



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2023-339
File Name	PRELIMINARY DEVELOPMENT PLAN – Summit Orchards North
Applicant	Townsend Capital, LLC
Property Address	1151 NW Ward Rd, 1201 NW Ward Rd and 1231 NW Ward Rd
Planning Commission Date Heard by	February 22, 2024 Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

Public Notification

Pre-application held: September 26, 2023
Neighborhood meeting conducted: January 4, 2024
Newspaper notification published on: February 3, 2024
Radius notices mailed to properties within 300 feet on: February 1, 2024
Site posted notice on: February 6, 2024

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, dated February 13, 2024 – 3 pages
Traffic Impact Study prepared by McCurdy Engineers, dated January 16, 2024 – 38 pages
Preliminary Development Plan, dated January 23, 2024 – 20 pages

Stormwater Report prepared by OWN, Inc., sealed November 21, 2023 – 18 pages

Tenant Sign Criteria, upload date December 7, 2024 – 9 pages

Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	Townsend Capital, LLC/Developer
Applicant's Representative	Steve Rich
Location of Property	1151 NW Ward Rd, 1201 NW Ward Rd and 1231 NW Ward Rd
Size of Property	7.39 acres (321,908 sq. ft.) – Lot 1A-1 9.62 acres (419,047 sq. ft.) – Lot 1A-2 16.54 acres (720,482 sq. ft.) – Lot 1B-1 2.88 acres (125,453 sq. ft.) – Lot 1B-2 1.48 acres (64,469 sq. ft.) – Lot 1B-3 ±37.9 total acres (1,651,359 sq. ft.)
Number of Lots	5
Building Area	35,000 sq. ft. – Lot 1A-1 (automotive dealership) 35,000 sq. ft. – Lot 1A-2 (automotive dealership) 407,852 sq. ft. – Lot 1B-1 (multi-family residential) 8,400 sq. ft. – Lot 1B-2 (inline retail) 3,100 sq. ft. – Lot 1B-3 (drive-through restaurant) 489,352 total sq. ft.
Dwelling Units	41 studio units 149 1-bedroom units 143 2-bedroom units 17 3- bedroom units 350 total dwelling units – Lot 1B-1 21.2 dwelling units/acre
FAR	0.11 FAR – Lot 1A-1 (automotive dealership) 0.08 FAR – Lot 1A-2 (automotive dealership) 0.57 FAR – Lot 1B-1 (multi-family residential) 0.07 FAR – Lot 1B-2 (inline retail) 0.05 FAR – Lot 1B-3 (drive-through restaurant)
Zoning	PMIX (Planned Mixed Use)
Comprehensive Plan Designation	Summit Activity Center
Procedure	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. 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.
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Current Land Use

The subject 37.9-acre site is undeveloped property north of the Summit Technology campus. An adjacent lot to the north of the project site houses an Evergy facility, which will share a driveway connection to NW Ward Rd with the proposed development.

Description of Applicant's Request

The applicant proposes a multi-phase 5-lot, 489,352 sq. ft. horizontal mixed-use development consisting of two automotive dealership sites, multi-family residential, drive-through restaurant and inline retail. The proposed development is a continuation of the Summit Orchards development to the south and east. The range of uses, architectural style and palette of exterior building materials are complementary and reflective of those found in the Summit Orchards and Summit Innovation Center developments, as well as along the adjacent I-470 corridor.

Development of the project is proposed in four (4) phases as follows: Phase 1 – automotive dealership (Lot 1A-1); Phase 2 – automotive dealership (Lot 1A-2); Phase 3 – multi-family residential (Lot 1B-1) and Phase 4 – inline retail and drive-through restaurant (Lots 1B-2 and 1B-3).

Included with this application is a Tenant Sign Criteria handbook proposed by the developer to govern signage for the development. The handbook uses the UDO sign standards for allowable number and size as its foundation, but makes some modifications to suit the project's desired design aesthetic and to address site challenges that impact signage visibility for certain lots. Specific to the two automotive dealership lots, both lots have frontage along I-470, but grade differences and the distance between the interstate's travel lanes and the lots present a practical challenge to construct monument signage that provides a reasonable means of identification directed toward the interstate within the UDO sign standards. The applicant proposes larger monument signs along the highway frontage of the two automotive dealership lots.

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.) is 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.

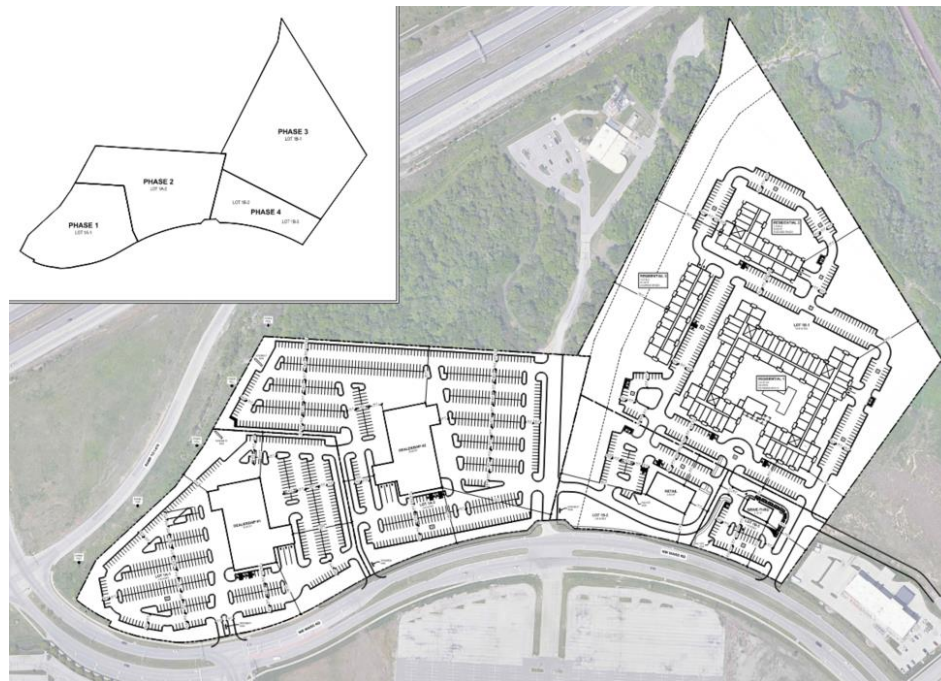


Figure 1 - Site plan and phasing plan

2. Land Use

Description and Character of Surrounding Area

The subject site constitutes 37.9 acres generally bounded by the Summit Technology campus and Summit Fair Shopping Center to the south, I-470 to the northwest, Union Pacific right-of-way to the northeast and Summit Orchards/Summit Innovation Campus to the east. The surrounding area is characterized by a mix of commercial, industrial technology, institutional and multi-family residential.



Adjacent Land Uses and Zoning

North:	Undeveloped lot / PMIX; Evergry facility / PI (Planned Industrial)
South (across NW Blue Pkwy/NW Ward Rd):	Summit Fair Shopping Center / CP-2 (Planned Community Commercial); Summit Technology Campus / PMIX
East:	Union Pacific right-of-way; Hotel / PMIX; and Undeveloped commercial lots / PMIX
West:	I-470

Site Characteristics

Vehicular access to the site will be provided by four (4) points of access along NW Blue Pkwy/NW Ward Rd. One of the access points will be a drive shared with the existing Evergry facility to the north of the project site.

Topographically, the project site generally slopes from south to north. A drainage area that feeds a tributary to the Little Blue River bisects the project site.

Special Considerations

None.

3. Project Proposal**Site Design**

Land Use	
Impervious Coverage:	76% – Lot 1A-1 81% – Lot 1A-2 38% – Lot 1B-1 45% – Lot 1B-2 <u>52% – Lot 1B-3</u> 57% overall
Pervious:	24% – Lot 1A-1 19% – Lot 1A-2 62% – Lot 1B-1 55% – Lot 1B-2 <u>48% – Lot 1B-3</u> 43% overall
TOTAL	100%

Parking

Proposed		Required	
Total parking spaces proposed:	470 – Lot 1A-1 726 – Lot 1A-2 697 – Lot 1B-1 74 – Lot 1B-2 43 – Lot 1B-3 2,010 overall	Total parking spaces required:	201 – Lot 1A-1 240 – Lot 1A-2 688 – Lot 1B-1 42 – Lot 1B-2 43 – Lot 1B-3 1,214 overall
Parking Reduction requested?	No	Off-site Parking requested?	No

Setbacks (Perimeter)

Yard	Building / Parking Proposed
Front (NW Blue Pkwy/NW Ward Rd)	20' (Building) / 20' (Parking)
Side	10' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected)
Rear	20' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected)

Structure(s) Design

Number and Proposed Use of Buildings
1 – Lot 1A-1 (automotive dealership) 1 – Lot 1A-2 (automotive dealership) 3 – Lot 1B-1 (multi-family residential) 1 – Lot 1B-2 (inline retail) 1 – Lot 1B-3 (drive-through restaurant)
Building Height
26'-0" – Lot 1A-1 (automotive dealership) 26'-0" – Lot 1A-2 (automotive dealership) 57'-3" – Lot 1B-1 (multi-family residential) 30'-0" – Lot 1B-2 (inline retail) 26'-11" – Lot 1B-3 (drive-through restaurant)
Number of Stories
1 – Lot 1A-1 (automotive dealership) 1 – Lot 1A-2 (automotive dealership) 3 and 4 – Lot 1B-1 (multi-family residential) 1 – Lot 1B-2 (inline retail) 1 – Lot 1B-3 (drive-through restaurant)

4. Unified Development Ordinance (UDO)

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

Unified Development Ordinance

The proposed mix of commercial and multi-family residential uses are allowed by right on the PMIX property “per approved plan” under the UDO. The PMIX District is intended to permit a mixture of uses which, with property 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. To that end, the proposed plan designates different land use options for each lot.

Neighborhood Meeting

The applicant hosted a neighborhood meeting from 7pm to 8pm at the Missouri Innovation Campus (1101 NW Innovation Pkwy) on January 4, 2024. No members of the public attended the meeting.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods & Housing Choice	Objective: Increase business activity by designing mutually supportive neighborhoods.
Resilient Economy	Objective: Diversify 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 uses are consistent with the Summit Activity Center land use designation under the Ignite Comprehensive Plan. The Summit Activity Center includes a range of commercial, industrial and residential options. The plan calls for the introduction of a range of residential densities that are walkable to nearby retail and open space opportunities. The Activity Center will continue to serve as a regional retail destination with the potential to serve as a community mobility hub, ensuring increased connectivity to all parts of Lee’s Summit, as well as Interstate 470 and Highway 50.

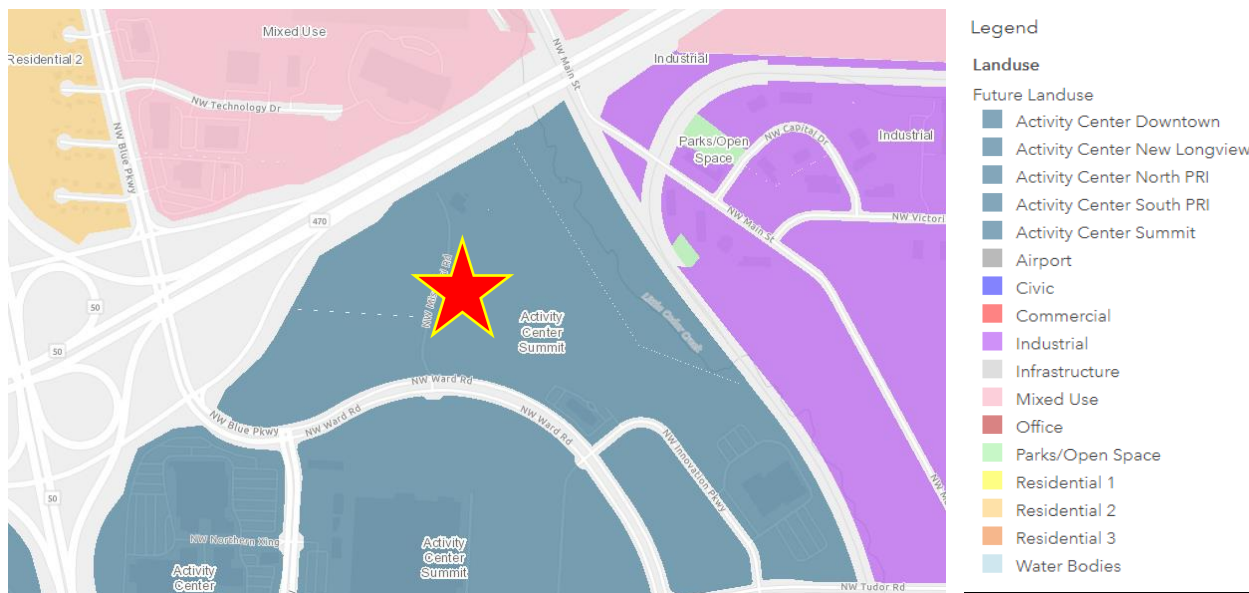


Figure 2 - Comprehensive Plan future land use map

6. Analysis

Background and History

- May 20, 1999 – The City Council approved the rezoning from PI (then M-1) to PMIX (then PUD) and the preliminary development plan (Appl. #1999-014) for the 333-acre Summit Technology Campus by Ordinance No. 4793. The plan included the site of the Summit Technology Campus, portions of Summit Fair, Summit Place, Summit Innovation Center, and the proposed Summit Orchards.
- August 24, 2006 – The City Council approved a rezoning (Appl. #2005-271) from CP-2 (Planned Community Commercial) and PMIX to PMIX and a preliminary development plan (Appl. #2005-272) for the Summit Fair shopping center by Ordinance No. 6262. The site encompasses 58.7 acres generally bounded by Chipman Road on the south, US 50 Hwy on the west and Blue Parkway on the east and north.
- December 12, 2006 – The Planning Commission approved the preliminary plat (Appl. #2006-230) of *Summit Fair, Lots 1-13 and Tracts A-F*.
- April 13, 2007 – A preliminary development plan application (Appl. #2007-073) was submitted to the Planning and Development Department for the proposed 725,240 sq. ft. Summit Fair Phase II shopping center development. The proposed Summit Fair Phase II site encompassed approximately 90 acres generally bounded by I-470 on the north, Ward Road on the south, Blue Parkway on the west and railroad right-of-way on the east. The application was withdrawn by the applicant prior to the application being considered by the Planning Commission or City Council.
- May 1, 2008 – The City Council approved the final plat (Appl. #2007-243) of *Summit Fair, 2nd Plat, Lots 8, 10-14 and Tract C* by Ordinance No. 6622.

- January 30, 2009 – The minor plat (Appl. #2008-181) of *Fleck, Lucy and Lilly, Lots 1 & 2* was recorded with Jackson County. Lot 1 is a 4.5-acre parcel that is the existing site of a KCP&L operations facility. Lot 2 is an undeveloped 1.0-acre parcel that will be incorporated into the Summit Place development.
- July 10, 2014 – The City Council approved a rezoning from PI to PMIX and preliminary development plan (Appl. #PL2011-119) by Ord. #7496. The Summit Place development is located on the west 43 acres of the 90-acre site previously proposed for Summit Fair Phase II.
- June 4, 2015 – The City Council approved a preliminary development plan (Appl. #PL2015-034) for approximately 38 acres comprising the Summit Innovation Center development, located at the northeast corner of NW Ward Road and the future NW Tudor Road extension, by Ord. #7637.
- May 19, 2016 – The City Council approved a preliminary development plan (Appl. #PL2016-039) for the 46-acre Summit Orchards mixed use development generally located at the northeast corner of NW Chipman Rd and NW Ward Rd by Ordinance No. 7885.
- December 6, 2022 – The City Council approved a preliminary development plan (Appl. #PL2022-311) for 24.7-acre Summit Orchards West mixed use development generally located at the northwest corner of NW Chipman Rd and NW Ward Rd by Ordinance No. 9551.

Development and Parking Standards

Because the PMIX zoning district is a customizable zoning district intended to allow the greatest flexibility to accommodate a mix uses and development concepts, the governing development standards are established at the time of preliminary development approval based on the specifics of the proposed plan. The developer has provided the table below outlining the more tailored height, FAR and land use allowances for the development. Building setbacks and parking setback standards will follow typical CP-2 (Planned Community Commercial) zoning district standards.

Development Plan Standards					
Lot #	Total Area	Minimum Pervious Coverage	Maximum Building Height	Maximum FAR	Allowable Land Use
1A-1	7.39 acres 321,908 SF	5%	40'	0.5	Automotive Dealership
1A-2	9.62 acres 419,047 SF	5%	40'	0.5	Automotive Dealership
1B-1	16.54 acres 720,482 SF	5%	60'	1.0	Multifamily Residential
1B-2	2.71 acres 118,048 SF	5%	45'	0.5	Retail
1B-3	1.64 acres 71,438 SF	5%	45'	0.5	Drive-Thru Restaurant

The proposed development includes a multi-family component whose density is 21.2 dwelling units per acre. As a PMIX-zoned property, the governing density for a project is established by the approved plan for the development project. The table below provides a comparison of the proposed multi-family component relative to other approved apartment development in order to provide context. The proposed density falls well within the range of other apartment developments throughout the city.

Project Name	Total Number of Units	Lot Acreage	Density
Summit Orchards North Apts. (proposed)	350	16.5	21.2 units/acre
Clover Communities	128	7.0	19.6 units/acre
Douglas and Tudor Apartments	358	13.0	27.5 units/acre
New Longview Apts. (AMLI)	206	8.1	25.4 units/acre
The Fairways at Lakewood	272	13.0	21.1 units/acre
The Residences at Echelon	243	11.5	21.8 units/acre
Streets of West Pryor Apartments	250	6.9	36.2 units/acre
Streets of West Pryor Senior Living	165	6.8	24.2 units/acre
Aria	480	61.9	21.3 units/acre
Chapel Ridge Apartments (Phase 1)	276	12.0	23.1 units/acre
Chapel Ridge Apartments (Phase 2)	120	4.6	26.0 units/acre

The developer has provided the table below outlining the governing parking standards for the development. All of the proposed uses will provide parking in compliance with the minimum UDO parking requirements.

Parking Standards		
Land Use	Parking	
	Development Standard	UDO Requirements
Automotive Dealership	2 per 1,000 SF indoor sales + 1 per 2,500 outdoor sales + 3 per service bay	2 per 1,000 SF indoor sales + 1 per 2,500 outdoor sales + 3 per service bay
Multifamily Residential	1.0 per studio 1.5 per one and two-bedroom 2.0 per three or more bedroom 0.5 per unit for visitor	1.0 per studio 1.5 per one and two-bedroom 2.0 per three or more bedroom 0.5 per unit for visitor
Retail	5 per 1,000 SF	5 per 1,000 SF
Drive-Thru Restaurant	14 per 1,000 SF	14 per 1,000 SF

Signage

The developer proposes to establish governing sign standards for Summit Orchards North as part of the subject preliminary development plan. The adjacent Summit Orchards and Summit Fair developments established similarly tailored sign standards than those of the UDO. Below are the UDO sign standards and the proposed sign standards for comparison. The proposed sign standards are based on the UDO standards, but with certain allowances to reflect the development's desired aesthetic as well as site constraints that would limit visibility of certain signs if strict adherence to the sign standards were followed.

Existing UDO Wall Sign Standards – PMIX zoning district

Tenant Space Size	Number of Wall Signs	Sign Area	Sign Location	Max. Letter Height
N/A	3 per building (single-tenant bldg.); or 2 per tenant (multi-tenant bldg.)	10% max. of façade area	Any façade	6'

Proposed Wall Sign Standards

Tenant Space Size	Number of Wall Signs	Sign Area	Sign Location	Max. Letter Height
5,000 sq. ft. +	<u>Primary wall sign</u> - 1 per distinct store elevation; max. of 2	10% max. of façade area	Main entry façade(s)	6'
	<u>Secondary wall sign</u> - 1		Tenant space side or rear façade	3'
< 5,000 sf. Ft.	1 wall sign per façade; max. of 3	10% max. of façade area	Any tenant space façade	4'
All	1 projecting sign (for pedestrian wayfinding)	6 sq. ft. max.	Over or under canopy	-

As it relates to monument signs, the applicant proposes an allowance for each of the two auto dealership sites to have one monument sign along its respective I-470 frontage for a 45'-tall sign with a total structure area of 637.5 sq. ft. compared to the UDO's typical standard of 12' height and 96 sq. ft. total structure area. The rationale for the allowance for taller and larger signs for the auto dealership sites is related to the grade differences and distance between the I-470 travel lanes and the project sites. There is a grade difference of

10' between the I-470 travel lanes and the monument sign locations. This condition taken in conjunction with the approximately 480' of horizontal separation between the travel lanes and sign locations provides a practical difficulty in providing reasonably visible signage along I-470 in strict adherence to the UDO standards for a monument sign. Staff supports the applicant's proposal for taller and larger monument signs along the I-470 frontage for the auto dealerships as depicted in the preliminary development. The applicant has provided a profile of the site to illustrate the grade difference and horizontal separation. The proposed signs will, however, comply with the allowable sign face standard of 72 sq. ft.

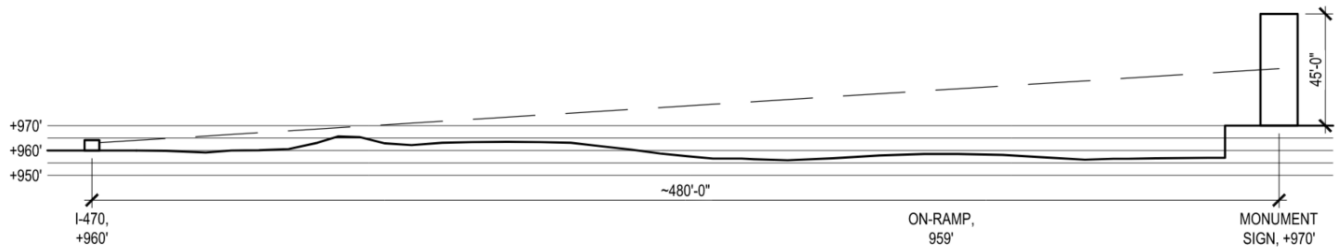


Figure 3 - Profile of I-470 relative to auto dealership monument sign locations

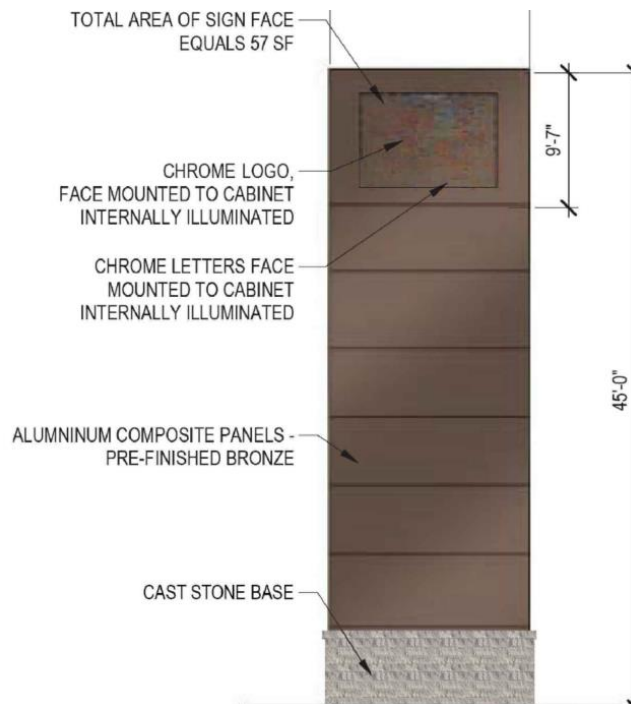


Figure 4 - Auto dealership monument sign detail

Compatibility

The property is generally located at the southeast corner of the intersection of NW Blue Pkwy/NW Ward and I-470, north of the Summit Technology campus and Summit Fair Shopping Center. This is an intersection of arterial roadways serving the northern area of the largest commercial node in the city.

The proposed commercial and residential uses are compatible with existing development found in the first two phases of the Summit Orchards along the NW Ward Rd corridor north of NW Chipman Rd, as well as

existing office and industrial-related uses found within the adjacent PMIX-zoned Summit Technology campus and also compatible with commercial development in the adjacent CP-2-zoned Summit Fair Shopping Center.

From an aesthetic standpoint, the proposed development will complement the existing architectural styles and material palette found in the first two phases of the Summit Orchards development and existing area commercial and office/technology development. The material palette for the development includes: masonry, cementitious panel, EIFS, glass and architectural metal.



Figure 5 – Multi-family (front elevation)



Figure 6 – Automotive dealership (front elevation)



Figure 7- Inline retail (front elevation)



Figure 8 - Drive-through restaurant

Adverse Impacts

The proposed development is not expected to detrimentally impact the surrounding area. The proposed project develops approximately 38 vacant acres at the southeast corner of two major roadways (I-470 and NW Blue Pkwy/NW Ward Rd) at a major commercial node.

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 a vacant site, but has access to existing water, sanitary sewer and storm sewer that serves existing area development. Water service will come from an existing main along NW Ward Rd to the south. Sanitary sewer service will connect to existing off-site manholes to serve the western and eastern halves of the project site, which are divided by the drainage area that bisects the subject property. No on-site storm water detention will be provided. Stormwater from the proposed development will be piped to the drainage area that bisects the project site and drains to the creek located to the northeast which runs parallel to the Union Pacific railroad tracks.

Traffic

A traffic impact study was completed by McCurdy Engineers, dated January 16, 2024. The traffic study analyzed the impact of the proposed development during the AM and PM commuter peak hours at the intersections along NW Blue Pkwy/NW Ward Road from NW Tudor Rd to I-470.

The traffic study assesses existing conditions and considers the impact of the proposed development in multiple phases of construction. City staff has conducted analysis and recommendations based on the traffic study and preliminary development phasing of construction in consideration of approved developments and associated development activity. The traffic study finds that turn lane and signal improvements are necessary as part of the Phase I and Phase II improvements. For the purposes of the traffic study, Phase I is composed of the two automotive dealerships that make up the western half of the proposed development. The Phase I improvements include: an eastbound turn lane at the intersection of NW Ward Rd and NW Blue Pkwy; installation of a southbound signal mast arm with pedestrian equipment; and reconfiguration of the northbound and southbound legs of said intersection.

Phase II is composed of the multi-family residential and commercial development that make up the eastern half of the proposed development. The Phase II improvements call for construction of a westbound right-turn lane at the intersection of NW Ward Rd and the easternmost right-in/right-out connection. The Traffic Impact Analysis (included as an attachment) concurs with the traffic study recommendations for the identified road improvements tied to the phasing. With the recommended improvements, all of the study intersections are expected to have adequate level of service and manageable vehicle queues.

Recommendation

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

7. Recommended Conditions of Approval

Site Specific

1. Development shall be in accordance with the preliminary development plan dated January 23, 2024, inclusive of the development standards (i.e., lot coverage, setbacks, building height, density/FAR, land

use, parking standards, etc.) and building elevations contained therein.

2. Road improvements shall be constructed as recommended in the Transportation Impact Analysis conducted by staff dated February 13, 2024.
3. Signage standards shall be subject to the Tenant Sign Criteria handbook with an upload date of December 7, 2024.

Standard Conditions of Approval

4. 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.
5. 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).
6. 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.
7. 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.
8. 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.
9. Certain aspects of the development plan will be further reviewed during the Final Development Plan phase of the project. This includes detailed aspects of the design to help ensure that the plan meets the design criteria and specifications contained in the Design and Construction Manual.
10. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
11. 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.
12. 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.
13. IFC 503.2.1 - Fire apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

14. 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.

15. 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.

The development must provide fire flow requirements for the proposed buildings per IFC Table B105.1(2). Local amendment allows a 50% reduction for buildings with an approved automatic fire sprinkler system. Work with Water Utilities to determine available fire flow.

16. D105.1 Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

Correct the distance between buildings and fire lanes.

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. Trash enclosure designs shall comply with UDO Section 8.180.G.

19. 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.