



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2024-015
File Name	REZONING from PI and PMIX to PMIX and PRELIMINARY DEVELOPMENT PLAN – Oldham Village Phase 2
Applicant	Engineering Solutions, LLC
Property Address	101 SW Oldham Pkwy, 1051 SW Jefferson St, 1206 SW Market St, 1210 SW Market St, 1306 SW Market St and 1310 SW Market St
Planning Commission Date	September 12, 2024
Heard by	Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

Public Notification

Pre-application held: January 24, 2023 and June 13, 2023
Neighborhood meeting conducted: June 24, 2024
Newspaper notification published on: July 20, 2024
Radius notices mailed to properties within 300 feet on: June 20, 2024
Site posted notice on: July 22, 2024

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, dated August 26, 2024 – 5 pages

Traffic Impact Study prepared by Kimley Horn, signed and sealed August 12, 2024 – 30 pages

Preliminary Development Plan, revision dated August 13, 2024 – 19 pages

Building Elevations and Elevation Summary, uploaded August 2, 2024 – 28 pages

Macro Storm Water Drainage Study prepared by Engineering Solutions, LLC, signed and sealed June 25, 2024 – 8 pages

Neighborhood Meeting Minutes, dated June 25, 2024 – 3 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	Engineering Solutions, LLC/Applicant
Applicant's Representative	Matt Schlicht, P.E.
Location of Property	101 SW Oldham Pkwy, 1051 SW Jefferson St, 1206 SW Market St, 1210 SW Market St, 1306 SW Market St and 1310 SW Market St
Size of Property	9.16 acres (399,182 sq. ft.) – Lot 11 1.24 acres (53,908 sq. ft.) – Lot 12 1.50 acres (65,150 sq. ft.) – Lot 13 1.13 acres (49,272 sq. ft.) – Lot 14 0.78 acres (33,988 sq. ft.) – Lot 15 1.36 acres (59,116 sq. ft.) – Lot 16 1.39 acres (60,443 sq. ft.) – Lot 17 <u>2.22 acres (96,807 sq. ft.) – Lot 18</u> ±18.78 total net acres (817,866 sq. ft.)
Number of Lots	8 lots
Building Area	80,896 sq. ft. – Lot 11 (Residential) 2,655 sq. ft. – Lot 12 (Commercial) 9,300 sq. ft. – Lot 13 (Commercial) 2,553 sq. ft. – Lot 14 (Commercial) 973 sq. ft. – Lot 15 (Commercial) 2,600 sq. ft. – Lot 16 (Commercial) 2,571 sq. ft. – Lot 17 (Commercial) <u>4,569 sq. ft. – Lot 18 (Commercial)</u> 106,117 total sq. ft.
Dwelling Units	307 dwelling units – Lot 11 33.5 dwelling units/acre
FAR	0.20 – Lot 11 (Residential) 0.05 – Lot 12 (Commercial) 0.14 – Lot 13 (Commercial) 0.05 – Lot 14 (Commercial) 0.03 – Lot 15 (Commercial) 0.04 – Lot 16 (Commercial)

	0.04 – Lot 17 (Commercial) 0.05 – Lot 18 (Commercial)
Zoning	PMIX (Planned Mixed Use)
Comprehensive Plan Designation	Commercial
Procedure	<p>The Planning Commission makes a recommendation to the City Council on the proposed preliminary development plan. The City Council takes final action on the preliminary development plan in the form of an ordinance.</p> <p>Duration of Validity: Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.</p>

Current Land Use
<p>The subject approximately 19-acre project site is composed of a portion of the former Adesa Auto Auction, the former CK Enterprises site plus ten (10) industrial parcels with buildings bounded by SW Oldham Pkwy on the north, SW Jefferson St on the west, SW Market St on the east and SW Persels Rd on the south.</p>

Description of Applicant’s Request
<p>The applicant proposes a 307-unit multi-family development plus 25,221 sq. ft. commercial development on 19 acres consisting of a mix of retail and service uses (e.g. restaurants, retail, and convenience store) as the second phase of the larger 66-acre Oldham Village development at the southwest quadrant of the US 50 Hwy/South M-291 Hwy interchange. Phase 2 is composed of 8 lots (Lots 11-18). The subject application also includes a rezoning from PI to PMIX for the former CK Enterprises site.</p> <p>The applicant requests modifications to the parking lot setback from right-of-way and to the EnVision LS development standards.</p> <p>Phase 1 of Oldham Village is on this same agenda for consideration under separation application (Appl. #PL2023-188).</p>

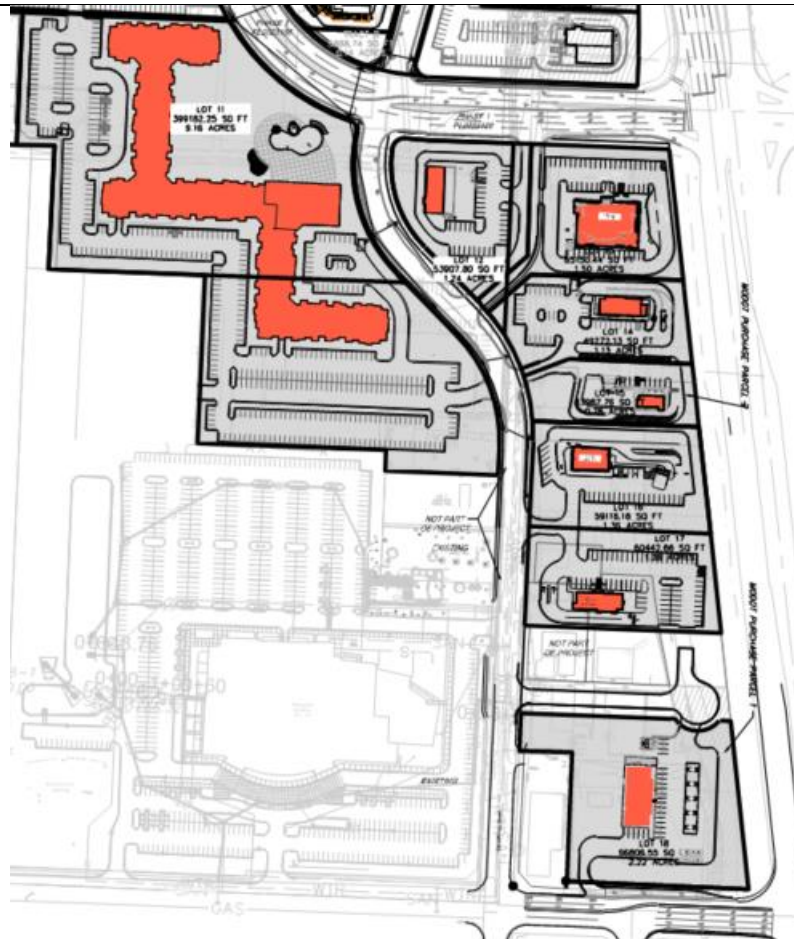
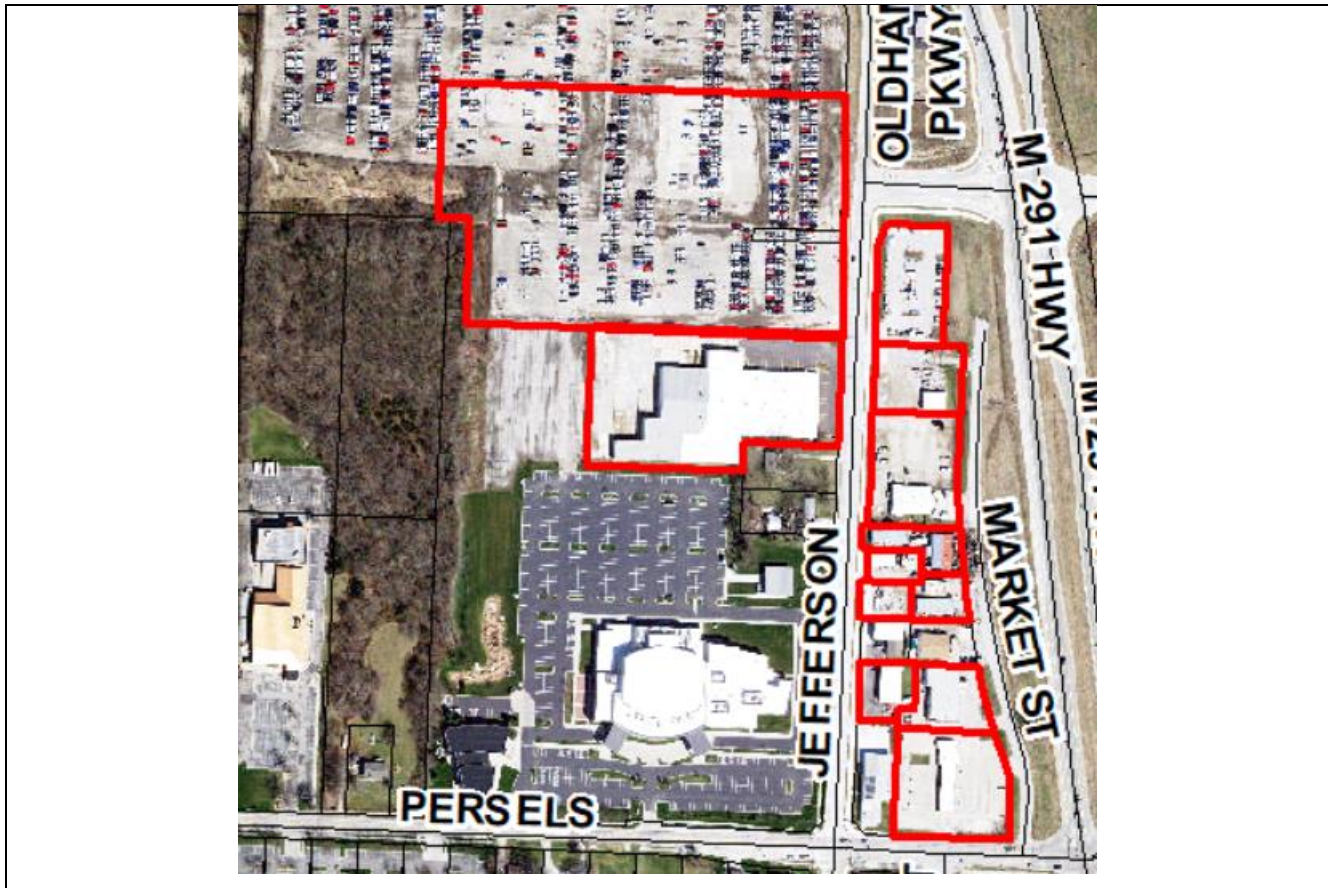


Figure 1 - Site plan (Phase 2 limits in gray)

2. Land Use

Description and Character of Surrounding Area

The subject site constitutes approximately 19 acres generally bounded by SW Oldham Pkwy to the north; South M-291 Hwy to the east; Abundant Life Baptist Church campus and SW Persels Rd to the south; and Abundant Life Baptist Church campus and a large-acreage residential site to the west. The surrounding area is generally characterized by a transition of industrial uses along South M-291 Hwy to single-family residential west of the project site. Along the SW Oldham Pkwy/US 50 Hwy frontage, the mix of churches, office, multi-family and commercial buffer the transition from the highway to single-family residential to the south.



Adjacent Land Uses and Zoning

North:	Former Adesa Auto Auction site and vacant commercial pad sites / PMIX
South:	Abundant Life Baptist Church / PI (Planned Industrial); Single-family residential / R-1 (Single-family Residential); Commercial / CP-2 (Planned Community Commercial); and Industrial / PI
East:	South M-291 Hwy
West:	Abundant Life Baptist Church / PI; and Large-acreage residential parcel / R-1

Site Characteristics

The project site has frontage along SW Oldham Pkwy to the north, SW Jefferson St to the west, SW Market St/South M-291 Hwy to the east and SW Persels Rd to the south. The portion of the site composed of the former Adesa Auto Auction is mostly covered in pavement that was used for vehicle storage and continues to serve as vehicle storage as an interim use under a special use permit that was approved earlier this year. The parcels located between South M-291 Hwy and SW Jefferson St are composed of industrial buildings. Topographically, the project site generally slopes from east to west.

Special Considerations

The project site is located within the boundaries of LS Mixed Uses Area of the EnVision LS overlay district. EnVision LS was established in 2017 to serve as a guide for redevelopment efforts of a total of

approximately 237 acres generally composed of the northwest, southwest and southeast quadrants of the US 50/South M-291 Hwy interchange. Property located within the overlay boundaries is subject to the list of land uses and development standards established under Article 5, Division VIII of the UDO, unless approved otherwise. The established range of uses allowed within the overlay subarea include all office, service and retail uses allowed by the right in the CP-2 zoning district; loft and multi-family residential; and indoor recreational facilities. The established development standards reflect urban-style design principles centered around compact, pedestrian-oriented design. The proposed development adheres to the allowable land uses in this overlay district but are seeking modification to the development standards which will be addressed later in this report.

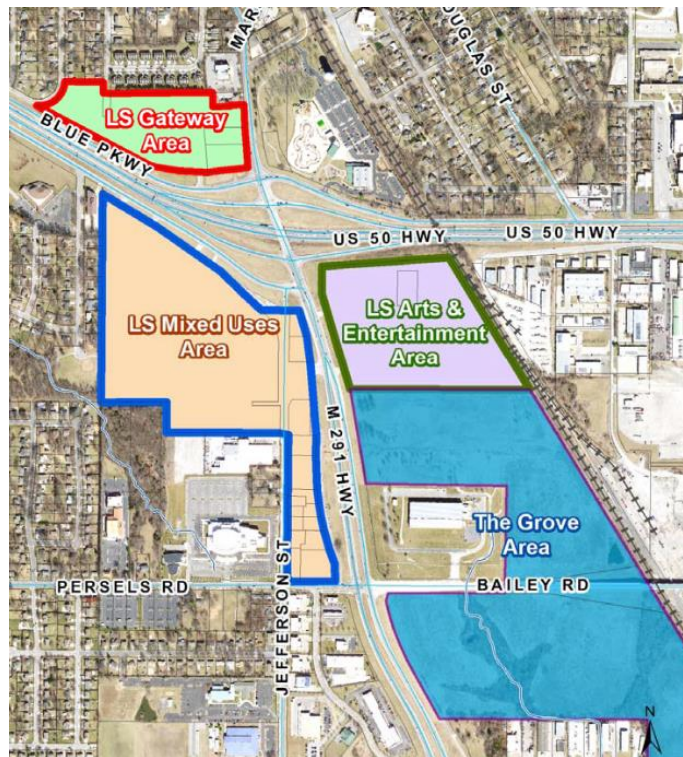


Figure 2 - EnVision LS overlay boundaries (The Grove Area is not included in the overlay boundaries.)

3. Project Proposal

Site Design

Land Use	
Impervious Coverage:	48%
Pervious:	52%
TOTAL	100%

Parking

Proposed	Required
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Total parking spaces proposed:	728	Total parking spaces required:	728
Parking Reduction requested?	No	Off-site Parking requested?	No

Setbacks (Perimeter)²

Yard	Building / Parking Proposed
Front	20' (Building) / 0' (Parking)
Side	0' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected)
Rear	10' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected)

² – PMIX setback standards are established per approved plan.

Structure(s) Design

Number and Proposed Use of Buildings
1 – Lot 11 (Residential) 1 – Lot 12 (Commercial) 1 – Lot 13 (Commercial) 1 – Lot 14 (Commercial) 1 – Lot 15 (Commercial) 1 – Lot 16 (Commercial) 1 – Lot 17 (Commercial) 1 – Lot 18 (Commercial)
Building Height
60' – Lot 11 (multi-family residential) 24' – Lot 12 (drive-through restaurant/retail) TBD ¹ – Lot 13 (commercial) TBD ¹ – Lot 14 (commercial) TBD ¹ – Lot 15 (commercial) 23'-3" – Lot 16 (drive-through restaurant) TBD ¹ – Lot 17 (commercial) 21'-4" – Lot 18 (convenience store)
Number of Stories
4 – Lot 11 (multi-family residential) 1 – Lot 12 (drive-through restaurant/retail) 1 – Lot 13 (commercial) 1 – Lot 14 (commercial) 1 – Lot 15 (commercial) 1 – Lot 16 (drive-through restaurant) 1 – Lot 17 (commercial) 1 – Lot 18 (convenience store)

¹ – building heights for these conceptual lots will be determined at the time of future preliminary development plan under separate application

4. Unified Development Ordinance (UDO)

Section	Description
2.040,2.260,2.300,2.320	Preliminary Development Plans
4.240	Zoning Districts (PMIX)

Unified Development Ordinance

The PMIX District is intended to permit a mixture of uses which, with proper design and planning, will be compatible with each other and with surrounding uses or zoning districts and will permit a finer-grained and more comprehensive response to market demand. As a customizable zoning district, the land uses allowed under the PMIX zoning district are typically not pre-determined but rather are established at the time of preliminary development plan approval. In this case, the project site is located within the LS Mixed Use Area of the EnVision LS overlay. Said overlay and overlay sub-area does have pre-determined permitted land uses under UDO Section 5.650.A and Section 5.650.C that include all office, retail and service uses allowed under the CP-2 zoning district are allowed within the area that encompasses the proposed Oldham Village development, as well as multi-family residential and fitness/recreational centers. All of the proposed uses within the subject Phase 1 are allowed uses within the EnVision LS overlay.

One of the stated intents and purposes in the UDO for the subject property’s PMIX zoning is to allow greater flexibility in development standards (e.g. lot coverage, setbacks, building heights, FAR/density, etc.) to facilitate adaptation of development to the unique conditions of a particular site or nature of a particular development. As such, there are no pre-established development standards for the PMIX district. The applicable standards for a PMIX-zoned development are based upon and established as part of the preliminary development plan approval for a specific project on a specific site. The governing development standards for the proposed development will be those included in the subject application.

Neighborhood Meeting

The applicant hosted a neighborhood meeting from 6pm to 7pm at the Summit Park Church Ministry/Office Building (401 SW Oldham Pkwy) on June 24, 2024. Thirteen (13) members of the public attended the meeting. City staff has not received any questions or comments from the public regarding the proposed development.

Discussion topics included the following:

- Stormwater runoff and downstream concerns;
- Land uses;
- Landscaping and buffers between the development and existing residential;
- Impact on area businesses; and
- Traffic improvements.

5. Comprehensive Plan

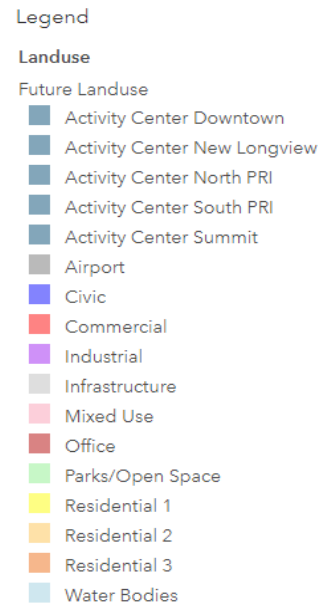
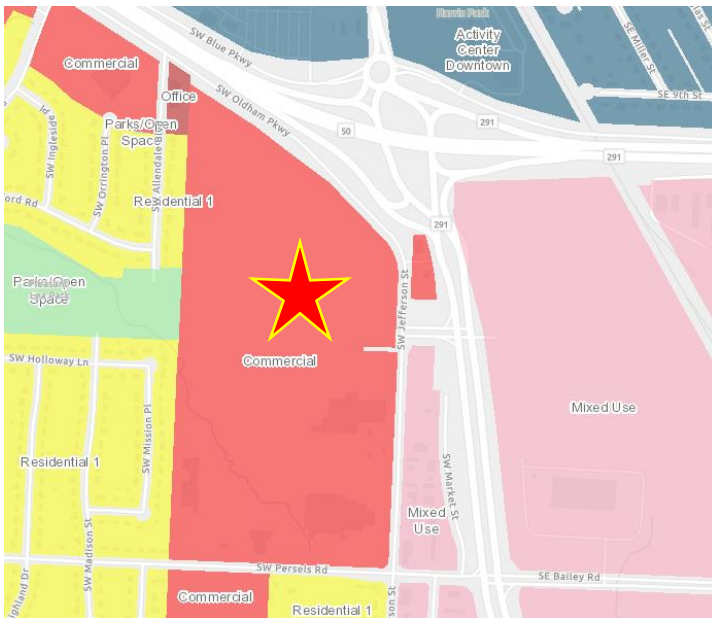
Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods & Housing Choice	Objective: Increase business activity by designing mutually supportive neighborhoods.
Resilient Economy	Objective: Diversity Lee’s Summit economy. Objective: Increase business retention and grow business activity.
Land Use & Community Design	Objective: Plan for purposeful growth, revitalization and redevelopment.

Comprehensive Plan

The proposed commercial uses are consistent with the Commercial land use designation under the Ignite Comprehensive Plan for the project site. The Commercial land use designation captures the full range of retail and service uses such as stand-alone commercial, medium to large scale commercial developments, and commercial recreation facilities. The proposed Oldham Village development will serve as a major commercial node at the intersection of US 50 Hwy and South M-291 Hwy to serve both area travelers and residents.

Redevelopment of the subject project site as proposed is consistent with the Commercial land use designation under the Ignite Comprehensive Plan. The location of the proposed commercial uses at the intersection of major highway and commercial corridors is appropriate and compatible with area uses. Redevelopment of the site supports a healthy economic environment at a major commercial node by continuing to provide a needed service by area residents and travelers along both abutting highway corridors.

Redevelopment opportunities also support stated Ignite Comprehensive Plan goals and objectives that call for maximizing the use of existing infrastructure, services and amenities to increase efficiencies in said systems.



6. Analysis

Background and History

- November 3, 2016 – The City Council approved a City-initiated rezoning (Appl. #PL2016-158) from CP-2, PI and PMIX to PMIX and approved a conceptual development for approximately 237 acres generally bounded by the Pine Tree Plaza shopping center, US 50 Hwy, the former Adesa site, SW Jefferson St, SE 16th St, Union Pacific Railroad and South M-291 Hwy by Ordinance No. 8012.
- March 2, 2017 – The City Council an application establishing the EnVision LS Area Development Plan Land Use and Design Standards (Appl. #PL2017-010) for the area generally bounded by the Pine Tree Plaza shopping center, US 50 Hwy, the former Adesa site, SW Jefferson St, SE 16th St, Union Pacific Railroad and South M-291 Hwy by Ordinance No. 8105.
- December 19, 2023 – The City Council approved an appeal (Appl. #PL2023-326) of prohibited uses in the EnVision LS Area Development Plan Area, to allow the following uses within the boundaries of the LS Mixed Uses Area: automotive/truck related uses; retail – big box in excess of 80,000 sq. ft. on one level; car wash – indoor, outdoor or automated; and day care facilities.
- April 9, 2024 – The City Council approved a special use permit (Appl. #PL2023-346) for outdoor automobile storage for a period of five (5) years on the parcels addressed 101 SW Oldham Pkwy, 1051 SW Jefferson St, 1204 SW Jefferson St, 1206 SW Market St and 1210 SW Market St by Ordinance No. 9884.

Compatibility

The subject property is primarily composed of the former Adesa Auto Auction site that makes up the southwest quadrant of the US 50 Hwy/South M-291 Hwy interchange. The interchange is an intersection of two major highways at the southern gateway to Lee’s Summit historic downtown. The interchange is currently anchored by the Pine Tree Plaza shopping center and Harris Park at the northwest and northeast quadrants, respectively.

The proposed multi-family development on Lot 11 is compatible and complementary with existing and proposed area development that includes single-family residential to the west and commercial and industrial development along the adjacent US 50 Hwy and South M-291 Hwy corridors. The location of the multi-family component between the single-family residential and the more intense uses closer to South M-291 Hwy corridor creates a use buffer that allows for a more gradual transition between the area’s commercial and residential uses.

The proposed commercial uses are compatible and complementary with existing commercial and industrial development along the adjacent US 50 Hwy and South M-291 Hwy corridors, offering a range of retail and service uses typical of a high traffic corridor that can be supported by area travelers as well as area residents.

From an aesthetic standpoint, the proposed development’s architectural style and material palette will be varied to accommodate the particular needs and preferences of individual tenants that in many cases have specific corporate architecture. Generally speaking, the development’s material palette includes: masonry, cementitious panel, EIFS, glass and architectural metal features (approximately 20% use on any façade). Building elevations have been provided for Lots 11, 12, 16 and 18 of Phase 2. As such, staff recommends that Lots 13, 14, 15 and 17 only be conceptually approved as part of the subject application and thus will require preliminary development plan approval under separate application when detailed building elevations are submitted in order for staff to conduct a comprehensive architectural review.



Figure 3 – Multi-family Residential (front elevation) – Lot 11



Figure 5 – Typical multi-tenant building – Lot 12

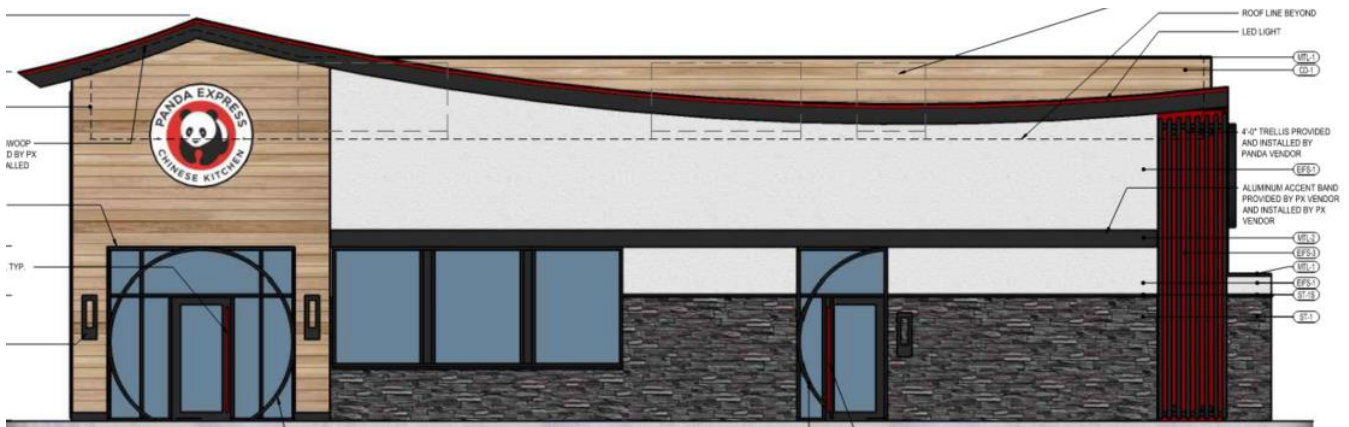


Figure 4 – Panda Express – Lot 16



Figure 6 – Casey's (front elevation) – Lot 18

Adverse Impacts

The proposed development is not expected to detrimentally impact the surrounding area. The proposed Oldham Village project (Phases 1 and 2) redevelops approximately 66 overall acres of historically industrial property at the southwest quadrant of the US 50 Hwy/South M-291 Hwy interchange with a horizontal mixed-use development composed of retail/service uses and multi-family (in Phase 2). The proposed mixed-use development provides a transition from the adjacent highway interchange to the existing single-family development to the west, and provides access to retail/service uses at the intersection of two major highway corridors and area residents.

Public and Private Infrastructure Services

The proposed development will not impede the normal and orderly development and improvement of the surrounding property. The subject property is partially a vacant site and the site of ten (10) industrial lots and as such has access to existing infrastructure that serves existing area development. Water service will come from a relocated main along SW Oldham Pkwy/SW Jefferson St. Stormwater from the proposed development will be piped to a regional detention basin located at the southwest corner of the project site that will then discharge into the adjacent Cedar Creek.

Sanitary sewer service will be provided by extending mains to connect to existing area manholes located at the periphery of the project site. The City has concerns for potential downstream surcharging of the existing sanitary sewer system. A final analysis with solutions to any system deficiencies will need to be reviewed and accepted by the City, with solutions to any system deficiencies being agreed upon, prior to any sanitary sewer plan approval.

Traffic

A traffic impact study (TIS) was completed by Kimley Horn, sealed August 12, 2024. The traffic study analyzed the impact of the proposed development on the surrounding streets and intersections extending south to the SW Persels Rd intersections with both SW Jefferson St and South M-291 Hwy, as well as the signalized intersection of SW Oldham Pkwy and SW Ward Rd located approximately 1 mile to the west. The traffic impact study considered the Oldham Village project as two phases, as reflected in the separate preliminary development plan applications for each phase. The associated Phase 1 includes the realignment of SW Oldham Pkwy through the northern portion of the site. A portion of SW Jefferson St will also be realigned to the west to create greater separation from South M-291 Hwy. The Phase 2 portion of the site will be accessed from six driveway intersections with public streets. Phase 2 includes a multi-family development several pad sites.

The TIS recommends the following road improvements to achieve acceptable levels of service along the area street network:

SW Oldham Parkway & M-291

- Lengthen the southbound right-turn lane to provide a minimum storage length of 300 feet plus taper.

SW Persels Road & M-291

- Construct an eastbound right-turn lane with a minimum storage length of 150 feet plus taper.

SW Persels Road & SW Market Street

- Construct a raised median on SW Persels Road to restrict SW Market Street access to right-in/right-out.

SW Persels Road & Gas Station Access

- Construct a westbound right-turn lane with a minimum storage length of 150 feet plus taper.

City staff reviewed the TIS completed by Kimley Horn and prepared a Transportation Impact Analysis (TIA) dated August 26, 2024, that accompanies the staff report as an attachment. Staff agreed with Kimley Horn's findings and road improvement recommendations, but also made additional recommendations for Phase 1 and the associated Phase 2 proposed under separate application. The additional Phase 2 recommendation included as a condition of preliminary development plan approval in the TIA is that a roadway connecting SW Jefferson St and SW Market St be provided at some location between SW Persels Rd and SW 16th St in order to improve access to the South Port Business Park. This recommendation is in response to the TIS finding noted above that the proposed Phase 2 development triggers construction of a raised median across the intersection of SW Persels Rd/SW Market St, thereby limiting access to right-in/right-out. The intersection currently allows full access.

Modifications

The applicant is seeking a modification to UDO Section 8.620 pertaining to the required 20' parking lot setback. Staff has reviewed the request and supports the requested modification for the reasons identified below.

- Required – Minimum 20' setback from the right-of-way.
- Proposed – 8'-15' along South M-291 Hwy rights-of-way

- Recommended – The areas with proposed reduced parking lot setbacks are along the South M-291 Hwy right of-way where there is an abundance of right-of-way width that provides ample separation between the parking lot boundaries and adjacent travel lanes. The proposed parking lot boundaries will maintain approximately 60’ of separation from the South M-291 Hwy/SW Market St travel lanes. The proposed parking lots with reduced setbacks will maintain similar or greater separation from the adjacent travel lanes than a typical commercial site. Staff supports the modification request.

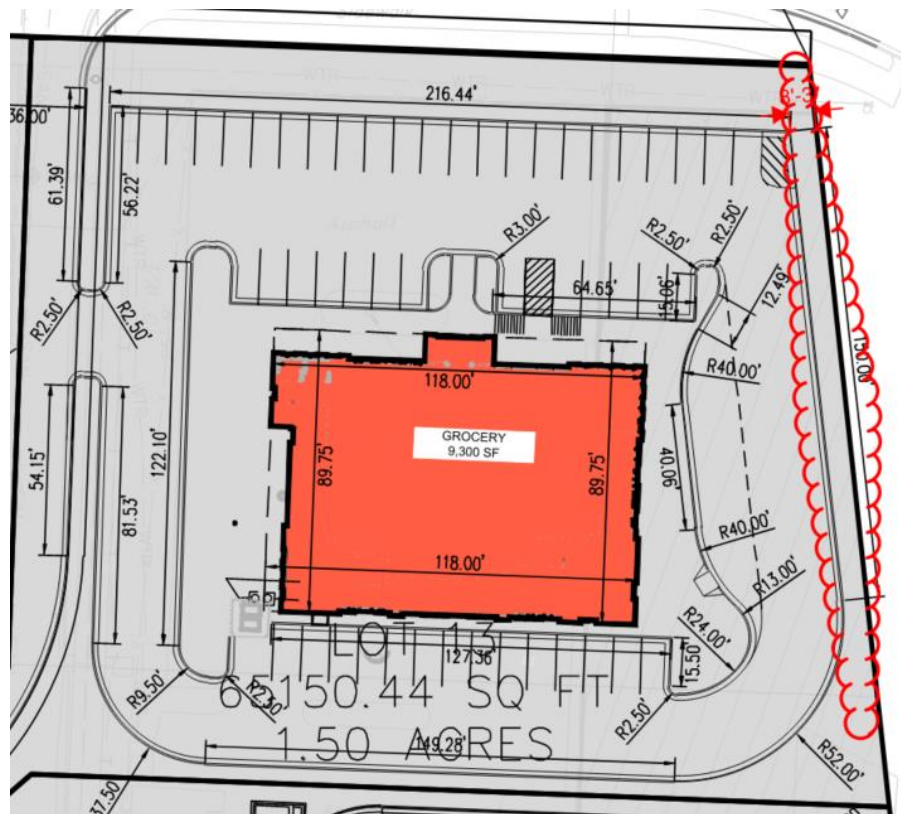


Figure 5 - Representative parking lot setback along South M-291 Hwy.

The applicant is seeking a modification to UDO Section 8.890 pertaining to the required high impact buffer between PMIX and PI zoning districts. Staff has reviewed the request and supports the requested modification for the reasons identified below.

- Required – A 20’-wide high-impact buffer composed of a 6’ masonry wall or vinyl fence plus low-impact landscape screening planted on both sides of the wall or fence along the south boundary of Lot 11.
- Proposed – No buffer is proposed along a portion of the shared boundary between Lot 11 and the abutting Abundant Life Baptist Church campus to the south.
- Recommended – The subject area where no buffer/screening is proposed is the location of an existing parking lot for Abundant Life Baptist Church and the location of a parking lot for the proposed Oldham Village multi-family component on Lot 11. As part of this development a driveway connection from Lot 11 will be stubbed into the church property in order to allow for the church’s northern parking lot to have an additional point of ingress/egress to SW Jefferson St. Staff supports the modification request.



Figure 6 - Buffer modification area outlined in green.

The applicant is seeking a modification to UDO Section 5.640 pertaining to the EnVision commercial design standards. Staff has reviewed the request and supports the requested modification for the reasons identified below.

- Required – Urban-style design principles centered around compact, pedestrian-oriented design with building placement/orientation that addresses active sidewalk areas. Additionally, requirement for consistent architectural theme that discourages corporate architecture.
- Proposed – Stand-alone and multi-tenant pad site development. No restriction against corporate architecture.
- Recommended – The EnVision LS Area Development Plan was approved and its development standards were established in 2016 and 2017, respectively, in association with a preliminary development plan for a 73-acre development known as The Grove for the southeast quadrant of US 50 Hwy/South M-291 Hwy. The Grove was a mixed-use development with an industrial/flex-tech component primarily located south of SE Bailey Rd and a vertical office/retail/residential mixed-use component located north of SE Bailey Rd. The Grove incorporated lifestyle/town center characteristics of pedestrian-oriented streetscapes, storefronts, plazas and green spaces. In an effort to create synergy between redevelopment efforts for the vacant southeast interchange quadrant (site of The Grove) and the vacant southwest interchange quadrant (site of the former Adesa Auto Auction), the City adopted the EnVision Design Standards with the vision of cohesive and complementary design anchoring development at the interchange. The Grove remains an undeveloped project. The subject site of Phase 1 of the proposed Oldham Village redevelopment project remains undeveloped and underutilized eight (8) years on from the establishment of the EnVision LS overlay and approximately 15 years since Adesa Auto Auction vacated the premises. The requested modifications to the EnVision LS commercial design standards are reflective of the site design needs and architectural preferences of the range of uses the market appears to support for

the subject locale at the intersection of two major highways in the city. Staff supports the modification request.

Recommendation

With the conditions of approval below, the application meets the Ignite! Comprehensive Plan and the requirements of the UDO and Design & Construction Manual.

7. Recommended Conditions of Approval

Site Specific

1. A modification shall be granted to the minimum 20' parking lot setback from the right-of-way, to allow parking lot setbacks ranging from 8' to 15' along the South M-291 Hwy right-of-way as depicted on the preliminary development plan.
2. A modification shall be granted to the high impact buffer requirement between the proposed PMIX-zoned development and the abutting PI zoning district, to allow no buffer along a portion of the shared north-south and east-west boundaries between Lot 11 and Abundant Life Baptist Church as depicted in the staff report.
3. A modification shall be granted to the EnVision LS overlay commercial design and architectural standards, to allow the proposed development to follow the standard design and architectural standards of Article 8 of the UDO.
4. Development shall be in accordance with the preliminary development plan dated August 13, 2024, inclusive of the development standards and building elevations uploaded August 2, 2024. However, Lot 13 (grocery), Lot 14 (drive-through restaurant), Lot 15 (drive-through restaurant) and Lot 17 (drive-through restaurant) are approved with conceptual approval only and a preliminary development plan shall be required for said lots prior to final development plan approval.
5. Road improvements for Phase 2 shall be constructed as recommended in the Transportation Impact Analysis conducted by staff dated August 26, 2024.

Standard Conditions of Approval

6. 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.
7. 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 site development permits or the start of construction (excluding land disturbance permit).
8. 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 7.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of the public infrastructure as outlined in Article 3, Division V, Sections 3.540 and 3.550 and Article 3, Division IV, Section 3.475 of the UDO, respectively.

9. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
10. 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 or approval of the final plat. A certified copy shall be submitted to the City for verification.
11. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
12. A United States Army Corps of Engineers (USACE) permit may be required for work within the jurisdictional stream near the proposed in-line detention basin. A jurisdictional determination letter shall be submitted during the Final Development Plan phase of this project.
13. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.
14. IFC 507.1 - An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

Consult with Water Utilities to determine if there is adequate fire flow for the proposed buildings per IFC Table B105.1(2). A 50% reduction is allowed for having an automatic sprinkler system.
15. Provide a drawing showing turning movements on the fire lanes for a 44' straight fire truck. Show movements to shared parking lot accesses, private roads and particularly the aerial access lanes next to the apartment building.
16. IFC 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Provide a complete hydrant plan showing public and private hydrants. Hydrant distances are measured around the buildings and not through them. Public hydrants shall be located and spaced per design standards. Provide a plan for the maintenance of the private hydrants on the access roads.

Provide hydrants on four lane roads and roads separated by medians arrange hydrants on either side of the street with an average spacing of 500 feet (IFC Table C102.1).
17. IFC 903.3.7 - Fire department connections. The location of fire department connections shall be approved by the fire code official. Connections shall be a 4-inch Storz type fitting and located within 100 feet of a fire hydrant, or as approved by the code official.
18. 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.