



**LEE'S SUMMIT**  
MISSOURI  
Development Services Department

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## Development Services Staff Report

<b>File Number</b>	PL2021-450 – REZONING from AG to RP-3 and PRELIMINARY DEVELOPMENT PLAN – Anderson Pointe
<b>Applicant</b>	Engineering Solutions, LLC
<b>Property Address</b>	5601 NE Anderson Dr
<b>Planning Commission Date Heard by</b>	March 10, 2022 Planning Commission
<b>Analyst</b>	Hector Soto, Jr., AICP, Planning Manager
<b>Checked By</b>	Kent Monter, PE, Development Engineering Manager

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### Public Notification

Pre-application held: May 21, 2021  
Neighborhood meeting conducted: January 20, 2022  
Newspaper notification published on: January 8, 2022  
Radius notices mailed to properties within 300 feet on: January 7, 2022  
Site posted notice on: January 7, 2022

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### Attachments

Transportation Impact Analysis, prepared by Brad Cooley, dated February 10, 2022 – 4 pages  
Traffic Impact Study, prepared by TranSystems, dated August 13, 2021 – 7 pages  
Preliminary Development Plan, dated November 17, 2021 (time stamped January 12, 2022) – 5 pages

Single-family Building Elevations 1 (1.5-story), time stamped December 21, 2021 – 2 pages  
 Single-family Building Elevations 2 (1.5-story), time stamped December 21, 2021 – 2 pages  
 Single-family Building Elevations 1 (2-story), time stamped December 21, 2021 – 2 pages  
 Single-family Building Elevations 2 (2-story), time stamped December 21, 2021 – 2 pages  
 Duplex Building Elevations (1.5-story), time stamped December 21, 2021 – 3 pages  
 Duplex Building Elevations (2-story), time stamped December 21, 2021 – 3 pages  
 Development Design Guidelines, dated December 21, 2021 – pages 13  
 Macro Stormwater Study, dated January 22, 2022 – 9 pages  
 Sanitary Sewer Study, dated February 28, 2022 – 2 pages  
 Correspondence from area residents  
 Location Map

## 1. Project Data and Facts

Project Data	
<b>Applicant/Status</b>	Engineering Solutions, LLC
<b>Applicant’s Representative</b>	Matt Schlicht, P.E.
<b>Property Owner</b>	Birchwood Baptist Church
<b>Location of Property</b>	5601 NE Anderson Dr
<b>Size of Property</b>	±23.73 Acres (1,033,784.75 sq. ft.)
<b>Number of Lots</b>	66 single-family lots <u>10 duplex lots</u> <b>76 total lots</b>
<b>Number of Dwelling Units</b>	66 single-family dwelling units <u>20 duplex dwellings units (10 duplex buildings)</u> <b>86 total dwelling units</b>
<b>Density</b>	3.6 units/acre (10 units/acre max. allowed in RP-3 district)
<b>Existing Zoning</b>	AG (Agricultural)
<b>Proposed Zoning</b>	RP-3 (Planned Residential Mixed Use)
<b>Comprehensive Plan Designation (existing)</b>	Residential 1 (Lower Intensity)
<b>Comprehensive Plan Designation (proposed)</b>	Residential 2 (Medium Intensity)
<b>Procedure</b>	The Planning Commission makes a recommendation to the City Council on the proposed rezoning, preliminary development plan and special use permit. The City Council takes final action on the rezoning, preliminary development plan and special use permit in the form of an ordinance.

	<p><b>Duration of Validity:</b> Rezoning approval by the City Council shall be valid upon approval and has no expiration.</p> <p>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>
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<b>Current Land Use</b>
The subject property is a single, undeveloped parcel approximately 24 acres in size.

<b>Description of Applicant’s Request</b>
<p>The applicant proposes to rezone the subject property from AG to RP-3 to allow a proposed residential development consisting of 66 single-family homes and 10 duplexes (20 dwelling units) totaling 86 dwelling units on 23.73 acres. The development includes two amenity areas in the form of a playground and a swimming pool. The plan also calls for the establishment of tree preservation areas along the development’s entire I-470 frontage, along the site’s northern boundary and along portions of the development’s northernmost frontage along NE Anderson Dr.</p> <p>The applicant requests a modification to the minimum 50’ street frontage requirement for five (5) of the proposed single-family residential lots.</p> <p>Area residents have expressed concern and opposition to the proposed development citing issues that include: existing flooding/stormwater issues; traffic generation and safety; unimproved road conditions along NE Anderson Dr; compatibility; school capacity issues; and loss of open space/wildlife habitat.</p> <p>Based on the concerns cite above, area residents have submitted protest petitions to the City. As of the writing of this staff report, protest petitions from the owners of more than 30% of the surrounding property located within 185’ of the project site have been confirmed and has thus triggered a valid legal protest. A valid legal protest has no impact on any process or proceeding at the Planning Commission level. However, a valid legal protest triggers the requirement for a minimum six (6) votes in the affirmative to pass an ordinance approving the application at the City Council level.</p>

## 2. Land Use

<b>Description and Character of Surrounding Area</b>
The subject site is bordered by I-470 to the east. The surrounding development to the immediate north, south and west is single-family residential in nature. Also in the general area, approximately 750’ north of the subject site, is the 30-acre Condominiums of Oaks Ridge Meadows subdivision composed of 34 four-plexes totaling 136 dwelling units.

### Adjacent Land Uses and Zoning

<b>North:</b>	R-1 (Single-family Residential) – single-family residential;
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	RP-3 (Planned Residential Mixed Use) – four-plexes
<b>South (across NE Anderson Dr):</b>	RP-1 (Planned Single-family Residential) – single-family residential
<b>East:</b>	I-470
<b>West (across NE Anderson Dr):</b>	R-1 – single-family residential

<b>Site Characteristics</b>
The subject site is bordered by residential to the north, I-470 to the east and NE Anderson Dr to both the west and south. The site is a heavily-treed property with significant topographical features across its entirety. While the property slopes in various directions, the general slope pattern goes from the high point at the south end of the property to the low point at the north end of the property. There is an existing pond toward the south end of the property.

<b>Special Considerations</b>
N/A

### 3. Project Proposal

#### Site Design

<b>Land Use</b>	
Impervious Coverage:	36%
Pervious:	64%
<b>TOTAL</b>	<b>100%</b>

#### Parking

Proposed		Required	
Total parking spaces proposed:	199	Total parking spaces required:	177 <sup>1</sup>
Parking Reduction requested?	No	Off-site Parking requested?	No

<sup>1</sup> – Required parking calculation:

- 1 enclosed parking space + 1 driveway space per dwelling unit = 172; and
- 1 parking space per 16 lots for subdivision swimming pool = 5

#### Setbacks (Perimeter)

Yard	Building Required	Building Proposed
Front	20' (Building); 25' (Garage)	25' (Building and garage)
Side	5'	5'
Rear	20'	20'

#### Structure(s) Design

<b>Number and Proposed Use of Buildings</b>
66 detached single-family homes

10 duplexes
<b>76 total buildings</b>
<b>Building Height</b>
31' to 35' measured to roof peak (45' max. allowed in RP-3 district)
<b>Number of Stories</b>
1-1/2 to 2 stories

**Amenities**

Amenities include a playground and associated parking at the south end of the development, as well as a subdivision swimming pool at the north end of the development. The swimming pool will have a small accessory changing room/bathroom. The subdivision will not have a clubhouse.

**4. Unified Development Ordinance (UDO)**

Section	Description
2.240,2.250,2.260	Rezoning
2.040,2.260,2.300,2.310,2.320	Preliminary Development Plans
4.120	Zoning Districts
7.250	Subdivisions – Minimum Lot Design Standards
8.030,8.050	Planned Residential District Design Standards
8.530,8.580,8.620	Parking Standards

**Unified Development Ordinance (UDO)**

The proposed development is a predominately smaller lot, planned single-family residential subdivision with a limited number of duplexes in the middle of the project site. The requested RP-3 zoning accommodates the proposed residential mix of uses and single-family lot sizes. The RP-3 zoning district was established to “...provide opportunities for medium-density mixed residential use development...of one- two-, three- and four-family attached and detached dwelling units (UDO Section 4.120.A).” While the RP-3 zoning district allows residential types ranging from single-family to four-plexes by right, the proposed development only includes single-family and duplexes, as previously stated.

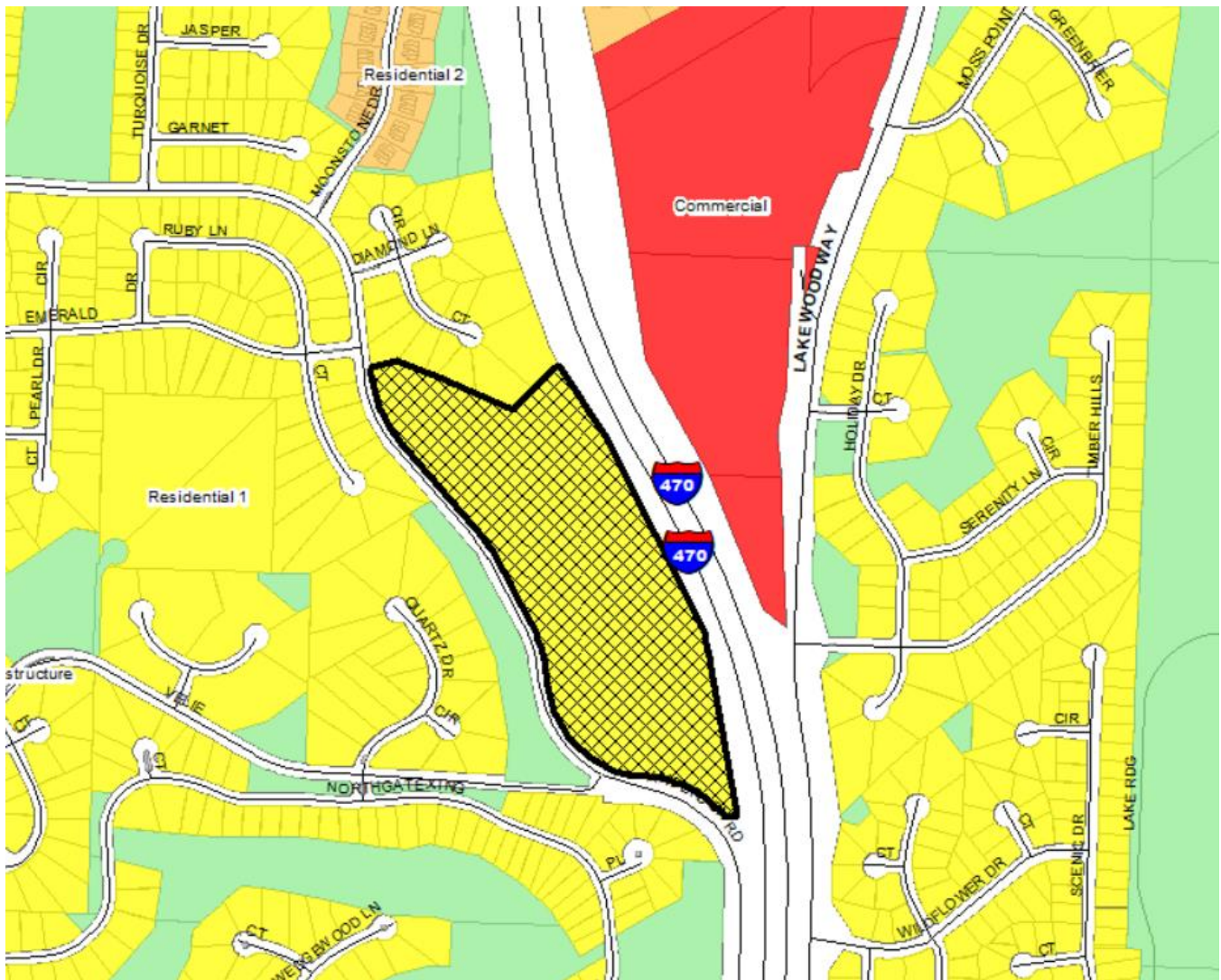
	RP-3 Zoning District Standards	Proposed Development
<b>Allowed Residential Types</b>	Single-family; Duplex; Tri-plex; and Four-plex	Single-family; and Duplex
<b>Density</b>	10 units/acre max.	3.6 units/acre
<b>Minimum Lot Size</b>	4,000 sq. ft. – single-family; 8,000 sq. ft. – duplex	5,482 sq. ft. – single-family; 9,975 sq. ft. – duplex
<b>Building Height</b>	45' max.	31' to 35' (measured to roof peak)

**5. Comprehensive Plan**

Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods & Housing Choice	<p>Goal 3.2.A: Maintain thriving, quality neighborhoods that connect a diversity of residents throughout the community.</p> <p>Objective: Increase the mix of affordable housing.</p> <p>Objective: Change overall housing mix to 65% Residential Category 1; 20% Residential Category 2; and 15% Residential Category 3.</p>
Land Use & Community Design	<p>Goal: Promote sustainable land use to meet the needs of the future.</p> <p>Objective: Plan for purposeful growth, revitalization and redevelopment.</p>

**Comprehensive Plan**

The 2021 Ignite Comprehensive Plan land use map identifies the subject site as Residential 1. The Residential 1 land use category is intended for single-family residential development that ranges from very low-density rural residential with limited farming activities to medium- and large-lot single-family subdivisions. The 2021 Ignite Comprehensive Plan studied the city’s historical development patterns, current trends and made projections for the next 20 years of the city’s growth. Suburban communities like Lee’s Summit will continue to fuel population growth in the Kansas City metro area over the next 20 years. However, changes in the housing market are expected due to consumers seeking communities that offer a greater variety of housing product types at various price points. Fueled by factors such as shrinking household sizes, rising housing costs, and changes in personal preferences and lifestyles, neighborhoods designed with smaller lots and smaller homes with more extensive shared common areas are growing in demand. While housing types of all kinds are needed to meet Lee’s Summit housing demand over the next 20 years, the largest identified gap to fill is “missing middle housing”. Missing middle housing is medium intensity housing, identified as Residential 2 category under the Ignite Comprehensive Plan, ranging from small lot single-family detached housing to four-plexes. The share of Residential 2 housing units under the current mix of housing units for Lee’s Summit is 13%. To satisfy projected demand through 2040, the Ignite Comprehensive Plan recommends the share of Residential 2 housing units to increase to 20%, which equates to 6,294 additional Residential 2 type of housing units. The proposed small lot single-family and duplex development addresses an identified gap in housing type under the comprehensive plan and is in alignment with said plan’s stated goals and objectives for stronger neighborhoods and greater housing choice.



## 6. Analysis

### Background and History

- September 25, 1995 – The Planning Commission approved the preliminary plat (Appl. #1995-151) for *Birchwood, Lot 1*.
- November 7, 1995 – The City Council approved the final plat (Appl. #1995-152) for *Birchwood, Lot 1* by Ordinance No. 4195.
- June 28, 1996 – The Jackson County Recorder of Deeds office recorded the minor plat (Appl. #1995-153) of *Replat of Birchwood, Lot 1* by Instrument #1996-I-0040545.

- March 31, 2006 – A preliminary development plan application (Appl. #2006-070) for the 42,128 sq. ft. Birchwood Baptist Church was submitted to the City. The applicant subsequently placed the application on hold on June 13, 2006. The application has since become null and void.
- May 20, 2021 – The Planning Commission adopted the 2021 Lee’s Summit Ignite Comprehensive Plan (Appl. #PL2021-001) by Resolution No. 2021-01. The subject property was assigned a Residential 1 land use category designation as part of the plan.

**Compatibility**

The proposed Anderson Pointe development associated with the subject comprehensive plan amendment is primarily single-family residential in nature, with a limited number of duplexes. The character of the adjacent development is also primarily single-family residential in nature. While the proposed mix of residential uses necessitates a rezoning to RP-3, compared to the R-1 zoning of the immediately-adjacent existing development, the underlying predominately single-family character of the proposed and existing single-family residential developments remain compatible.

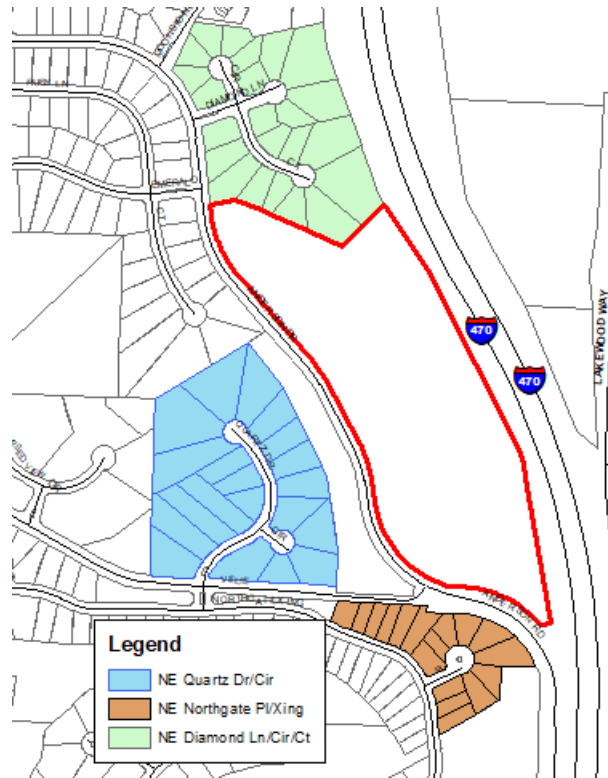
The proposed RP-3 zoning does not introduce a zoning district classification that does not already exist in the area. Approximately 750’ to the north of the subject property is the RP-3-zoned Condominiums of Oaks Ridge Meadows development. The development is composed of 34 four-plexes (136 total dwelling units) on approximately 30 acres, which yields a density of 4.5 units per acre. The proposed Anderson Pointe project has a density of 3.6 units per acre. From a land use standpoint, the proposed Anderson Pointe’s single-family homes and duplexes are a less intense use than the four-plexes that comprise the Condominiums of Oaks Ridge Meadows. Similarly, the density of Anderson Pointe is lower than the density of the Condominiums of Oaks Ridge Meadows.

**House Size.** From a square footage standpoint, the proposed 1-1/2 and 2-story single-family residences will range in size from 2,617 sq. ft. to 3,248 sq. ft. The proposed duplex buildings will range in total size from 5,510 sq. ft. to 6,161 sq. ft. Square footages of adjacent, existing, area single-family residences (see below) were obtained from County data to provide a comparison of home sizes.

- The 23 homes along NE Diamond Ln/Cir/Ct range from 1,554 sq. ft. to 2,299 sq. ft. (average of 1,980 sq. ft.);
- The 20 homes along NE Quartz Dr/Cir range from 1,747 sq. ft. to 3,924 sq. ft. (average of 2,791 sq. ft.); and
- The 17 homes along NE Northgate Pl/Xing range from 1,704 sq. ft. to 2,853 sq. ft. (average of 2,255 sq. ft.)

Based on available data, the proposed detached single-family homes fall within the square footage range of existing homes in the adjacent three areas depicted on the map below. In fact, the smallest proposed single-family home exceeds the average home size in two of the three adjacent areas.





From an aesthetic standpoint, the proposed single-family and duplex architecture is compatible with existing area homes. The palette of exterior building materials include: wood panel and shingles; real stone or brick; stone or brick veneer; and fiber cement lap siding, panel or shingles. Vinyl and metal siding will be an excluded material. Representative elevations for the single-family homes and duplexes are shown below.



Figure 1 - 1 1/2 story single-family home



Figure 2 - 2 story single-family home



Figure 3 – duplex

**Adverse Impacts**

**Stormwater Analysis.** The proposed development is located upstream of the existing Oaks Ridge Meadows subdivision which has experienced flooding issues in the past, most notably during the summer of 2017 when three significant rain events occurred within weeks of each other, causing flooding of the streets and

numerous private properties. The City's Public Works Department is aware of this situation and this area is currently under consideration for future stormwater improvements.

In January of 2022, City Staff along with the developer's design engineer met various area residents on site in the area just downstream of the proposed development where drainage experiences and concerns about increased stormwater runoff were shared by the residents. Although a developer is not required by any City design or development standards to mitigate existing stormwater issues, they are not allowed to create any negative impact downstream of their proposed development. When there are known stormwater (flooding) issues downstream of a proposed development, City staff attempts to work with a developer on potential mitigation measures that would improve the existing conditions while not imposing an unreasonable burden on the developer. This is the case with this proposed development. Various potential options have been discussed with the applicant that could help mitigate, to a certain degree, some of the downstream conditions. Staff requested the applicant to evaluate and attempt to incorporate, as reasonable appropriate and practical, any of these options. With the conditions of approval and further engineering, the project can meet the requirements of the Design and Construction Manual (DCM) with respect to stormwater mitigation.

The applicant has submitted a Macro Stormwater Drainage Study, dated January 22, 2022, that identifies various aspects related to stormwater, including existing site conditions and proposed stormwater mitigation measures. City Staff has reviewed the study and has identified various aspects that will be requested to be revised or expanded upon prior to any final development plan approval or the issuance of any land disturbance, site development or building permits, including, but not limited to the following:

- Expanded documentation of existing conditions.
- Discussion of potential mitigation alternatives.
- Re-evaluation of stormwater curve numbers associated with soil type and land use and subsequent re-calculation of associated proposed peak flows.
- Explanation of the rationale behind the method being used to calculate the allowable release rates for the various design storm events which differs from the method described in the City's DCM.
- Re-evaluation of the allowable release rate calculations associated with various "Points of Interest" associated with the existing drainage from the proposed site.
- Other design aspects related to Section 5600 of the DCM

In addition, the applicant is requesting a design waiver to the 2-year release rate at one of the "points of interest". This request will need to be submitted, evaluated and approved, by the City Engineer, prior to the approval of any final development plans.

**Open space/wildlife habitat.** Residents have expressed concern over the development of the property resulting in a loss of open space and wildlife habitat. The subject property is not a publicly-owned (i.e. City-, County-, State- or Federally-owned) piece of property held in reserve as parkland, a conservation area, a preserve, etc. The subject property is privately-owned with no known encumbrances that prohibit the development of the land. Anticipating the future development of the subject property, both the current Ignite Comprehensive Plan and previous 2005 Comprehensive Plan designated the highest and best use of the property as residential in nature. Staff doesn't have the expertise to quantify the ecological impact of the loss of open space/wildlife habitat resulting from development of the subject property, but can generally state that the impact on the area is expected to be similar to the loss of open space/wildlife habitat which was experienced at the time the existing area subdivisions were developed.



Figure 4 - 1996/1997 Aerial photo



Figure 5 - 2020 Aerial photo

**Public Services**

The proposed rezoning and preliminary development plan will not impede the normal and orderly development and improvement of the surrounding property. The surrounding property to the north, south and west is fully developed. The subject property is a large-acreage remnant parcel with no interconnectivity to existing development to the north due to topographical conditions, and has no interconnectivity to existing development to the west due to topographical conditions and the presence of a collector street separating the properties.

Comprehensive water, storm water, sanitary sewer and street networks serving surrounding development exist in the area and provide the necessary access to extend required public infrastructure improvements for the development of the subject property.

**Traffic.** The majority of traffic associated with this development is expected to enter and exit the area via NE Anderson Dr. to and from NE Lakewood Blvd/NE Bowlin Road to the south. NE Anderson Drive generally runs north/south from the traffic signal-controlled intersection at NE Lakewood Blvd to a point approximately 500' north of NE Emerald Dr, then continues west and ultimately terminates at a "T" intersection with Lee's Summit Rd. The entirety of NE Anderson Dr is classified as a residential collector street. From a design standpoint, NE Anderson Dr has two distinct segments. The segment from NE Lakewood Blvd to NE Velie Rd has a typical section of approximately 24 feet of pavement with turf shoulders and/or open ditch storm water management characterized as an interim road standard without paved shoulders. It should be noted that this existing interim road standard is not fully compliant with the current interim road standard which requires 6-foot paved shoulders. The segment north of NE Velie Rd and adjacent to the subject development site has a typical section of 32 feet of pavement and is mostly built to an urban standard (i.e. curb and gutter, enclosed storm water management) with sidewalk along the west side. The lack of sidewalk along the east side of the street adjacent to the subject project site keeps this segment of the collector street from being considered to be fully constructed to an urban standard.

This development is subject to the Unimproved Road Policy (URP), considering the existing typical roadway section and street classification of NE Anderson Dr. The URP adopted by City Council by resolution provides guidance for staff to use in consideration of development that impacts adjacent roadways which are not constructed to "urban standards". According to the URP, an unimproved road is narrow in width (< 22' of pavement) and consistent with a rural character. An interim standard is generally defined as a minimum of two 12-foot travel lanes with six-foot paved shoulders. Based on the definitions provided in the URP, the portion of NE Anderson Dr north of NE Lakewood Blvd to Velie Dr is most comparable to an unimproved road (or partial interim road). According to the URP, no residential subdivision shall be permitted on an unimproved roadway. Residential development may be permitted on an interim roadway subject to certain traffic volume thresholds (except that all new or reconstructed residential streets shall be built to an urban standard). If NE Anderson Dr south of NE Velie Rd were to have paved shoulders to meet the definition of interim road, the proposed Anderson Pointe development would be permitted on the interim road without urban road improvements since the traffic volumes are well below the minimum improvement threshold.

Staff recommends paved shoulders (6' in width) along NE Anderson Dr from NE Velie Road to NE Lakewood Blvd in compliance with the City Council adopted Unimproved Road Policy. The applicant has submitted an abbreviated traffic impact study which includes assessment and consideration of the URP. That study recognizes the URP and its applicability, but recommends City Council grant a waiver to the URP-related shoulder improvements based on a position of excessive cost to benefit.

**Schools.** Residents have expressed concerns over classroom capacity issues in at least the area elementary school, Voy Spears, and the expected addition of students generated by the proposed residential development. The area school districts have access to the available public information regarding proposed development projects throughout the city. Historically, the area school districts have not taken a position or made comment on proposed development projects and the impacts of said development on school infrastructure and resources. The City has received no communication from the Blue Springs School District regarding the proposed residential development. City staff is not in a position to speak on behalf of the school district regarding the impact of the proposed development on school infrastructure and resources.

Regarding capacity issues raised by area residents, staff can only provide an estimate of the total number of school-age children (i.e., grades K-12) generated by the proposed development. The National Association of Home Builders (NAHB) issued a 2020 study citing 2018 American Community Survey (ACS) data to determine the national average number of school-age children generated per housing unit by different housing types. Based on the study, the proposed development can be expected to generate an approximate total of 32 school-aged children.

### **Modifications**

**Minimum Street Frontage.** Modification requested. **Staff supports the requested modification.**

- Required – Each lot in a subdivision shall have a minimum 50' of frontage on a public or private street.
- Proposed – Lots 41 and 45 have 17' and 40.08' of street frontage, respectively; Lots 42-44 have 0' of street frontage
- Recommended – The tapering shape of the subject property at the south end of the development impacts the ability to efficiently lay out lots around the street knuckle to maximize available buildable land area. In lieu of Lots 42-44 having direct street frontage and direct individual driveway access onto the public street, a single shared driveway located on a common area tract owned and maintained by the homeowner's association will provide access to each of the three impacted lots.

### **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. A modification shall be granted to the requirement for each lot to have a minimum 50' of street frontage, to allow the following: Lot 41 – 17' of street frontage; Lot 45 – 40.08' of street frontage; and Lots 42-44 – 0' of street frontage.
2. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, paved shoulder improvements along NE Anderson Dr from NE Velie Dr to NE Lakewood Blvd as addressed in the City Traffic Engineer's TIA dated February 10, 2022. No building permits shall be issued for any structure in the development until written proof is provided to the City that the development agreement has been recorded in the Jackson County Records' Office.
3. A revised Macro Stormwater Drainage Study shall be submitted to, reviewed and approved by the City prior to approval of any final development plan to address all outstanding discrepancies identified by City staff.
4. All design waivers shall be submitted, reviewed and approved by the City Engineer prior to approval of any final development plan.
5. Development shall be in accordance with the preliminary development plan dated November 17, 2021, time stamped January 12, 2022; Single-family building elevations 1 and 2 (1.5-story), time stamped December 21, 2021; Single-family building elevations 1 and 2 (2-story), time stamped December 21, 2021; and Development Design Guidelines, date stamped December 21, 2021.

### **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 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.
10. 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.
11. 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.
12. 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.
13. A restriction note shall be included on the final plat stating: "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."
14. 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.
15. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
16. All sidewalks adjacent to a common area tract, unplatted land or any land where no structure is intended to be built, and is required, shall be constructed by the developer at the time the street is constructed.
17. The proposed development is located within either the Horizontal Surface, Approach Surface, or Conical Surface of the Part 77 Airspace of the Lee's Summit Municipal Airport. Therefore, this proposed development will be subject to frequent over flights of arriving and departing aircraft. (The radius of the Horizontal Surface is 10,000 feet from the ends of Runway 18-36 and 5,000 feet from the ends of Runway 11-29 and the Conical Surface is 4,000 feet wide. The Approach Surface varies in length and width depending on the runway.)

18. 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.
19. The dead-end lane to the driveways at the end of north/south street needs to be provided with a turnaround or reconfigured.
20. Provide accurate drawings to show grade of the streets.
21. Provide proposed street names for review.
22. 5' sidewalks shall be provided on the east side of NE Anderson Dr along the proposed development's entire NE Anderson Dr street frontage.
23. No final plat shall be recorded by the developer until the Director of Development Services 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 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.
24. 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 and 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.
25. 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.
26. A final plat shall be approved and recorded prior to any building permits being issued.