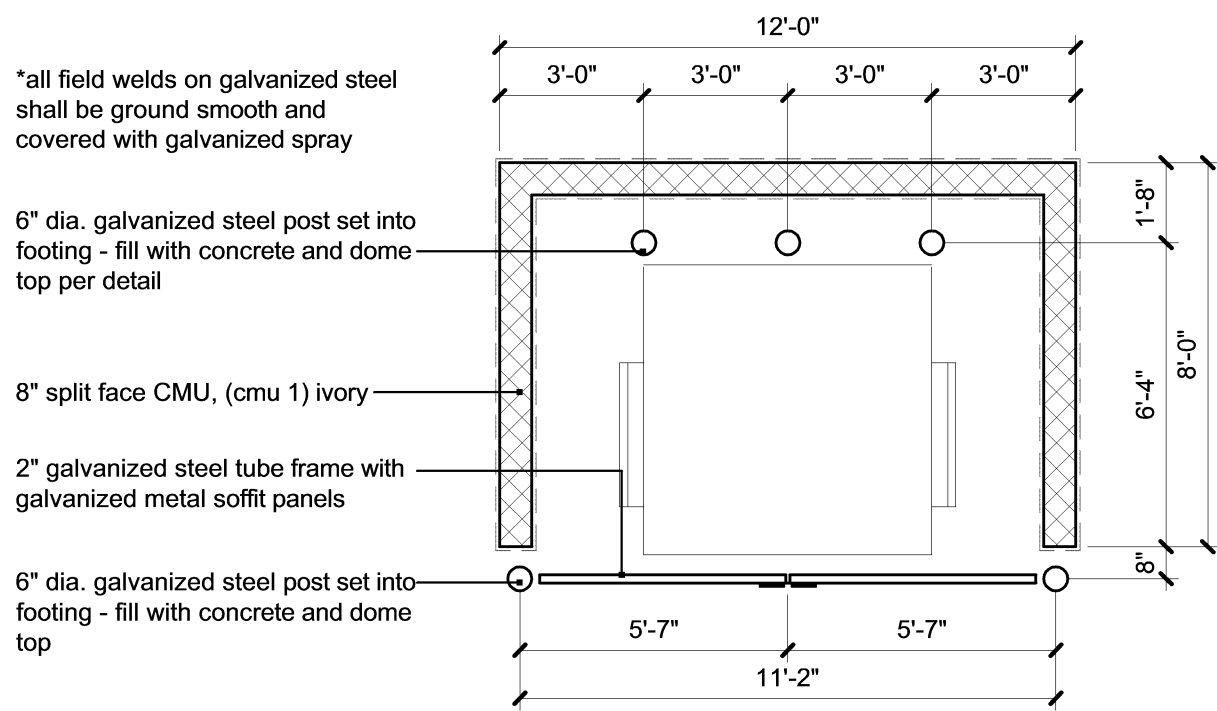
3 east elevation  
scale: 1/8"=1'-0"



6 trash enclosure side elevation  
scale: 1/4"=1'-0"



5 trash enclosure front elevation  
scale: 1/4"=1'-0"



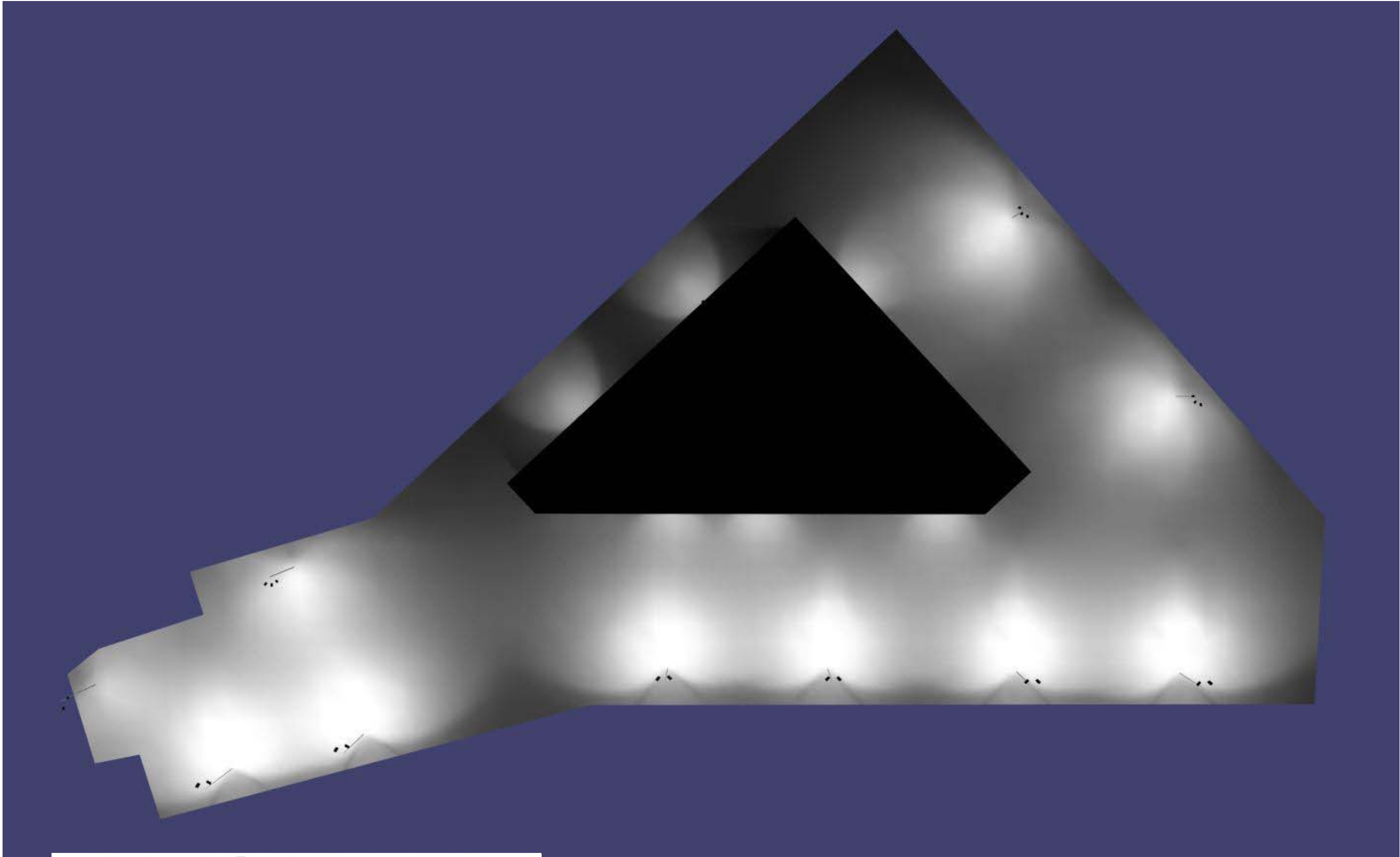
4 trash enclosure plan  
scale: 1/4"=1'-0"



# TITAN LED





LIGHTING SOLUTIONS



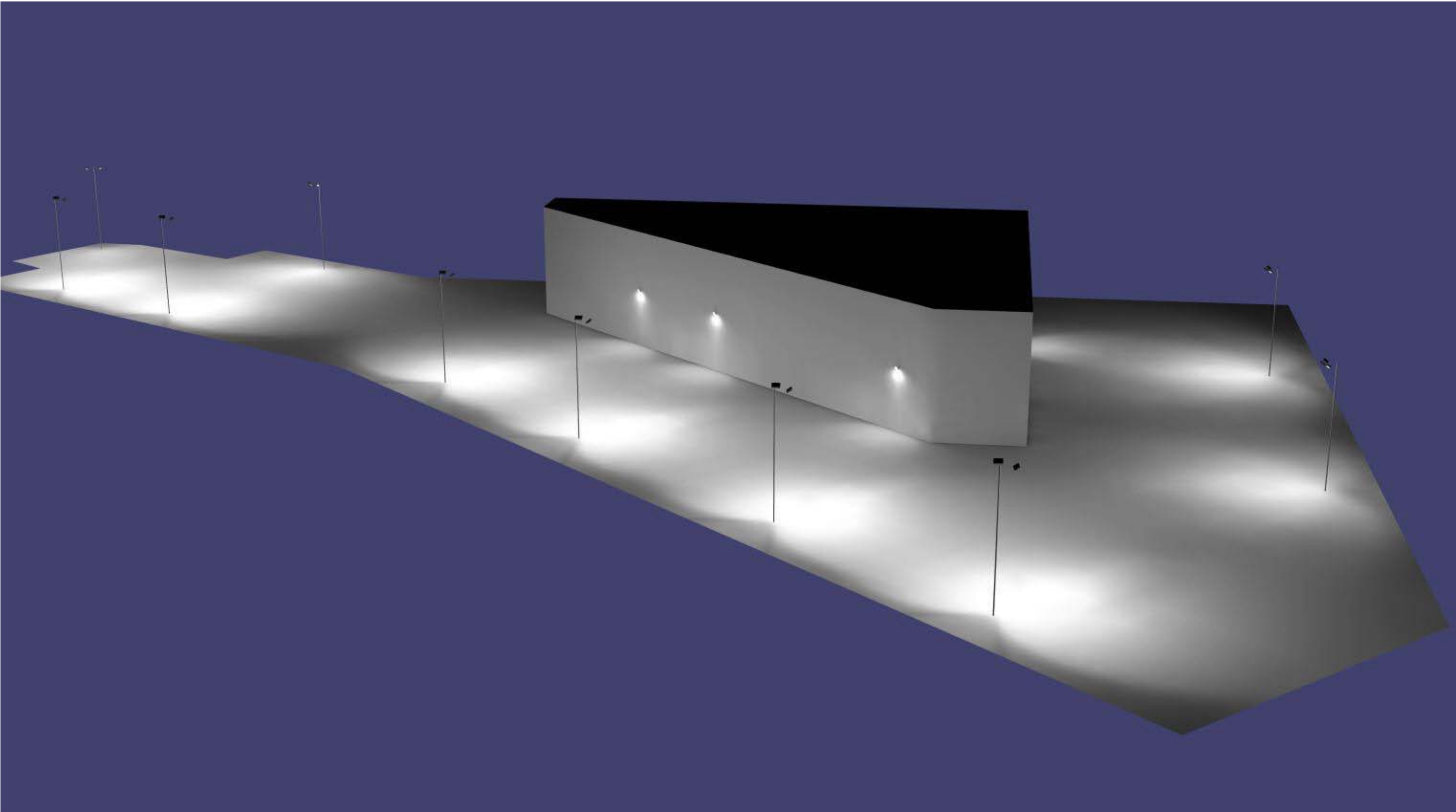


**TITAN LED**  
LIGHTING SOLUTIONS

Notice: Layout Contains 29 Total Lighting Fixtures

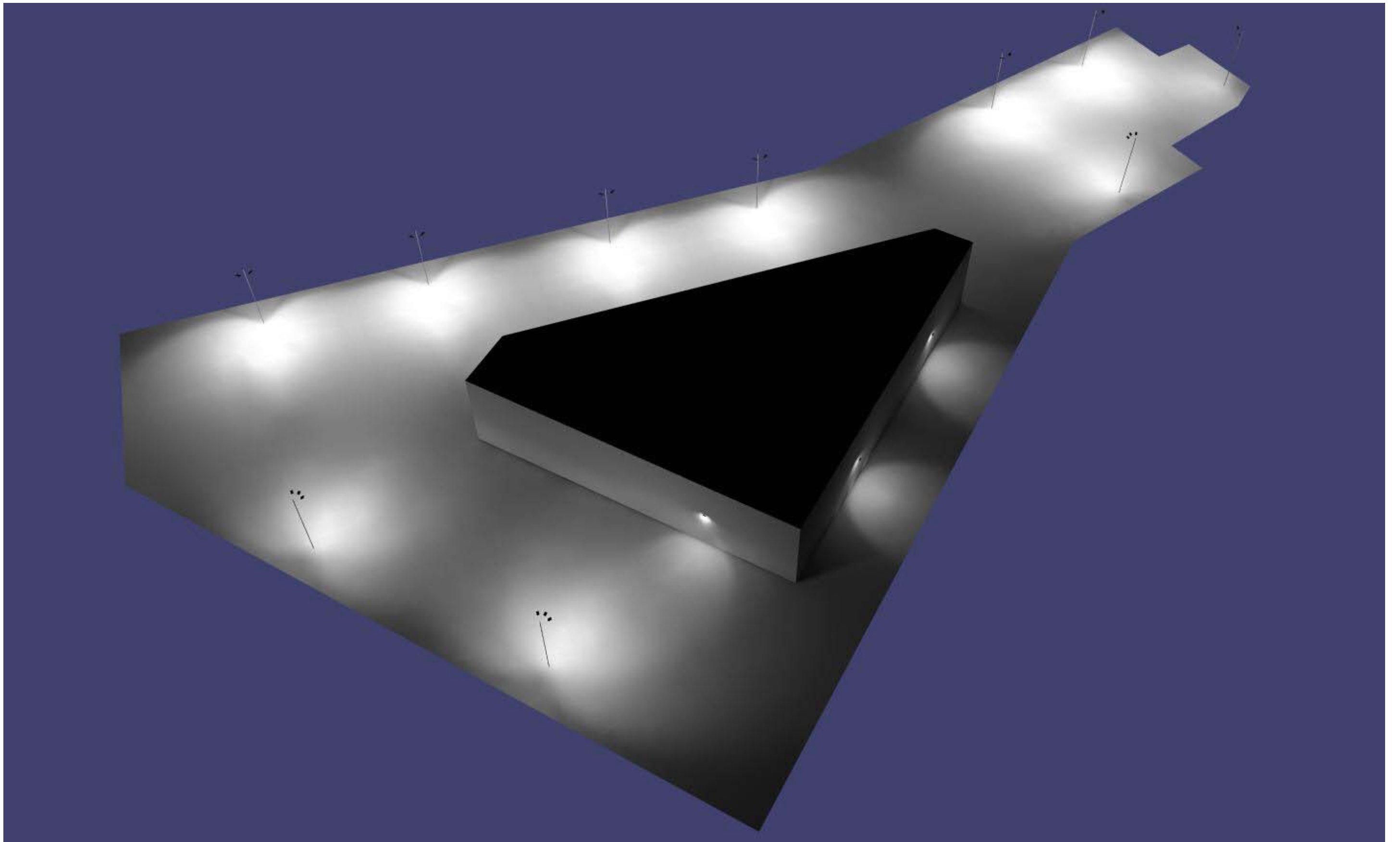
Luminaire Schedule			
Symbol	Qty	Label	Description
	6	66BR-6P-168-7-80 Titan L	36BR-6P-168-7-80 Hennessy Series 360 Watt Shoebox
	6	12C-WP-60W-57-33 60W	12C-WP-60W-57K Hennessy Series 60 Watt Wall Pack
	1	32-BR-2P-56-9-80 Titan L	62BR-2P-56-9-80 Hennessy Series 148 Watt Shoebox
	3	32-BR-2P-56-9-80 Titan L	62BR-2P-56-9-80 Hennessy Series 148 Watt Shoebox





***TITAN LED***  
**LIGHTING SOLUTIONS**

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
Ground_Planar	Illuminance	Fc	12.42	53.4	0.1



***TITAN LED***  
LIGHTING SOLUTIONS



# TITAN LED

## LIGHTING SOLUTIONS

Luminaire Location Summary						
LumNo	Label	X = East to West	Y = North to South	Z = Elevation	Orient	Tilt
1	66BR-6P-168-7-80 Titan LED 2@90	341	377	25	332.021	33.75
2	66BR-6P-168-7-80 Titan LED 2@90	319.5	337	25	333.997	33.75
3	66BR-6P-168-7-80 Titan LED 2@90	266.5	247.5	25	321.546	33.75
4	66BR-6P-168-7-80 Titan LED 2@90	230	208.5	25	316.507	33.75
5	66BR-6P-168-7-80 Titan LED 2@90	149	123.5	25	320.711	33.75
6	66BR-6P-168-7-80 Titan LED 2@90	186.5	163	25	317.246	33.75
7	32-BR-2P-56-9-80 Titan LED 3@45	218	62	25	44.31	33.75
8	32-BR-2P-56-9-80 Titan LED 3@45	298.5	62	25	44.236	33.75
9	32-BR-2P-56-9-80 Titan LED 3@45	376	315.5	25	105.255	33.75
10	32-BR-2P-56-9-80 Titan LED 2@90	392.5	391	25	205.292	33.75
11	12C-WP-60W-57-33 60W Wall Pac	243.791	144.64	14	136.79	23
12	12C-WP-60W-57-33 60W Wall Pac	284.802	188.709	14	137.862	23
13	12C-WP-60W-57-33 60W Wall Pac	304.821	210.09	14	136.736	23
14	12C-WP-60W-57-33 60W Wall Pac	347.395	156.089	14	0	23
15	12C-WP-60W-57-33 60W Wall Pac	347.258	210.7	14	0	23
16	12C-WP-60W-57-33 60W Wall Pac	316.648	117.15	14	270	23



Hennessy Series 360 Watt Shoe Box  
Model Number 66BR-6P-168-7-80



Hennessy Series 148 Watt Shoe Box  
Model Number 32BR-2P-56-9-80



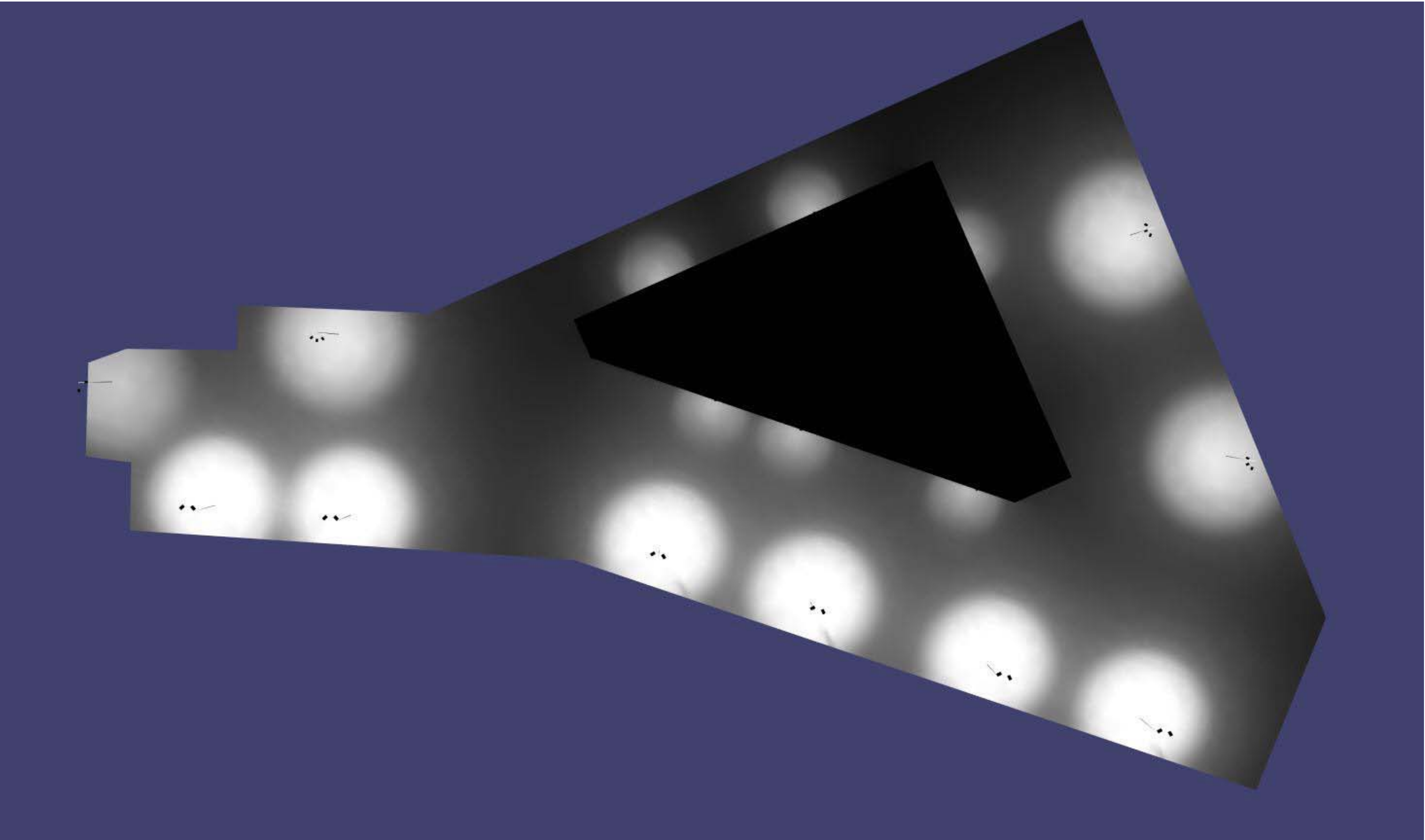
Hennessy Series 60 Watt Wall Pack  
Model Number 12C-WP-60W-57-33

# TITAN LED

LIGHTING SOLUTIONS



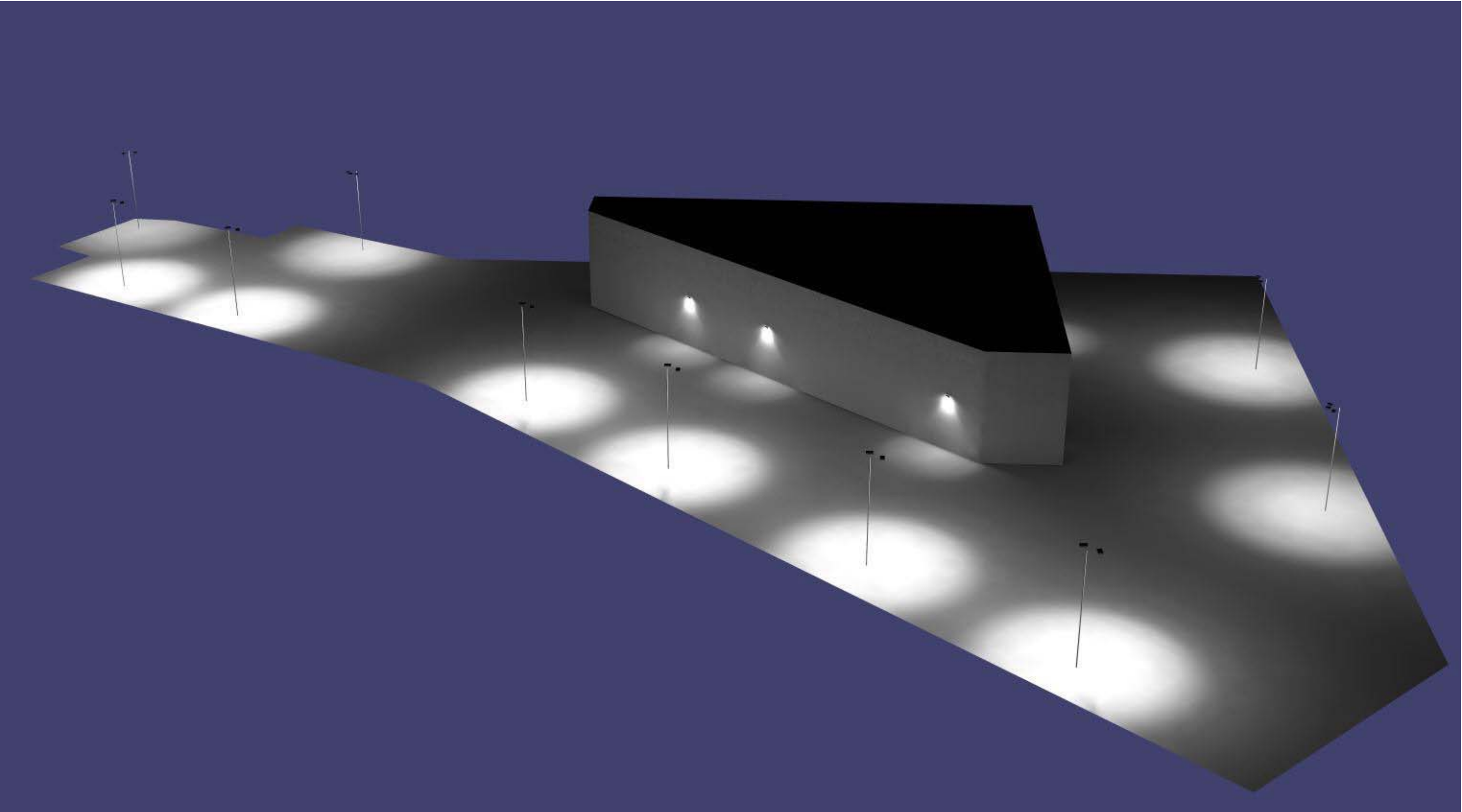




**TITAN LED**  
LIGHTING SOLUTIONS

Notice: Layout Contains 29 Total Lighting Fixtures

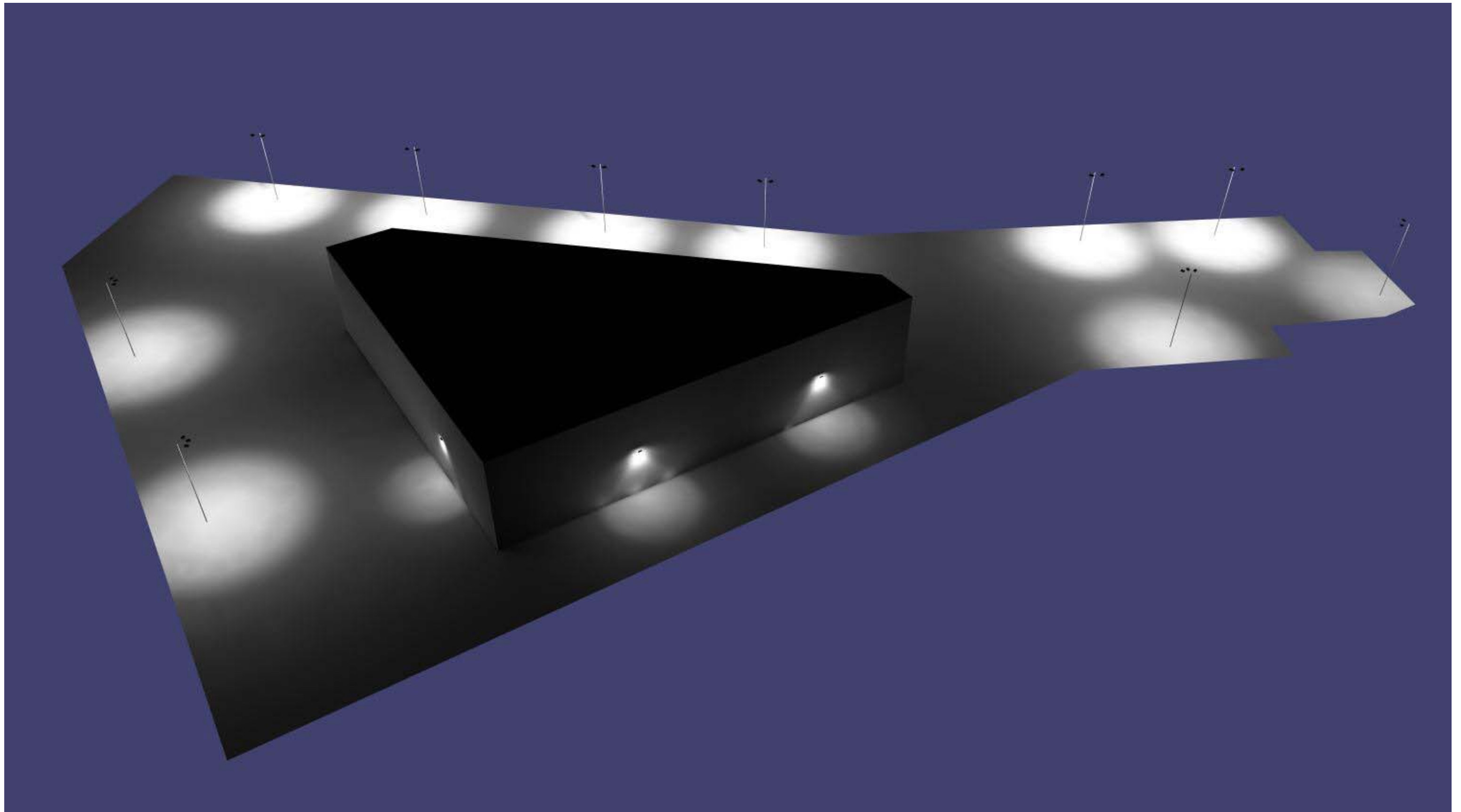
Luminaire Schedule			
Symbol	Qty	Label	Description
	6	66BR-6P-168-7-80 Titan L	36BR-6P-168-7-80 Hennessy Series 360 Watt Shoe
	1	32-BR-2P-56-9-80 Titan L	62BR-2P-56-9-80 Hennessy Series 148 Watt Shoe
	3	32-BR-2P-56-9-80 Titan L	62BR-2P-56-9-80 Hennessy Series 148 Watt Shoe
	6	12C-WP-60W-57-10 60W Wall	12C-WP-60W-57K Hennessy Series 60 Watt Wall Pac



**TITAN LED**  
LIGHTING SOLUTIONS

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
Ground_Planar	Illuminance	Fc	11.29	64.2	0.2





***TITAN LED***  
LIGHTING SOLUTIONS

# TITAN LED

## LIGHTING SOLUTIONS

Luminaire Location Summary						
LumNo	Label	X = East to West	Y = North to South	Z = Elevation	Orient	Tilt
11	12C-WP-60W-57-10 60W Wall Pac	243.791	144.64	14	136.79	0
12	12C-WP-60W-57-10 60W Wall Pac	284.802	188.709	14	137.862	0
13	12C-WP-60W-57-10 60W Wall Pac	304.821	210.09	14	136.736	0
14	12C-WP-60W-57-10 60W Wall Pac	347.395	156.089	14	0	0
15	12C-WP-60W-57-10 60W Wall Pac	347.258	210.7	14	0	0
16	12C-WP-60W-57-10 60W Wall Pac	316.648	117.15	14	270	0
1	66BR-6P-168-7-80 Titan LED 2@90	341	377	25	332.021	0
2	66BR-6P-168-7-80 Titan LED 2@90	319.5	337	25	333.997	0
3	66BR-6P-168-7-80 Titan LED 2@90	266.5	247.5	25	321.546	0
4	66BR-6P-168-7-80 Titan LED 2@90	230	208.5	25	316.507	0
5	66BR-6P-168-7-80 Titan LED 2@90	149	123.5	25	320.711	0
6	66BR-6P-168-7-80 Titan LED 2@90	186.5	163	25	317.246	0
7	32-BR-2P-56-9-80 Titan LED 3@45	218	62	25	44.31	0
8	32-BR-2P-56-9-80 Titan LED 3@45	298.5	62	25	44.236	0
9	32-BR-2P-56-9-80 Titan LED 3@45	376	315.5	25	105.255	0
10	32-BR-2P-56-9-80 Titan LED 2@90	392.5	391	25	205.292	0



Hennessy Series 360 Watt Shoe Box  
Model Number 66BR-6P-168-7-80



Hennessy Series 148 Watt Shoe Box  
Model Number 32BR-2P-56-9-80



Hennessy Series 60 Watt Wall Pack  
Model Number 12C-WP-60W-57-10



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Planning & Codes Admin

# Quick Lane

TIRE & AUTO CENTER

FAST LUBE

TIRES & ALIGNMENT



Quick Lane

TIRE & AUTO CENTER

MON-FRI 7:30am-7pm

SAT 8am-5pm

SERVICE WHILE YOU WAIT

ALL MAKES ALL MODELS

WORKS  
TIRE & AUTO CENTER

Key Drop



#PL2016-195 -- PRELIM. DEVEL. PLAN  
Bob Sight Quick Lane, 607 NW Blue Pkwy.  
Davidson Architecture & Engineering, applicant

