



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

File Number	PL2025-079
File Name	REZONING from AG to RP-1, RP-4 and CP-2, PRELIMINARY DEVELOPMENT and CONCEPTUAL DEVELOPMENT PLAN – Legacy Ridge
Applicant	Griffin Riley Property Group, applicant
Property Address	815 SW Hook Rd
Planning Commission Date	January 8, 2026
Heard by	Planning Commission and City Council
Analyst	Hector Soto, Jr., AICP, Senior Planner

Public Notification

Pre-application held: February 13, 2025
Neighborhood meeting conducted: November 10, 2025
Newspaper notification published on: December 20, 2025
Radius notices mailed to properties within 300 feet on: October 28, 2025
Site posted notice on: December 19, 2025

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Attachments

Transportation Impact Analysis prepared by Erin Ralovo, dated December 22, 2025 – 5 pages
Traffic Impact Study prepared by McCurdy Engineers, signed and sealed December 9, 2025 – 33 pages
Rezoning Exhibit, Preliminary Development Plan, revision date December 9, 2025 – 25 pages

Conceptual Development Plan, dated October 9, 2025 – 5 pages

Legacy Ridge Architectural Design Book, upload date December 9, 2025 – 25 pages

Preliminary Stormwater Management Plan, signed and sealed December 9, 2025 – 23 pages

Neighborhood Meeting Minutes, meeting date November 10, 2025 – 5 pages

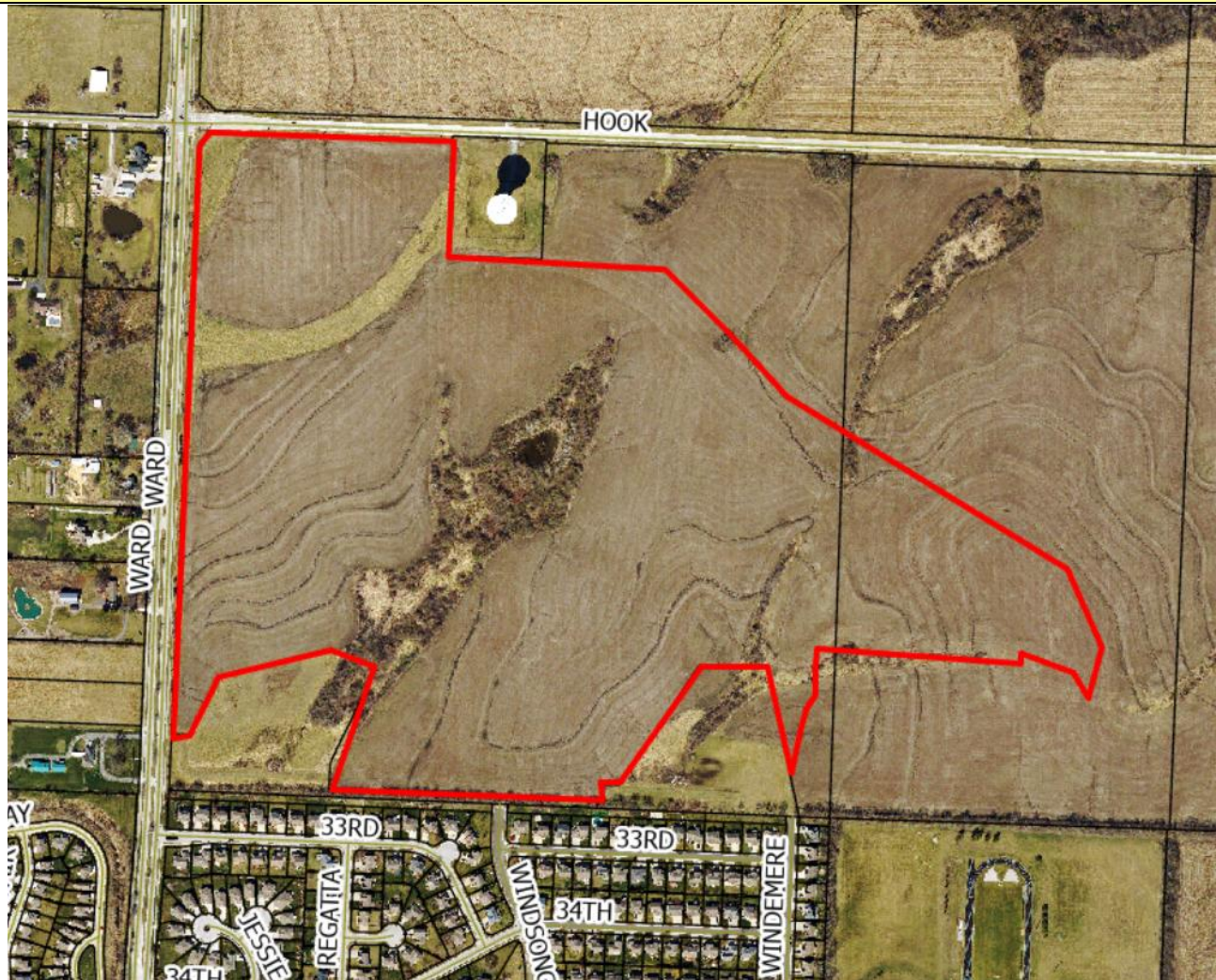
Location Map

1. Project Data and Facts

Project Data	
Applicant/Status	Griffin Riley Property Group / Applicant
Applicant's Representative	Matt Tapp
Location of Property	815 SW Hook Rd
Zoning (Existing)	AG (Agricultural)
Zoning (Proposed)	RP-1 (Planned Single-family Residential); RP-4 (Planned Apartment Residential); and CP-2 (Planned Community Commercial)
Size of Property	44.19 acres (1,924,916 sq. ft.) – RP-1 zoning 70.89 acres (3,087,968 sq. ft.) – RP-4 zoning 15.97 acres (695,653 sq. ft.) – CP-2 zoning ±131.05 total acres (5,708,538 sq. ft.)
Number of Lots	124 lots – RP-1 zoning (single-family detached) 73 lots – RP-4 zoning (single-family detached) 5 lots – RP-4 zoning (single-family attached) 28 lots – RP-4 zoning (single-family townhome) 1 lot – RP-4 zoning (apartments) – conceptual only 6 lots – CP-2 zoning (commercial) 237 total lots
Dwelling Units	124 dwelling units – RP-1 zoning (single-family detached) 73 dwelling units – RP-4 zoning (single-family detached) 132 dwelling units – RP-4 zoning (single-family attached) 109 dwelling units – RP-4 zoning (single-family townhome) 300 dwelling units – RP-4 zoning (apartments) – conceptual only 738 total dwelling units
Density	3.1 du/acre – RP-1 (6.0 du/acre max) – single-family detached 5.4 du/acre – RP-4 (12.0 du/acre max) – single-family detached 5.0 du/acre – RP-4 (12.0 du/acre max) – single-family attached 8.1 du/acre – RP-4 (12.0 du/acre max) – single-family townhome) 17.0 du/acre – RP-4 (25.0 du/acre max for apts) – conceptual only 3.9 overall du/acre (excluding conceptual apartments) 5.6 overall du/acre (including conceptual apartments)
Building Area (Commercial)	6,600 sq. ft. – Lot 1 (convenience store) 14,050 sq. ft. – Lot 2 (retail/restaurant) 9,479 sq. ft. – Lot 3 (retail/restaurant)

	12,500 sq. ft. – Lot 4 (retail) 8,125 sq. ft. – Lot 5 (retail/restaurant) <u>15,300 sq. ft. – Lot 6 (retail)</u> 66,054 total sq. ft.
Floor Area Ratio (Commercial)	0.07 FAR – Lot 1 (convenience store) 0.16 FAR – Lot 2 (retail/restaurant) 0.13 FAR – Lot 3 (retail/restaurant) 0.17 FAR – Lot 4 (retail) 0.11 FAR – Lot 5 (retail/restaurant) <u>0.20 FAR – Lot 6 (retail)</u> 0.09 overall FAR
Comprehensive Designation	Plan Residential 1 (Lower Intensity Residential); and Residential 2 (Medium Intensity [Missing Middle] Residential)
Procedure	The Planning Commission makes a recommendation to the City Council on the proposed rezoning, preliminary development plan and conceptual development plan. The City Council takes final action on the rezoning, preliminary development plan and conceptual development plan in the form of an ordinance. <i>Duration of Validity:</i> Rezoning approval by the City Council shall be valid upon approval and has no expiration. 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.

Current Land Use



The subject undeveloped 131.05 acres have historically been used for agricultural purposes. The property is bordered by undeveloped acreage to the east, undeveloped acreage to the north, large-acreage residential to the west and a single-family residential development to the south.

Description of Applicant's Request

The applicant proposes to rezone approximately 131 acres at the southeast corner of SW Ward Rd and SW Hook Rd from AG to RP-1, RP-4 and CP-2. Associated with the rezoning is a preliminary development plan for 438 residential dwelling units (a mix of 197 detached single-family and 241 attached single-family units) and 66,054 total sq. ft. of commercial development. Also included is a conceptual development plan for a 300-unit apartment complex that shall require separate preliminary development plan approval under a future application.

The subject application includes a modification request for the minimum lot size requirements for both the RP-1 and RP-4 zoning districts.

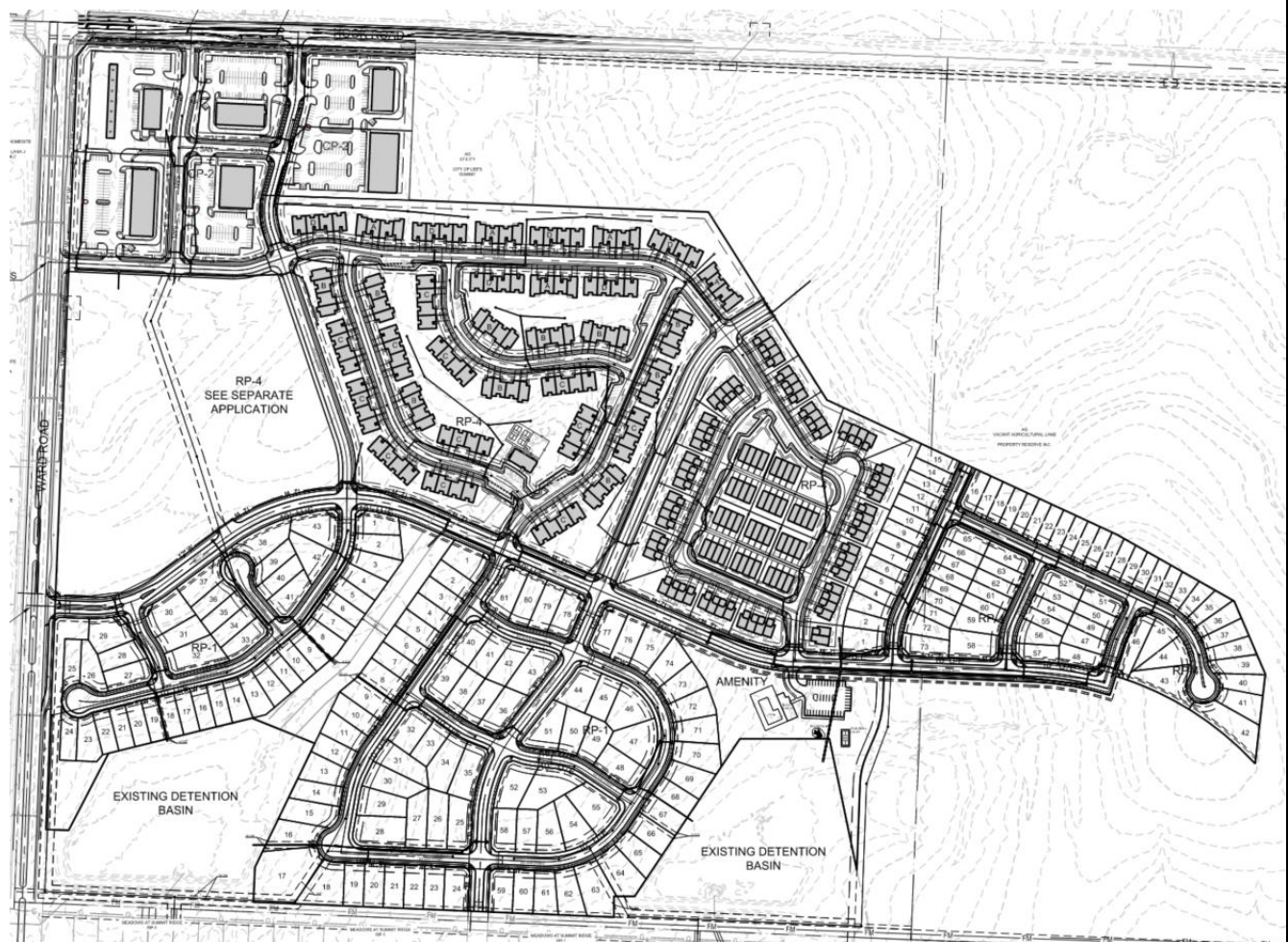


Figure 1 – Preliminary Development Plan and Conceptual Development Plan

2. Land Use

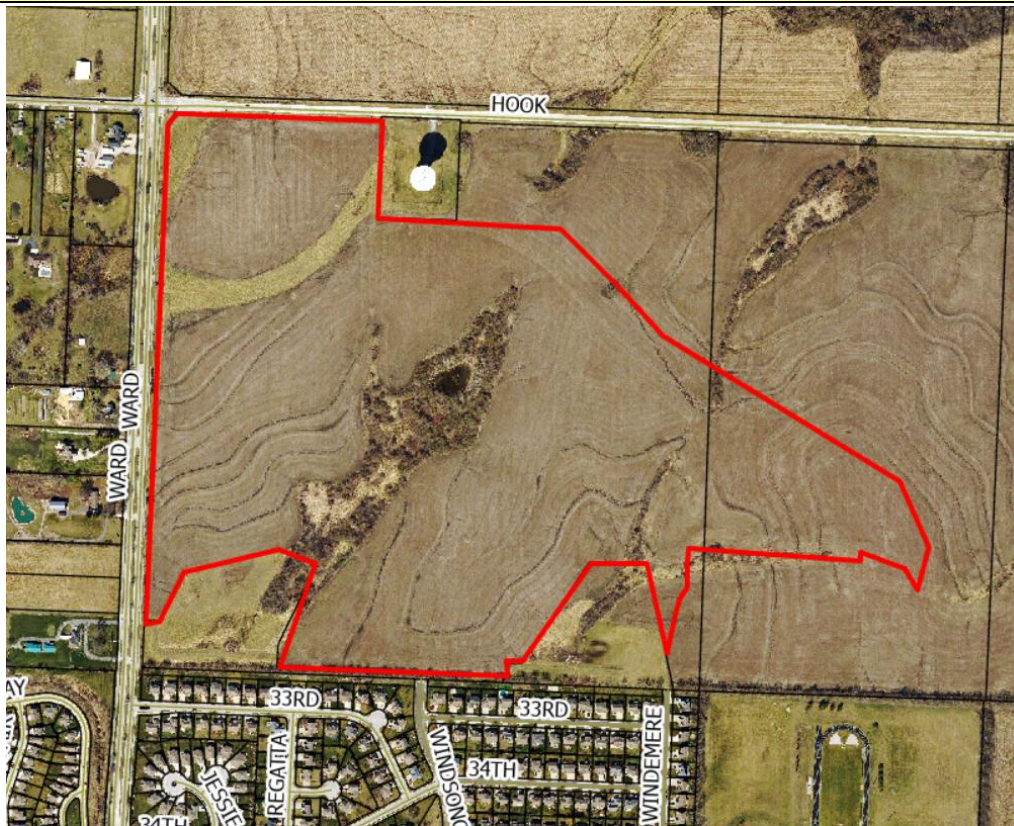
Description and Character of Surrounding Area

The property is located in the southeast quadrant of the intersection of SW Ward Rd (a major arterial street) and SW Hook Rd (a minor arterial street). The subject 131 acres constitutes a portion of the Property Reserve (PR) (formerly known as PRI)-owned property along the east side of SW Ward Rd at a point of transition between the undeveloped PR property and established single-family residential subdivisions to the south. To the west across SW Ward Rd is large-acreage single-family residential development.

Adjacent Land Uses and Zoning

North (across SW Hook Rd):	Undeveloped large acreage (PR property)/AG
South:	Single-family residential/R-1 (Single-family Residential); and Summit Lakes Middle School/AG
East:	Undeveloped large acreage (PR property)/AG
West (across SW Ward Rd):	Large-acreage single-family residential/AG and R-1

Site Characteristics



The subject approximately 131 acres is bordered by SW Hook Rd along the north; SW Ward Rd along the west; undeveloped PR acreage to the east; and large-acreage single-family residential development to the west. Access to the property is provided by both SW Ward Rd and SW Hook Rd. The property generally slopes from north to south.

Figure 2 - Area overview

Special Considerations

N/A

3. Project Proposal

Phasing Plan

Phase	Zoning	Use	Building Area (sq. ft.)	Dwelling Units
1	RP-1	Single-family detached	N/A	66
1	RP-4	Single-family detached	N/A	47
1	RP-4	Single-family attached	N/A	68
1	RP-4	Single-family townhome	N/A	109
2	RP-1	Single-family detached	N/A	58
2	RP-4	Single-family attached	N/A	64
Future	RP-4	Single-family detached	N/A	26
Future	RP-4	Apartments (conceptual only)	N/A	300
Future	CP-2	Commercial	66,504 sq. ft.	N/A

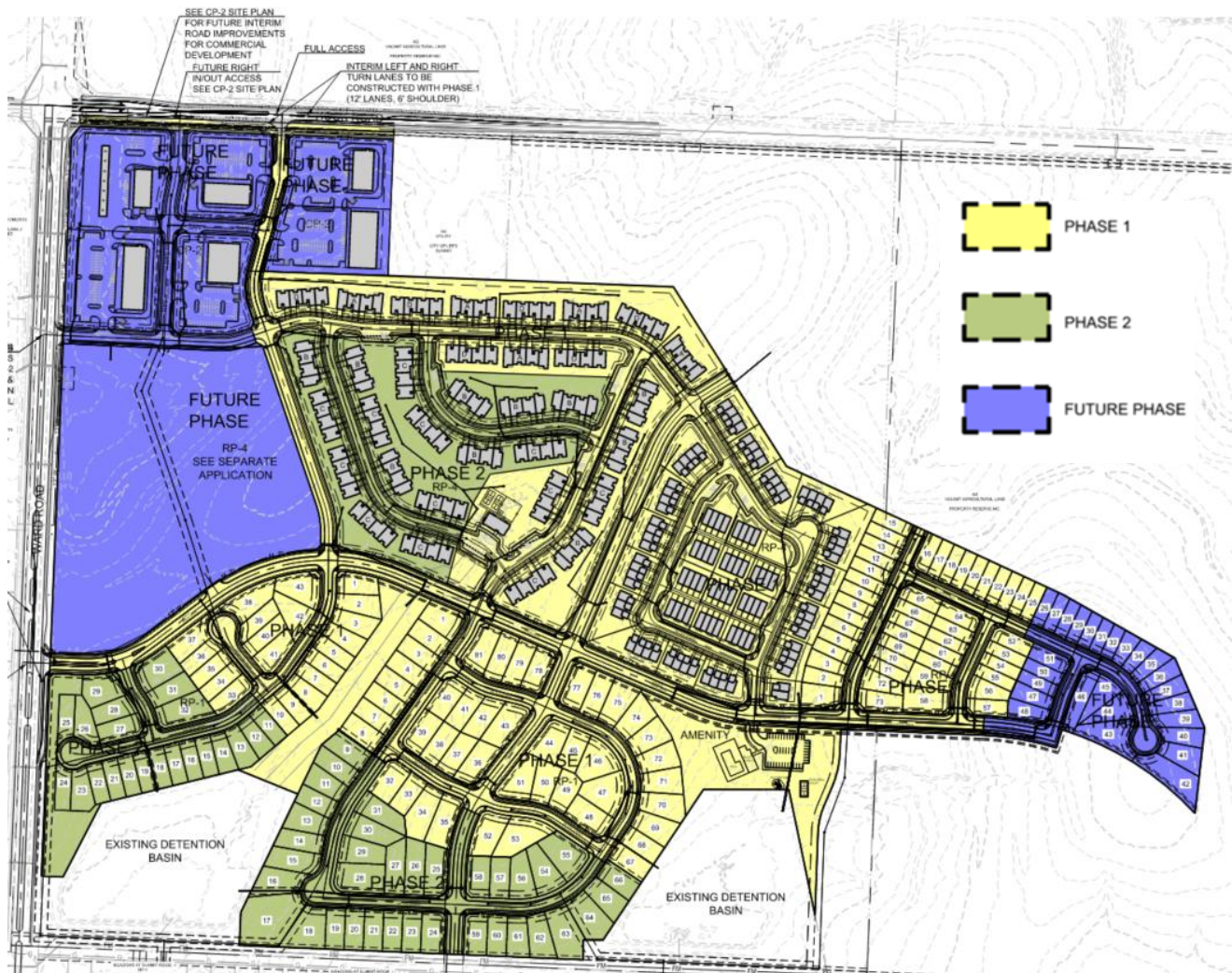


Figure 3 - Phasing Plan

4. Unified Development Ordinance (UDO)

Section	Description
2.240,2.250,2.260	Rezoning
2.040,2.260,2.300,2.320	Preliminary Development Plans
2.400	Conceptual Development Plan
4.100,4.130,4.190	Zoning Districts (RP-1, RP-4 and CP-2)

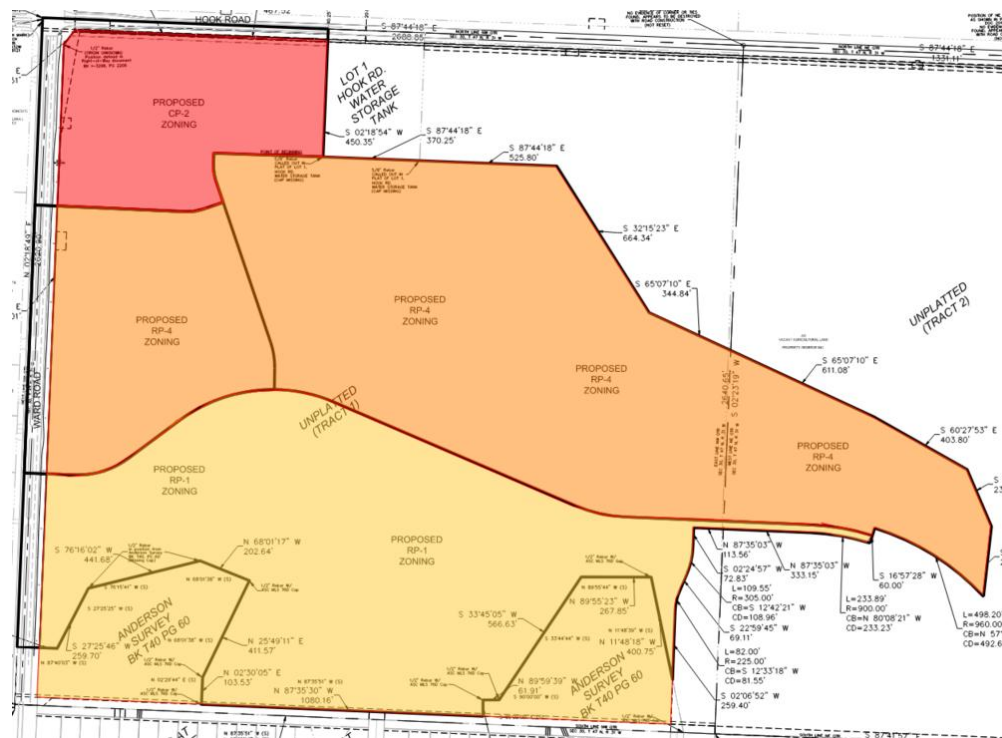


Figure 4 - Rezoning (RP-1 in yellow; RP-4 in orange; and CP-2 in red)

RP-1 Zoning District

The proposed RP-1 Planned Single-Family Residential District is established to provide single-family detached dwellings at higher densities than R-1 will allow by providing more usable open space or specific amenities to be provided as a trade-off. The RP-1 District is intended to promote variations to the standard single-family environment i.e., patio homes, cluster homes and zero lot line placement all in keeping with the detached dwelling environment through the establishment of more common use green/open areas.

The proposed development rezones 44.19 acres to RP-1 to accommodate a total of 124 detached single-family residential lots. The RP-1 area is composed of two sub-areas with differing small lot standards. One sub-area allows 50'-wide lots of 6,500 sq. ft., while the second sub-area allows 60'-wide lots of 7,800 sq. ft. For comparison, a standard R-1-zoned single-family residential lot has a minimum lot width of 70' and minimum lot size of 8,400 sq. ft.

The RP-1 detached single-family area will serve as a transitional land use buffer between the proposed higher density residential and commercial component of the development to the north and the established single-family residential subdivisions to the south.

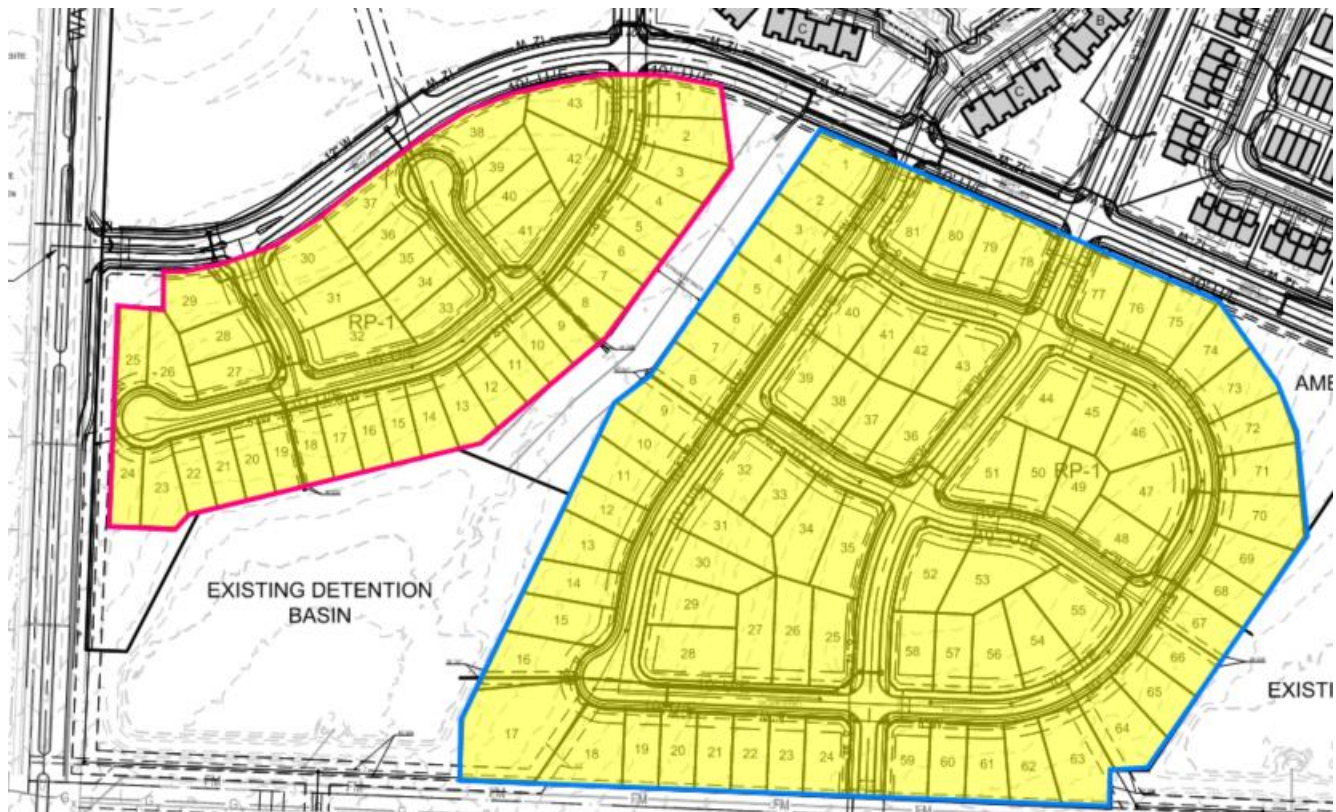


Figure 5 - Proposed RP-1 area (50'-wide lot area outlined in magenta; 60'-wide lot area outlined in blue)

RP-4 Zoning District

The proposed RP-4 Planned Apartment Residential District is established to provide opportunities for medium/high-density residential development. In addition to higher density multi-family/apartment development, the RP-4 District also provides for detached single-family, attached (townhouse) single-family, two-family, three-family and four-family residential development.

The proposed development rezones 70.89 acres to RP-4 to accommodate 314 dwelling units composed of small-lot detached single-family; attached single-family; and townhomes. Additionally, the RP-4 area includes a conceptual development plan for 300 apartment units that will require preliminary development plan approval under a separate future application.

The RP-4 higher density residential area will serve as a transitional land use buffer between the RP-1 detached single-family residential to the south and the commercial component to the north.

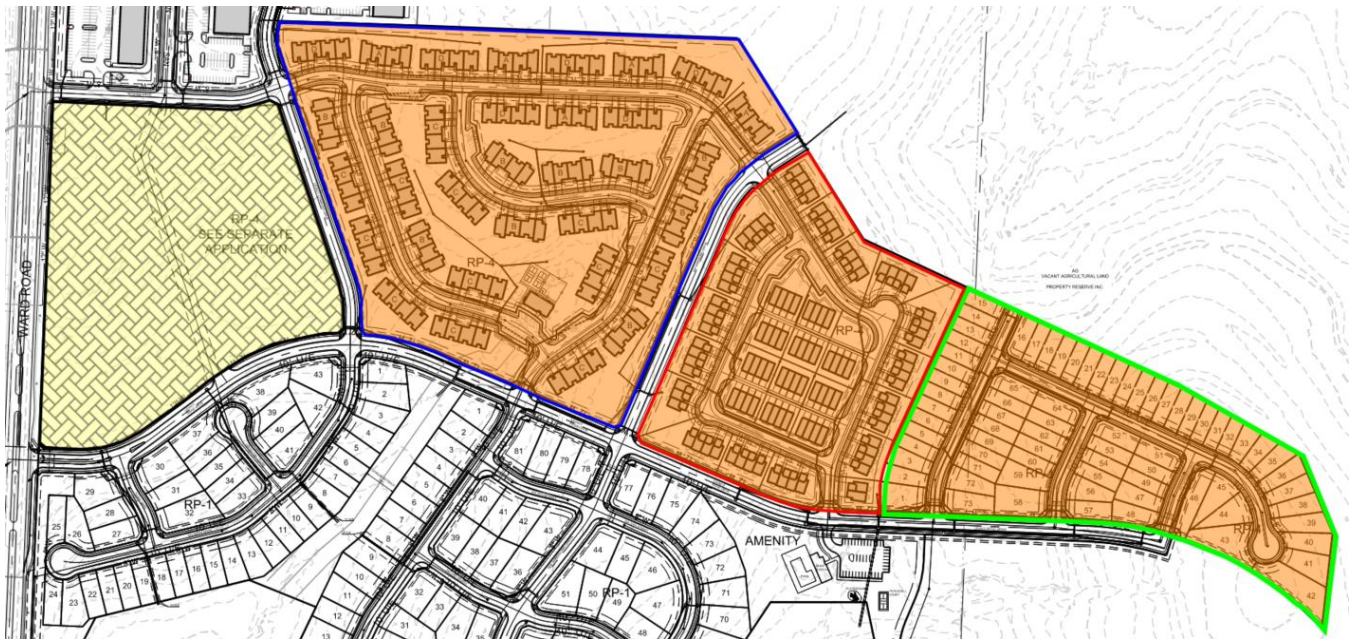


Figure 6 - Proposed RP-4 area (Single-family detached outlined in green; Single-family attached outlined in red; Single-family townhome outlined in blue; Conceptual apartments in yellow woven pattern hatching)

CP-2 Zoning District

The proposed CP-2 Community Commercial District is established to provide a location for a full-range of retail and office development serving the general needs of the community. The proposed development rezones 15.97 acres to CP-2 to accommodate 66,054 total sq. ft. of commercial space at the corner of SW Ward Rd and SW Hook Rd. The proposed uses include retail, restaurant and a convenience store.

The proposed commercial component anchors the signalized arterial street intersection and provides a complementary land use that supports existing and proposed residential with goods and services in proximity. Locating commercial land uses along a higher classification roadway is consistent with traditional planning practice of transitioning from more intense land uses closer to high-traffic transportation corridors to less intense land uses farther away from said corridors. In the case of the subject application, the range of proposed residential and commercial zoning districts and corresponding land uses transition from more intense to the north and less intense to the south.



Figure 7 - Proposed CP-2 outlined in yellow

Neighborhood Meeting

The applicant hosted a neighborhood meeting at Resurrection Lee's Summit on November 10, 2025.

Questions/topics of discussion included:

- Characteristics of the proposed residential development (e.g. size, price, rental v. for sale, etc.)
- Streets/traffic and related improvements;
- Stormwater; and
- Phasing and project timeline.

5. Comprehensive Plan

Focus Areas	Goals, Objectives & Policies
Strong Neighborhoods and Housing Choices	Objective: Change overall housing mix to 65% Residential Category 1, 20% Residential Category 2, 15% Residential Category 3.

Land Use and Community Design

Objective: Plan for purposeful growth, revitalization and redevelopment.

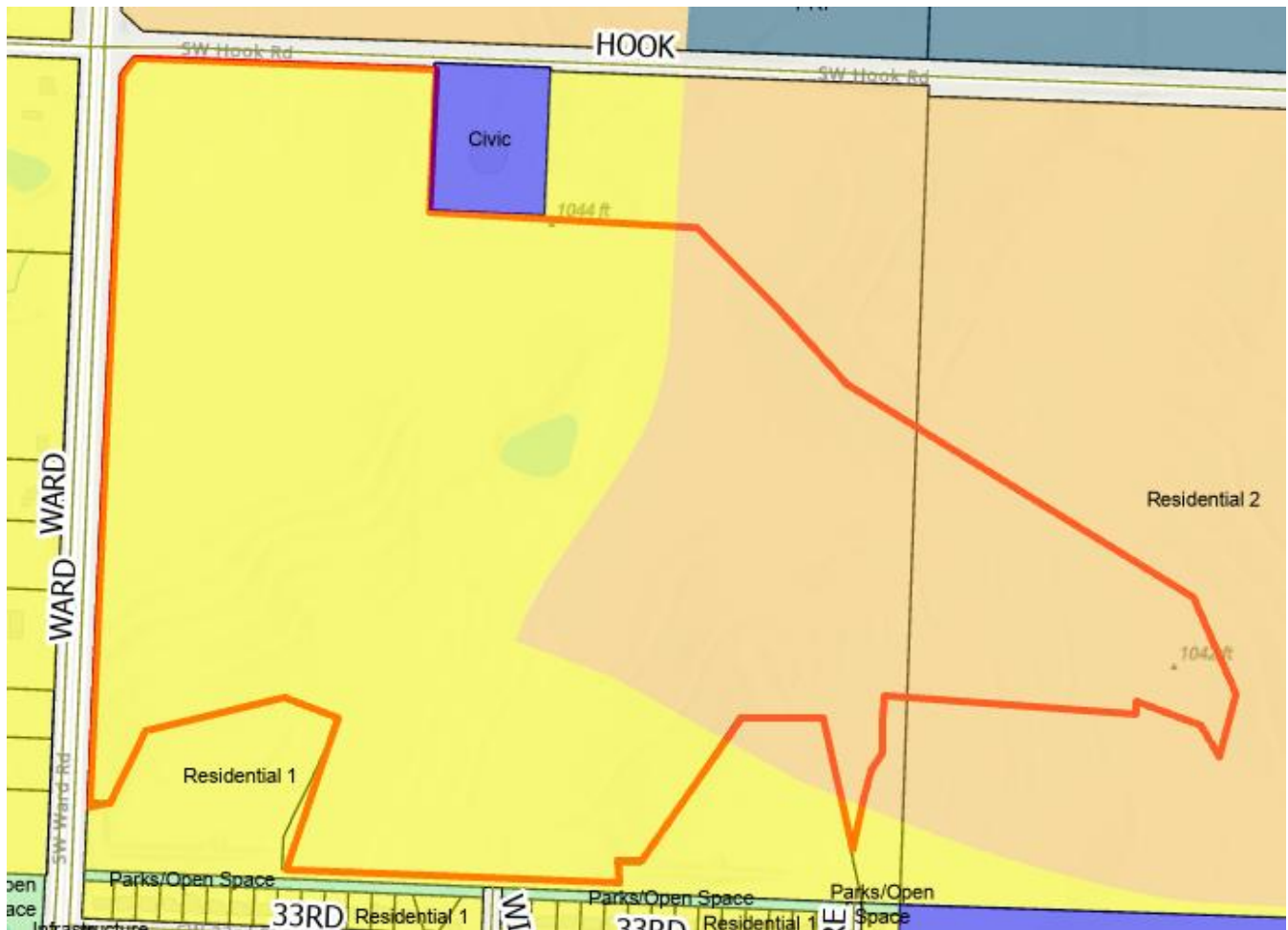


Figure 8 - Ignite Comprehensive Plan - Future Land Use Map

The Ignite Comprehensive Plan identifies Residential 1 (Lower Intensity) and Residential 2 (Medium Intensity – “Missing Middle”) as the recommended future land use categories for the subject property. According to the Ignite Comprehensive Plan, the Residential 1 land use designation is primarily for single-family residential development that includes low density rural development, medium/large lot single-family subdivisions and cluster development. Single-family subdivision development in Residential 1 would typically be composed of lot sizes in the range of 8,500 - 10,000 sq. ft.

The intent of Residential 2 is primarily to accommodate single-family detached and multi-family medium density residential housing, which includes stacked and laterally-attached 4-unit residential structures. The Ignite! Comprehensive Plan states that Residential 2 and its associated land uses often serve as a buffer between low-intensity residential and other uses with a scale that should be compatible with neighboring uses that typically step up from lower density to higher density uses. The proposed development employs small lot detached residential and attached residential housing types as a buffer between the undeveloped PR-owned (to the north and east) property and the abutting R-1-zoned single-family residential subdivision to the south, as well as a buffer to the development's commercial component to the north along SW Hook Rd.

The proposed conceptual development plan depicting a 300-unit apartment development on 17.68 acres along the site's SW Ward Rd frontage is consistent with a Residential 3 (Higher Intensity) land use category versus the Residential 1 and 2 land use categories recommended under the Ignite Comprehensive Plan, but is consistent with good planning principles to locate a higher density residential land use along a major arterial corridor to serve as a transitional buffer between the roadway corridor and lower density residential land uses interior to the site.

The subject application offers prospective residents greater housing choice through the availability of both smaller lot detached and attached residential options. Identified as part of the Ignite! Comprehensive Plan process is a need to increase the supply of Missing Middle housing that is characterized by small lot single-family development and attached two-, three- and four-family residences to accommodate evolving housing preferences, lifestyle preferences and need for different housing price points.

The proposed commercial component is consistent with a Commercial land use category under the Ignite Comprehensive Plan. The Ignite Comprehensive Plan does not show any Commercial land use designation on the subject site. However, the site of the proposed commercial development is consistent with good planning principles. Commercial development is most appropriate along arterial and collector streets, as echoed in the Ignite Comprehensive Plan. The proposed site for the subject commercial component is at the signalized intersection of two arterial streets. The development addresses objectives identified in the Ignite! Comprehensive Plan that centers around the importance of diverse and mutually supportive neighborhoods achieved through purposeful growth. Diverse and mutually supportive neighborhoods include commercial areas in proximity to residential areas to provide needed goods and services to its residents.

6. Analysis

Compatibility

The subject 131-acre property site is bordered by SW Ward Rd to the west, SW Hook Rd to the north, undeveloped PR-owned property to the east and existing single-family residential to the south. The proposed development layout is comprised of the most intense residential and commercial land uses at the north closest to and along SW Hook Rd and detached single-family residential development on the south adjacent to the Meadows at Summit Ridge single-family subdivision. The reduction of land use intensity and density from north to south creates a transition of uses that places the more appropriately compatible uses in proximity to one another.

Architecturally, the developer has provided an architectural design book to establish the architectural guidelines that will govern the proposed development to ensure "...consistency, quality and visual harmony across all components of the development – including single-family homes, townhomes, apartments, and commercial areas...." The material palette for residential development will include: wood panel or shingle;

cement fiberboard siding; board and batten; LP panel; and masonry. The material palette for commercial development will include: stucco; glass; rainscreen panels; cement fiberboard siding; and masonry.



Figure 9 - Typical detached single-family (front elevation rendering)



Figure 10 - Typical townhome (front elevation rendering)



Figure 11 - Typical commercial (front/side perspective rendering)



Figure 12 – Conceptual apartment architecture (front elevation rendering)

Adverse Impacts

The proposed development will not seriously injure the appropriate use of, or detrimentally affect, neighboring property. The proposed development layout places the higher intensity residential (RP-4) and commercial (CP-2) uses on the northern half of the proposed development closer to SW Hook Rd. That area transitions to proposed detached single-family residential (RP-1) lots on the southern half of the proposed development. The proposed detached single-family residential in turn transitions to the existing R-1 zoning for single-family residential development to the south.

The subject development is not expected to create excessive storm water runoff for the area. The overall site generally drains from north to south. With this development, the applicant will integrate and take over two existing City-owned stormwater BMP (Best Management Practices) areas located along the southern boundary of the subject property into the development's on-site stormwater management system.

Infrastructure

The proposed preliminary development plan is not expected to impede the normal and orderly development and improvement of the surrounding property. Water service will connect to existing 12" and 20" mains located along SW Ward Rd. Sanitary sewer service will connect to existing 8" and 12" main stubbing into the subject site from the Meadows at Summit Ridge subdivision to the south.

Road Improvements

The proposed development will have multiple access points along both SW Ward Rd (an improved major arterial) and SW Hook Rd (currently an unimproved minor arterial). Phase 1 will be accessed from three (3)

access points: one (1) full access point along SW Ward Rd; one (1) full access point along SW Hook Rd; and an extension of SW Windsong Dr connecting the proposed Legacy Ridge to the Meadows at Summit Ridge subdivision to the south. Phase 2 will be provide two (2) additional access points: a right-in/right-out along SW Hook Rd; and a right-in/right-out along SW Ward Rd.

The traffic impact study performed by McCurdy Engineers identifies several road improvements along both roadways that have been reviewed by City staff. Staff's recommendations for road improvements are as follows:

- Phase 1 (Residential elements only)
 1. Update signal timing as needed for the intersections of SW Hook Rd and SW Ward Rd, and SW Titan Xing and SW Ward Rd.
 2. Construct an eastbound right-turn lane with 150 feet of storage with appropriate taper at the intersection of SW Hook Rd and SW Legacy Commons Dr.
 3. Construct a westbound left-turn lane with 200 feet of storage with appropriate taper on SW Hook Rd at SW Legacy Commons Dr.
 4. Construct a northbound approach with a shared left/right-turn lane at SW Hook Rd and SW Legacy Commons Dr. This approach should be stop controlled.
 5. Construct a northbound right-turn lane with 150 feet of storage with appropriate taper on SW Ward Rd at SW Legacy Ridge Dr.
 6. Construct a southbound left-turn lane with 200 feet of storage with appropriate taper on SW Ward Rd at SW Legacy Ridge Dr.
 7. Construct a westbound approach with a left-turn lane and a shared through/right-turn lane at SW Ward Rd and SW Legacy Ridge Dr.
 8. Construct the traffic signal at SW Ward Rd and SW Legacy Ridge Dr as the study shows that the development's trip generation meets the peak hour warrant.
 9. Since the development will warrant closing the median breaks through their turn lane improvements, additional accommodation may be needed for vehicles making U-turns at the new signal. Additional widening of the intersection or timing of the signal will be the responsibility of the developer.
 10. Hook Road shall be maintained as an interim standard through Phase 1 of the development, including 12' lanes with paved 6' shoulders for the length of the development.
- Phase 2 (Future Commercial elements only)
 1. Upgrade SW Hook Rd from the interim standard to the full urban standard. Staff is not supportive of the modified urban standard proposed by the developer and Hook Road should be brought up to full urban standard from Ward Road to the east project limits. This should include storm sewer, curb and gutter, 6-foot sidewalk on the north side, 10-foot shared-use path on the south side and appropriate widening at the intersection to assure alignment through the intersection.
 2. Update signal timing as needed for the intersections of SW Hook Rd and SW Ward Rd, and SW Titan Xing and SW Ward Rd.

3. Construct an eastbound right-turn lane with 150 feet of storage plus appropriate taper at SW Hook Rd and SW Legion Dr.
4. Construct a northbound approach with a right-turn only lane at SW Hook Rd and SW Legion Dr. This approach should be stop controlled.
5. Construct a northbound right-turn lane with 150 feet of storage with appropriate taper on SW Ward Rd at SW Reunion Dr.
6. Construct a southbound left-turn lane with 200 feet of storage with appropriate taper on SW Ward Rd at SW Reunion Dr.
7. Construct a westbound approach at SW Ward Rd and SW Reunion Dr (3/4 access) with a right-turn lane only. This approach should be stop controlled.
8. A signal at SW Hook Rd and SW Legacy Commons Dr will not be supported by staff. This intersection is too close to the intersection of SW Hook Rd and SW Ward Rd and does not meet the City's standards of the Access Management Code which allows for signals within 1/4 of a mile from an existing signal.

Modifications

Minimum Lot Size – RP-1 (UDO Section 6.030). Staff has reviewed the request and supports the requested modification.

- Required – 60' minimum lot width and 6,600 sq. ft. minimum lot area
- Proposed – 50' minimum lot width and 6,500 sq. ft. minimum lot area
- Recommended – The proposed reduction in allowable lot width and lot area in the RP-1 zoning district only applies to the pod of 43 detached single-family lots nearest the southwest corner of the development. The resulting lot sizes from the reduction in minimum lot width and minimum lot area are consistent with the minimum lot size standards allowed for detached single-family lots in the higher density RP-3 and RP-4 zoning districts. During the application review process, staff recommended to the applicant to rezone the subject sub-area to either RP-3 or RP-4 to align with the minimum lot size requirements rather than pursue RP-1 zoning with modifications. The RP-3 and RP-4 zoning districts allow for a variety of housing types ranging from detached single-family through 4-unit attached townhomes; the RP-4 zoning district additionally allows apartments. However, the applicant elected to pursue RP-1 zoning with modifications to provide assurance to the residents of the existing single-family residential subdivision to the south that only detached single-family residences will be developed along the southern boundary of the Legacy Ridge development. Staff recommends approval of the modification request to allow a minimum 50' lot width and 6,500 sq. ft. lot area as requested.

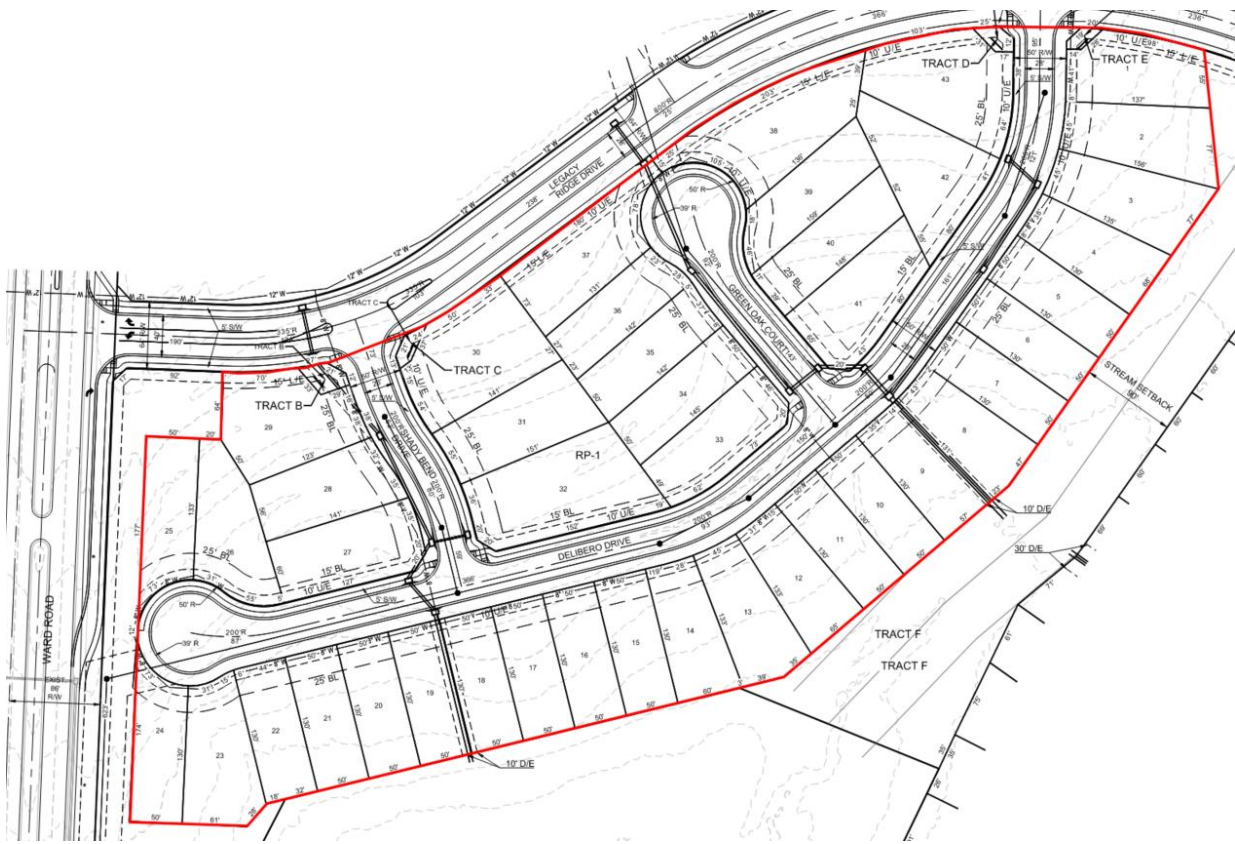


Figure 13 - Proposed RP-1 area with lot size modifications.

Minimum Lot Size – RP-4 (UDO Section 6.030). Staff has reviewed the request and supports the requested modification.

- Required – 3,500 sq. ft. minimum lot area per dwelling unit
- Proposed – 2,450 sq. ft. minimum lot area per dwelling unit

Recommended – The proposed reduction in allowable lot area in the RP-4 zoning district only applies to the pod of 11 townhome lots centrally located in the proposed development. The resulting lot sizes from the reduction in minimum lot area allow for the creation of a “small lot” attached residential concept as an avenue to furnish additional housing choice to meet community needs for the “Missing Middle” segment of housing stock. The pod of townhome lots subject to the requested modification is surrounded on all sides by other townhome lots that meet or exceed the minimum lot area requirement as a means of buffering the smaller lots from the other housing product areas within Legacy Ridge. Staff recommends approval of the modification request to allow a minimum 2,450 sq. ft. of lot area per dwelling unit as requested.



Figure 14 - Proposed RP-4 area with lot size modifications (shown in orange)

Recommendation

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

7. Recommended Conditions of Approval

Site Specific

1. A modification shall be granted to the minimum lot size requirements for the RP-1 zoning district, to allow a minimum 50' lot width and minimum 6,500 sq. ft. lot area for the "Single Family 50' Lots Plat" area as depicted on the preliminary development plan revision dated December 9, 2025.
2. A modification shall be granted to the minimum lot size requirements for the RP-4 zoning district, to allow a minimum 2,450 sq. ft. lot area per dwelling unit for the "Townhome Site Plan" area as depicted on the preliminary development plan revision dated December 9, 2025.
3. Rezoning from AG to RP-1, RP-4 and CP-2 shall be in accordance with the rezoning exhibit dated December 9, 2025.
4. Development shall be in accordance with the preliminary development plan revision dated December 9, 2025, except that the apartment component (Legacy Ridge Multifamily) on 17.68 acres shall receive conceptual development plan approval only. Development of the apartment component shall be subject to separate preliminary development plan approval under future separate application.
5. Building architecture and material palette shall be consistent with the Legacy Ridge Architectural Design Book uploaded December 9, 2025.
6. Road improvements shall be constructed as recommended in the Transportation Impact Analysis conducted by staff dated December 22, 2025.

Standard Conditions of Approval

7. Consideration of the applicant's waiver for stormwater detention of peak flows at the northwest portion of the project is under review.
8. Tertiary earthen spillway is discussed in the stormwater report as an additional route for overflow. Although the concept appears sound, the route of overflow does not. Recommend removing this tertiary spillway unless a suitable overland route can be shown and established for the overflow. Final design of the detention basin features, such as the emergency spillway, will be reviewed when submitted as a part of the public improvement plans.
9. 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.
10. 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.
11. 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).
12. 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.

13. 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.
14. 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.
15. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
16. 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.
17. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
18. 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.
19. 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.
20. 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 of fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.
21. D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 50 shall be provided with two separate and approved fire apparatus access roads.

Exceptions:

1. Where there are more than 50 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.

2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

Phase 2 of the single family pod C will not commence until a second access is provided.

22. IFC 503.2.5 - Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

Phasing that creates a dead-end more than 150 feet shall be provided with a temporary turnaround.

23. 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.

Work with Water Utilities to create a water model to confirm required fire flow will be available.

24. SECTION D105 AERIAL FIRE APPARATUS ACCESS ROADS

25. D105.1 Where required. 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 (9144 mm) 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.

In accordance with UDO Section 7.270.C.1, residential development generating no more than 500 average daily trips (ADT) shall be allowed on a single point of access. A residential area generating more than 500 ADT shall have a minimum of two (2) points of access.

26. A final plat shall be approved and recorded prior to issuance of any building permits.