



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

---

## Development Services Staff Report

<b>File Number</b>	PL2022-217
<b>File Name</b>	REZONING from AG to RP-3 and PRELIMINARY DEVELOPMENT PLAN – Colton’s Crossing
<b>Applicant</b>	Hamblen Road Project, LLC
<b>Property Location</b>	Approximately 74 acres located along the west side of SE Hamblen Rd, ½ mile south of SE Thompson Dr
<b>Planning Commission Date Heard by</b>	February 23, 2023 Planning Commission and City Council
<b>Analyst</b>	Hector Soto, Jr., AICP, Senior Planner
<b>Checked By</b>	Sue Pyles, PE, Development Engineering Manager

---

### Public Notification

Pre-application held: October 5, 2021

Neighborhood meeting conducted: No meeting held in lieu of door-to-door outreach by applicant.

Newspaper notification published on: February 4, 2023

Radius notices mailed to properties within 300 feet on: February 8, 2023

Site posted notice on: February 1, 2023

---

### Table of Contents

1. Project Data and Facts	2
2. Land Use	4
3. Project Proposal	5
4. Unified Development Ordinance (UDO)	5
5. Comprehensive Plan	6
6. Analysis	6
7. Recommended Conditions of Approval	10

### Attachments

Transportation Impact Analysis prepared by Brad Cooley, P.E., dated February 14, 2023

– 4 pages

Traffic Study prepared by Hg Consult, upload dated January 30, 2023 – 9 pages

Preliminary Development Plan, revision date October 20, 2022, consisting of 5 total pages:

- Preliminary Plat – 4 pages
- Rezoning Map

Preliminary Stormwater Management Study prepared by Hg Consult, dated November 13, 2022 – 17 pages

Single-family Elevations, upload dated December 22, 2022 – 5 pages

Duplex Elevations, upload dated December 22, 2022

Clubhouse Elevations, upload dated November 14, 2022 – 3 pages

Location Map

## 1. Project Data and Facts

Project Data	
<b>Applicant/Status</b>	Hamblen Road Project, LLC/Developer
<b>Applicant’s Representative</b>	Dustin Baxter
<b>Location of Property</b>	Approximately 74 acres located along the west side of SE Hamblen Rd, ½ mile south of SE Thompson Dr
<b>Size of Property</b>	±74.1 Acres (3,226,472 sq. ft.)
<b>Number of Lots</b>	133 single-family lots 68 duplex lots <b>201 total lots and 7 common area tracts</b>
<b>Dwelling Units</b>	133 single-family dwelling units 136 duplex dwelling units (68 duplexes) <b>269 total dwelling units</b>
<b>Density</b>	3.63 units/acre
<b>Zoning (Existing)</b>	AG (Agricultural)
<b>Zoning (Proposed)</b>	RP-3 (Planned Residential Mixed Use)
<b>Comprehensive Plan Designation</b>	Residential 1
<b>Procedure</b>	The Planning Commission makes a recommendation to the City Council on the proposed rezoning and preliminary development plan. The City Council takes final action on the rezoning and preliminary development plan in the form of an ordinance.  <b>Duration of Validity:</b> 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 74.1-acre site is an undeveloped property that has been historically used for agricultural purposes.

**Description of Applicant's Request**

The applicant proposes a rezoning from AG to RP-3 and preliminary development plan for a residential subdivision with a mix of single-family residential and duplexes. The 201-lot development is composed of 133 single-family residential lots and 68 duplex lots. The single-family lots are characterized as a smaller lot product compared to a typical single-family subdivision found in an R-1 (Single-family Residential) zoning district. The proposed single-family lots are shown with a minimum lot size of 6,000 sq. ft. For comparison, the minimum single-family residential lot size in the R-1 zoning district is 8,400 sq. ft. The development will also have seven (7) common area tracts, one of which will house a subdivision pool and associated clubhouse.

Architecturally, the proposed single-family residences and duplex will have a mix of 1- and 2-story structures with masonry and lap or board and batten siding. The pool clubhouse will also employ similar exterior materials.

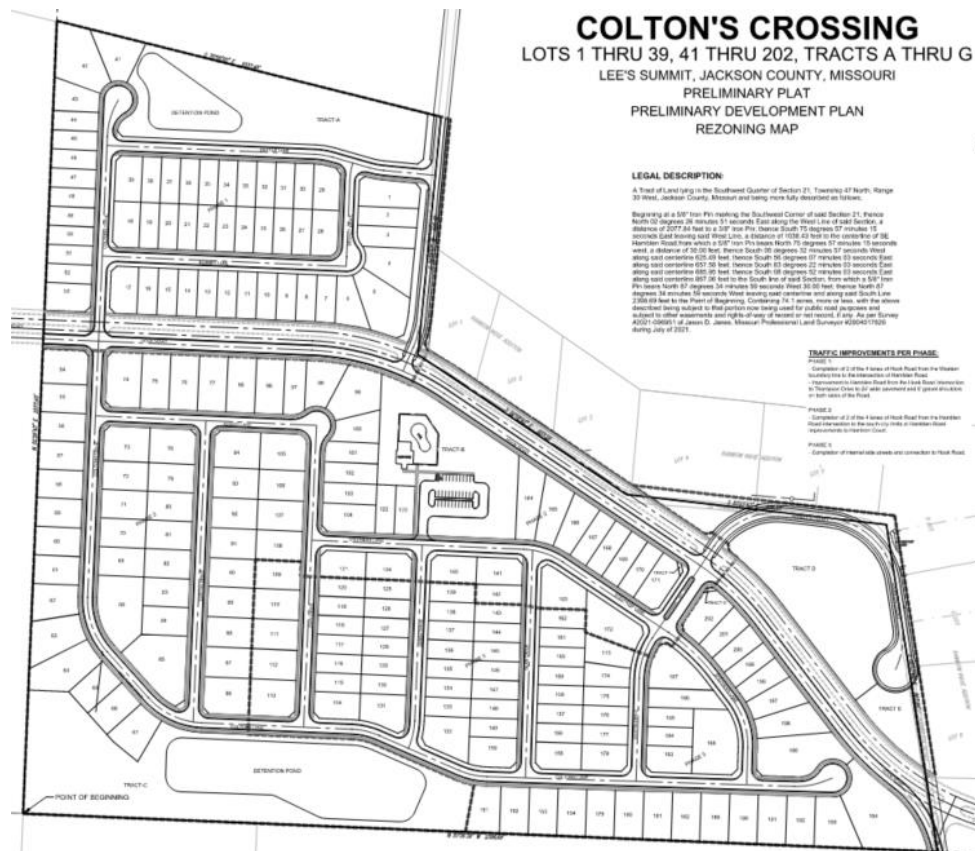


Figure 1 - Site plan

## 2. Land Use

### Description and Character of Surrounding Area

The subject site sits at the city’s southern boundary along the SE Hamblen Rd corridor; the Greenwood city limits abut the subject property to the south. The surrounding area is mostly characterized as undeveloped agricultural property. A cluster of eight (8) lots located across SE Hamblen Rd to the east is developed with single-family homes and/or large outbuildings. Approximately ½ mile to the north is the gateway to the SE Thompson Dr industrial corridor and the City’s Resource Recovery Park further north along SE Hamblen Rd.

### Adjacent Land Uses and Zoning

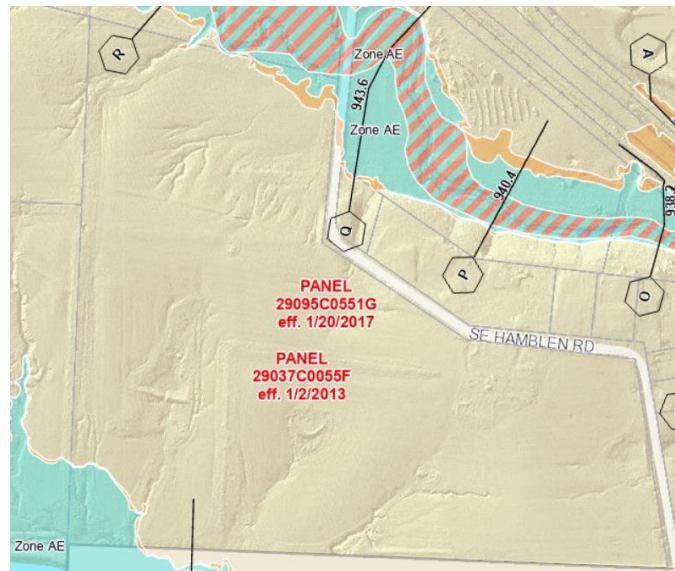
<b>North:</b>	Undeveloped large acreage / AG and PI (Planned Industrial)
<b>South (outside city limits):</b>	Shamrock Hills Golf Course and undeveloped large acreage/ A (Agricultural)
<b>East (across SE Hamblen Rd):</b>	Single-family residential and agricultural lots / AG
<b>West:</b>	Undeveloped large acreage/ AG

### Site Characteristics

The 74.1-acre site is a partially-wooded site historically used for agricultural purposes. A ridge runs through the site in a diagonal fashion. The northern portion of the site generally drains north and east. The southern portion of the site drains south and west. The site has street access from SE Hamblen Rd.

### Special Considerations

The boundaries of the 100-year floodplain (shown in aqua) and 500-year floodplain (shown in orange) extend onto the southwest corner of the site and a portion of the northernmost limits of the subdivision. Both floodplain areas will be included in open space common area tracts.



--

### 3. Project Proposal

#### Parking (Subdivision Pool)

Proposed		Required	
Total parking spaces proposed:	32	Total parking spaces required:	13
Accessible spaces proposed:	1 <sup>1</sup>	Accessible spaces required:	2
Parking Reduction requested?	No	Off-site Parking requested?	No

<sup>1</sup> – The provision of adequate ADA accessible parking is a standard condition of approval cited at the end of this staff report. Compliance with accessible parking requirements will be reviewed and required for final development plan approval.

#### Setbacks (Perimeter)

Yard	Building Required	Building Proposed
Front	20' (Building) and 25' (Garage)	25' (Building and Garage) – Single-family lots and duplex lots
Side	5' – Single-family lots and duplexes	5' – Single-family lots; 10' – Duplexes
Rear	20' – Single-family lots and duplexes	20' – Single-family lots; 30' – Duplexes

#### Structure(s) Design

<b>Number and Proposed Use of Buildings</b>
133 single-family residences and 68 duplexes
<b>Building Height</b>
19'-10" overall height – 1-story single-family residences; 28'-7"- 2-story single-family residences
23'-2" overall height - duplexes
<b>Number of Stories</b>
1 and 2 story buildings

### 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
4.120	Zoning Districts (RP-3)

**Unified Development Ordinance**

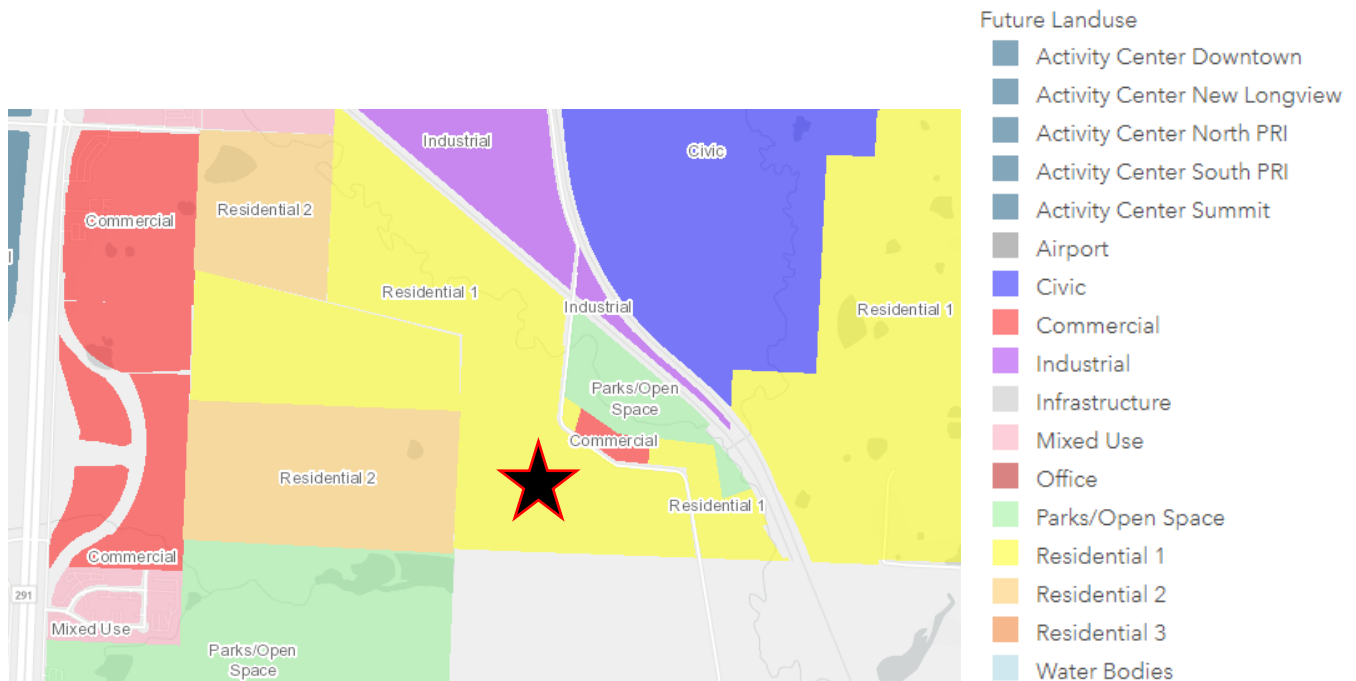
The proposed single-family and duplex residential subdivision is a use permitted by right under the proposed RP-3 zoning district. The RP-3 Planned Residential Mixed Use District is established to provide opportunities for medium-density mixed residential use development at a maximum of ten (10) units per gross acre. The RP-3 District provides for a mix of one-, two-, three- and four-family attached and detached dwelling units.

**5. Comprehensive Plan**

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

**Comprehensive Plan**

The proposed single-family and duplex residential subdivision falls under the Residential 2 land use category of the Ignite Comprehensive Plan. Residential 2 is primarily for single-family detached residential development on small lots (4,000-8,599 sq. ft.) and medium-density multi-family residential. The proposed development is compatible with surrounding Residential 1 and Residential 2 land use designations recommended for the area by the Ignite Comprehensive Plan. The smaller lot single-family and duplex housing product directly address identified goals in the Comprehensive Plan that call for increasing the mix of affordable housing stock in the city.





## 6. Analysis

### Background and History

- December 31, 1964 – The subject 74.1-acre site was part of a 2,442-acre annexation approved by Ordinance No. 812. The subject site retained its agricultural (now AG) zoning classification at the time of annexation per City policy.
- November 29, 2022 – An application was submitted (Appl. #PL2022-411) for a Comprehensive Plan Amendment to change the subject property’s recommended land use designation from Residential 1 to Residential 2 to reflect the character of the proposed development. If the subject rezoning and preliminary development plan for Colton’s Crossing is approved, the Comprehensive Plan Amendment application will proceed through the approval process concurrently with the application for the first final plat.

### Compatibility

The proposed development is located in a sparsely developed area along the SE Hamblen Rd corridor. The character of the area is described as rural. A cluster of eight (8) lots developed with a mix of single-family residences and/or large outbuildings used for agricultural and commercial purposes are located across SE Hamblen Rd to the east.

From a long-range planning perspective, the surrounding area has a recommended future land use designation of Residential 1 and Residential 2. The smaller lot single-family and duplex nature of the proposed development falls under the Residential 2 category, which is compatible and in line with the comprehensive plan’s recommendation for the area.

Architecturally, the proposed single-family residences and duplex will have a mix of 1- and 2-story structures with masonry and lap or board and batten siding. The pool clubhouse will also employ similar exterior materials.

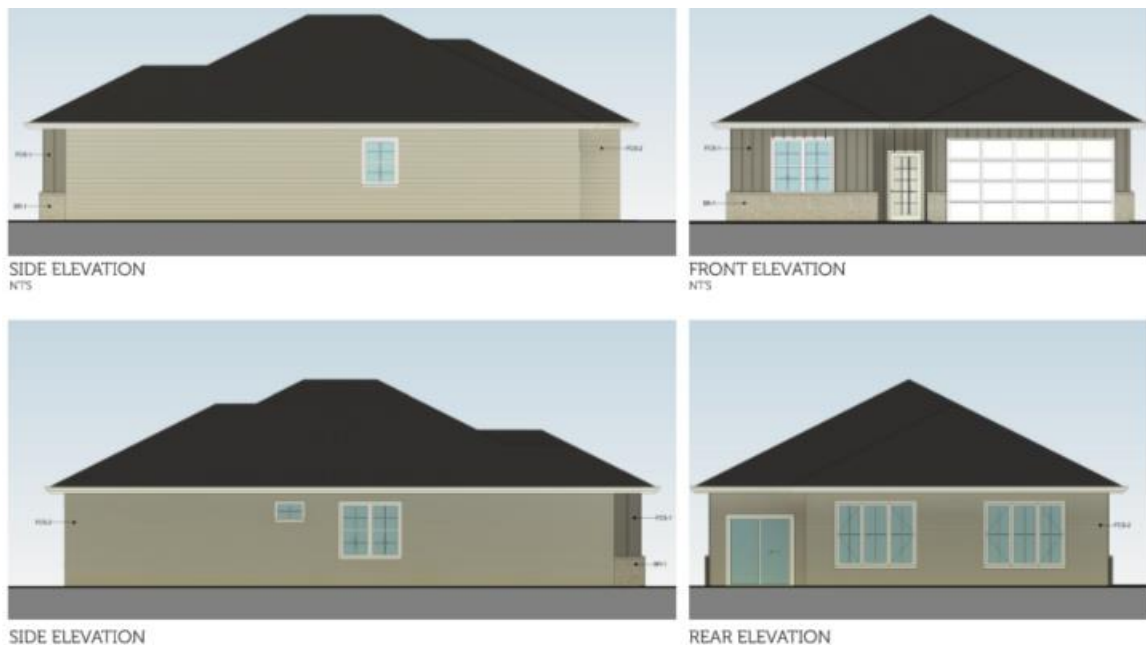


Figure 2 – Typical 1-story, single-family elevation



Figure 3 – Typical 2-story, single-family elevation



Figure 4 - Typical duplex elevation

**Adverse Impacts**

The proposed development is not expected to detrimentally impact the surrounding area. On-site stormwater detention will be managed via two detention basins. One basin will be located at the northern limits of the development, while the second basin will be located at the southern limits of the development.



### **Public and Private Infrastructure Services**

The subject property is an undeveloped agricultural property. The proposed development will not impede the normal and orderly development and improvement of the surrounding property. The proposed development will require certain infrastructure improvements that will help facilitate the long-term development of the area.

Sanitary sewer service for the development is provided via an existing 18" public sewer main that crosses the site at the northeast corner and an existing 24" public sewer main that crosses the site at the southwest corner.

There is no access to water in the immediate area. The proposed development requires both an approximately 5,000' public main extension from SE Thompson Dr and a separate approximately 5,400' public main extension from M-291 Hwy to the west. Both water main extensions are required in order to provide looped water service for the proposed subdivision.

Stormwater from the proposed development will be managed by two on-site detention basins—a north basin and a south basin. The north detention basin will discharge and drain toward the adjacent Big Creek. The south detention basin will discharge and drain to an existing pond on the Shamrock Hills Golf Course.

In accordance with the City's adopted Thoroughfare Master Plan, the proposed development includes construction of the first segment of SE Hook Rd east of M-291 Hwy. The developer is not required to construct the segment of SE Hook Rd beyond the project site's western and eastern boundaries. Subsequent segments of SE Hook Rd will be constructed as area development occurs to the west and east.

Another area road improvement of note is the realignment of the existing segment of SE Hamblen Rd that serves the existing developed residential and agricultural lots immediately to the east of the project site. The eight (8) adjacent parcels will be served by a new cul-de-sac to be named SE Hamblen Ct, which will connect to the new segment of SE Hook Rd.

### **Unimproved Road Policy (URP) – SE Hamblen Rd**

**Existing Conditions.** SE Hamblen Rd south of SE Thompson Dr is constructed to a rural standard with no shoulders. The width of the road varies, but is generally no wider than 20'. The URP defines an unimproved road as one that is generally defined as narrow in width (<22' of pavement) consistent with rural character.

**Policy.** The URP is intended to provide direction to staff when considering proposed development with the intent to provide a safe travel way to and from development(s). The policy establishes criteria and design standards intended to guide development activity impacting roadways constructed to unimproved and/or interim standards. The policy does allow for deviations by the City Engineer at their discretion with each development judged on its own merits. According to the policy, no residential subdivision, industrial or commercial developments shall be permitted on unimproved roads.

**Transportation Impact Analysis (TIA).** SE Hamblen Rd is defined as an unimproved road under the URP and as such is subject to the URP's guidance regarding the improvement of sub-standard roads in order

to allow development along said road. Hg Consult prepared a traffic impact study for the proposed development. Staff has reviewed the study and concurs with the study's findings and recommendations for the construction of certain turn lane improvements, which are reflected in the accompanying TIA prepared by staff. The TIA also includes a recommendation for the improvement of SE Hamblen Rd to an interim road standard (two 12'-wide travel lanes plus 6'-wide paved shoulders on both sides of the road, all in accordance with the URP.

### **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 October 20, 2022, single-family elevations upload dated December 22, 2022, duplex elevations upload dated December 22, 2022, and clubhouse elevations upload dated November 14, 2022.
2. Development shall be in accordance with the recommended road improvements addressed in the City Traffic Engineer's TIA dated February 14, 2023.
3. The Developer shall execute a mutually satisfactory development agreement with the City, which addresses, at a minimum, off-site water line improvements and off-site road improvements addressed in the City Traffic Engineer's TIA dated February 14, 2023. 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 Recorders' Office.

### **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 infrastructure 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 ground breaking will take place prior to the issuance of an infrastructure 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 ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
13. 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.
14. 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.
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. Adequate fire flow shall be provided for the structures being built.
16. Accessible parking spaces shall be provided in conformance with the International Building Code at the time of final development plan.
17. 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 60 inches (5 feet) above the ground measured from the bottom of the sign, at the head of the parking space.
18. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the Unified Development Ordinance.
19. A final or minor plat shall be approved and recorded prior to any building permits being issued.