



AGENDA

Raymore Planning and Zoning Commission Regular Meeting
City Hall – 100 Municipal Circle
Tuesday, December 16, 2025
6:00 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Pledge of Allegiance**
- 4. Personal Appearances**
- 5. Consent Agenda**
 - A. Approval of Minutes from the November, 18, 2025 Meeting
- 6. Unfinished Business**
 - A. Election of Officers
- 7. New Business**
 - A. Case No. 25017: 7Brew Site Plan - Raymore Gateway Lot 2
- 8. City Council Report**
- 9. Staff Report**
- 10. Public Comment**
- 11. Commission Member Comment**
- 12. Adjournment**

MEETING PROCEDURES

Any person requiring special accommodation (i.e., qualified interpreter, large print, hearing assistance) in order to attend this meeting, please notify this office at (816) 331-3324 no later than forty eight (48) hours prior to the scheduled commencement of the meeting.

Hearing aids are available for this meeting for the hearing impaired. Inquire with the City Clerk, who sits immediately left of the podium as one faces the dais.

THE **PLANNING AND ZONING COMMISSION** OF THE CITY OF RAYMORE, MISSOURI, MET IN REGULAR SESSION **TUESDAY, NOVEMBER 18, 2025** IN THE COUNCIL ROOM AT RAYMORE CITY HALL, 100 MUNICIPAL CIRCLE, RAYMORE, MISSOURI WITH THE FOLLOWING COMMISSION MEMBERS PRESENT: MICHELLE PARKER, LOREN SHANKS, MATTHEW WIGGINS, KELLY FIZER, ERIC SMITH, MARIO URQUILLA, AND MAYOR TURNBOW. ABSENT WAS REGINALD TOWNSEND AND AARON HARRISON. ALSO PRESENT WAS DEVELOPMENT SERVICES DIRECTOR DAVID GRESS, SENIOR PLANNER DAVE MCCUMBER, CITY ATTORNEY JONATHAN ZERR, SENIOR ENGINEERING TECHNICIAN DEVON PERRY, AND ADMINISTRATIVE ASSISTANT EMILY JORDAN.

1. **Call to Order** – Chairman Wiggins called the meeting to order at 6:00 p.m.
2. **Pledge of Allegiance**
3. **Roll Call** – Roll was taken and Chairman Wiggins declared a quorum present to conduct business.
4. **Personal Appearances** - None
5. **Consent Agenda**

- a. **Approval of Minutes from the October 7, 2025 meeting.**

Motion by Commissioner Urquilla, Seconded by Commissioner Fizer to approve the Consent Agenda.

Vote on Motion:

Commissioner Parker	Aye
Commissioner Shanks	Aye
Commissioner Townsend	Absent
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

6. **Unfinished Business - None**

7. **New Business -**

- a. **Case #25037 - Good Ranch Tract 12 Rezoning from A to BP-P (*public hearing*)**

Public hearing opened at 6:01pm.

City Planner Dave McCumber gave an overview of the case, including the staff report, existing and surrounding zonings, past planning actions, alignment with the Comprehensive Plan, Staff comments, and findings of fact. The request is to rezone 60 acres out of a 108-acre property to allow for the construction of a federal records storage facility. The portion of property included in the rezoning request would be rezoned to a business park planned district overlay. The overlay would allow for a more customized building to be constructed under modified

zoning standards from the typical BP Business Park designation. The Comprehensive Plan and Good Ranch Master Land Use Plan shows the approximately 60 acres included in the request would be well suited to be a multi-family development, though recent changes to the surrounding area and new developments should be taken into account when considering the rezoning request. Staff recommends the Commission to accept the findings of fact and forward the case to the City Council with a recommendation of approval.

Commissioner Urquilla asked about the lease terms for the storage facility.

Matt Alvey with Privitera, the applicant, stated that it is a firm 20-year lease, with an option to renew upon the end of the term.

Chairman Wiggins asked about the style of building being proposed.

Development Services Director David Gress noted that the project is still in the bidding process. If the project is awarded to Raymore, the site plan would need to come back before the Commission for approval. As a part of the rezoning request, a conditionally effective zoning date was added so the rezoning will only be put into effect if the project is awarded in Raymore. If the project is not awarded in Raymore, the current Agriculture zoning will remain in place.

Mr. Alvey noted that the proposed building will be 310,000 square feet with around 50,000 square feet of office space and 260,000 square feet of storage space for federal records. The building will look similar to the surrounding buildings of the Raymore Commerce Center South in height and materials, making sure to not stick out visually.

Commissioner Parker asked if this reasoning would set a precedent for any surrounding property to be rezoned.

Mr. Gress noted that Staff feels that the property is no longer fit for multi-family development as designated by the Comprehensive Plan since the surrounding area has been developed the way it has. The vacant surrounding properties are appropriately zoned for either commercial or single-family residential.

Commissioner Urquilla noted a concern regarding the flood map for the property.

Mr. Gress noted that the creek and the wooded area will help to provide a buffer between the building and the surrounding future developments.

Commissioner Smith asked when the bid for the project will be awarded.

Mr. Alvey noted that it will be awarded before the end of September 2026.

Public hearing closed at 6:12pm.

Motion by Commissioner Urquilla, Seconded by Commissioner Fizer, to accept the Staff proposed Findings of Fact and forward Case #25037, Good Ranch Tract 12 Rezoning from A to BP-P to the City Council with a recommendation of approval subject to the conditions as presented.

Vote on Motion:

Commissioner Parker	Aye
Commissioner Shanks	Aye
Commissioner Townsend	Absent
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

b. Election of Officers

Development Services Director David Gress presented the topic of re-election of the officers whose terms are expiring. There are 2 Commissioners that are up for reappointments to the Commission that need to be approved by the City Council before officer re-election of officers should take place. Mr. Gress asked the Commission to vote to postpone the election until after the City Council has a chance to approve the reappointments, and the Commission would review the election of officers at their next regular meeting.

Motion by Commissioner Smith, Seconded by Mayor Turnbow, to postpone the election of Officers until after the City Council concludes their Commissioner reappointment vote.

Vote on Motion:

Commissioner Parker	Aye
Commissioner Shanks	Aye
Commissioner Townsend	Absent
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Abstain
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 6-0-1.

Commissioner Urquilla noted that he abstained from the vote due to the fact that he is one of the Commissioners up for reappointment by the City Council.

8. City Council Report

City Attorney Jonathan Zerr provided an overview of recent City Council meetings since the Commission last met.

9. Staff Report

Mr. Gress gave the staff report, including the Development Services monthly report. Mr. Gress provided information on the City’s current development projects and housing permit activity. Mr. Gress also noted upcoming meetings and hearings for the month of December.

Senior Engineering Technician Devon Perry gave a brief overview of the Public Works department.

10. Public Comment

There were no public comments.

11. Commission Member Comment

Commissioner Parker thanked Staff for their time and wished everyone a happy Thanksgiving.

Commissioner Shanks thanked Staff and wished everyone a happy Thanksgiving.

Chairman Wiggins thanked Staff and the applicant, and bid everyone a happy and safe Thanksgiving.

Commissioner Fizer thanked Staff and wished everyone a happy Thanksgiving.

Commissioner Smith had no comment for the evening.

Commissioner Urquilla hopes everyone will travel safely for the upcoming holiday.

Mayor Turnbow seconded the sentiments from his fellow Commissioners.

12. Adjournment

Motion by Commissioner Urquilla, Seconded by Commissioner Fizer, to adjourn the November 18, 2025 Planning and Zoning Commission meeting.

Rollcall Vote on Motion:

Commissioner Parker	Aye
Commissioner Shanks	Aye
Commissioner Townsend	Absent
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

The November 18, 2025 meeting adjourned.

Respectfully submitted,
Emily Jordan

7 BREW SITE PLAN (RAYMORE GATEWAY LOT 2)

APPLICANT:	Jason Pullman P2 Real Estate, LLC
Property Owner:	Realty Income Corp.
Engineering/Arch. Firm:	Andrew Wilson Cedar Creek Consulting

PROJECT LOCATION	REQUESTED ACTION
NW Corner of Westage and Foxwood Drives	Site Plan Approval

PROJECT NARRATIVE -
An application was filed requesting approval of a Site Plan for 7 Brew Coffee on Lot 2 of Raymore Gateway.

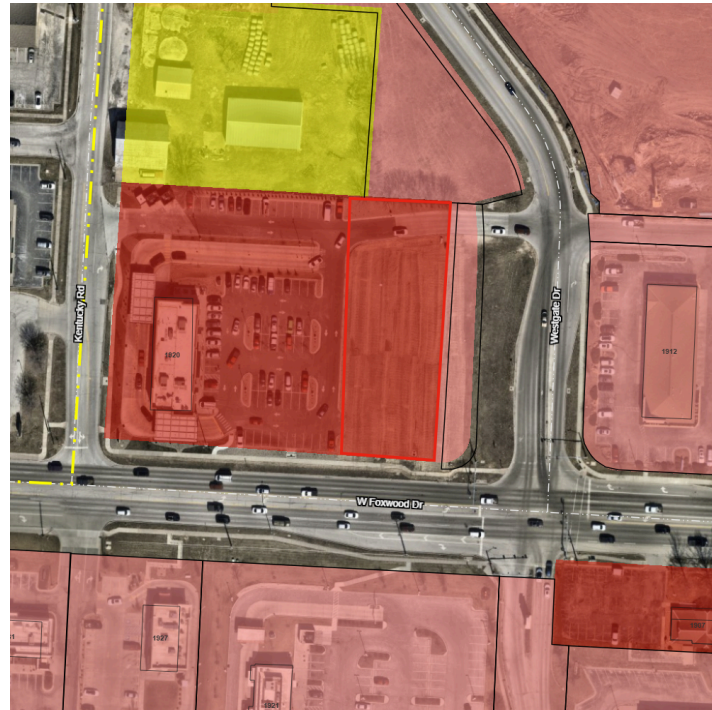


ZONING AND LAND USE SUMMARY

EXISTING ZONING
"C-2" General Commercial

SURROUNDING ZONING & LAND USE

- North:** "R-1" Single Family Residential (Agricultural Structure)/"C-3" Regional Commercial (Undeveloped Lot)
- South:** "C-3" Regional Commercial (Restaurant & Drive-through Facilities)
- East:** "C-3" Regional Commercial (Motor Vehicle Repair)
- West:** "C-2" General Commercial (Restaurant & Drive-through Facilities)



TOTAL TRACT SIZE	NUMBER OF LOTS
.68 +/- Acres	1

SITE PLAN REVIEW

Unified Development Code (UDC) Section 470.160 - Site Plan Review regulates the development of structures and sites in a manner that takes into consideration the following considerations:

1. The balancing of landowners’ rights to use their land, with the corresponding rights of neighboring landowners, residents and the general public, to live without undue disturbances (e.g., noise, smoke, vibration, fumes, dust, odor, glare, stormwater runoff, etc.);
2. The convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent areas or roads;
3. The adequacy of waste disposal methods and protection from pollution of surface or groundwater;
4. The protection of historic and environmental features on the site under review and in adjacent areas
5. The stability of the built environment, particularly residential neighborhoods, by promoting urban development which is compatible with clearly identified natural resources; and
6. The adequacy of provisions for resulting additional system demands which may be imposed by the development upon roads and streets, water supply and storage, storm sewerage, and sanitary sewerage and wastewater treatment and the consistency of the development with the City’s Growth Management Plan.

PAST PLANNING ACTIONS

1. In 2016 the City of Raymore completed construction of an access drive from the northeast portion of the subject property’s parking lot to connect with the relocated Kentucky Road (Westgate Drive).

2. In 2020, the City completed the construction of Westgate Drive to the east of the subject property, which provided improved access to the signal at Westgate Drive and 58 Highway.
3. The Planning and Zoning Commission approved the Chick-fil-A Site Plan for Lot 1 of Raymore Gateway on March 19, 2024.
4. In 2024, as part of the redevelopment of this site, the commercial building, formerly a restaurant, was demolished.
5. Chick-fil-A received a Certificate of occupancy on December 12, 2024.
6. On February 24, 2025 the City Council approved the Final Plat of Raymore Gateway, Lots 1 and 2.

DEVELOPMENT STANDARDS

DIMENSIONAL STANDARD	REQUIREMENT
Lot Size	N/A
Front-Yard Setback	30-ft
Side-Yard Setback	10-ft
Rear-Yard Setback	20-ft
Building Height	80-ft
Building Coverage	40%
Landscape Area Requirement	20%

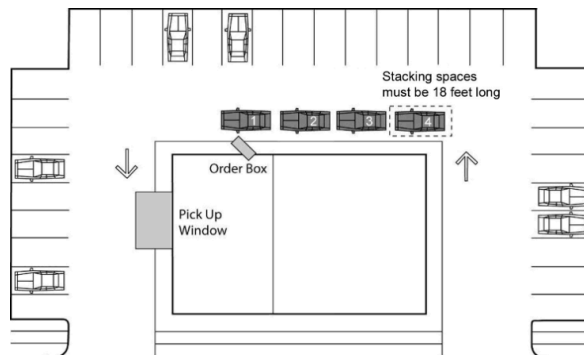
PROPOSED USE	USE DESCRIPTION
Drive-through Facilities	Facilities used to provide or dispense products or services, through an attendant or a window or an automated machine, to persons remaining in vehicles that are in a designated stacking aisle. A drive-through facility may be in combination with other uses, such as a financial institution, personal service use, retail store or eating establishment. A drive-through facility does not include a "Car Wash" or "Gas Station" as defined herein.

SPECIAL USE CONDITIONS

Drive-through Facilities (420.030(L))	REQUIREMENT
Vehicle Stacking Area (Restaurant)	4 behind menu board

In addition to the vehicle stacking requirement found in Section 420.030L, the following requirements also apply:

- Vehicle stacking spaces include the space at the menu board, order box or service window.
- Each vehicle stacking space shall be eighteen (18) feet long by nine (9) feet wide.
- Each vehicle stacking lane shall be separate from any access aisle, loading space, or parking space.
- No vehicle stacking lane shall conflict with any vehicle entrance or exit, vehicle access way or pedestrian crosswalk.
- The Commission has the authority to allow a deviation to the stacking requirement based upon a study submitted by a traffic engineer which provides evidence to allow the reduction of these stacking requirements.



When Adjacent to Residential Districts:

- Drive-through facilities, including stacking areas, must be separated from residentially-zoned property by at least forty (40) feet.
- Speaker systems used in conjunction with drive-through facilities must be designed so that they are not audible at the property line abutting residentially-zoned property.

PARKING REQUIREMENTS

PROPOSED USE	PARKING REQUIREMENT	REQUIRED	PROVIDED
Retail Sales	1 per 300 sq ft	3 spaces	9 spaces

With a minimal footprint of 760+/- square feet, very few parking spaces are required. The applicant exceeds the required number of parking spaces on site. They have also provided an excess of surface area for drive thru stacking.

BUILDING DESIGN

The proposed building complies with the Building Design Standards established by UDC Section 440.010, including building location and design, building materials, building form, site utilities, and overall site design.

LANDSCAPING & SCREENING

PARKING LOT LANDSCAPING: The proposed development meets the standards for parking lot landscaping per Section 430.030 of the UDC.

SITE LANDSCAPING: Landscaping being proposed for the site meets the requirements as outlined in Section 430.020. While Lot 2 is not technically the corner lot (NW corner of Westgate and Foxwood Drive intersection) it is being treated as such as it pertains to street tree requirements, due to the remaining grounds between Lot 2 and the public ROW (to the east) are of such size that it will likely become undevelopable if Lot 2 is developed as proposed. The applicant is providing the appropriate amount of street trees along the west side of Westgate Drive (within right-of-way) to meet the street tree code requirement.

SCREENING: Screening is being met through landscaping strips along property lines that include trees and shrubs, shielding vehicle headlights from adjacent public streets.

SIGNAGE

While an official sign permit has not been submitted for the project, the conceptual information shown on the site plan appears to meet the intent of UDC Section 435. There are combinations of directional, wall, menu, and monument signs for the project. When sign permits are submitted for review, the signs must comply with the previously mentioned section of the UDC.

SITE ACCESS

STREET ACCESS: Lot 2 of the Raymore Gateway will be accessed by a private drive that runs east and west along the north side of Lots 1 and 2 between Westgate Drive and Kentucky Road. No new curb cuts will be made onto public streets surrounding the site.

PEDESTRIAN ACCESS: The development is proposing a sidewalk from the existing public sidewalk along Foxwood Drive that will extend into the center of the site adjacent to the building and drive-through. In addition to this private sidewalk connection, an 8-ft sidewalk is being proposed along the west side of Westgate Drive along the length of Lot 2. This widened sidewalk was planned during the design of Westgate Drive to be constructed by adjacent development.

SITE CIRCULATION: Given that the property has a shared access point with the neighboring Lot 1 (Chic-fil-A), staff has requested an access easement be provided for both Lots 1-2 of Raymore Gateway to provide for shared access between properties. Currently, both lots are under common ownership, however, if either were to sell in the future to different parties, the access easement would ensure that either lot has the legal right to use the drives for their individual use. The easement would benefit Lot 2 more given its site design.

SITE UTILITIES

WATER: Adequate water infrastructure exists in the area to serve this property.

SEWER: Adequate sanitary sewer infrastructure exists in the area to serve this property.

STORMWATER MANAGEMENT: Stormwater for this development is collected and discharged into the southeast corner of the property, where it drains into the system along 58 Highway.

SITE LIGHTING: The development's photometric plan, while designed based on the original site layout, appears to meet the applicable standards of the UDC. Staff believes that although the site's design has been modified since the original submission to the city, the location of the light fixtures should still be adequate. If necessary, any landscaping that may be displaced due to the location of light fixtures, will be moved elsewhere on the site and will ensure the landscaping and screening sections of the UDC are met.

STAFF COMMENTS -

PLANNING AND ZONING:

- Over many years, the city has worked with the current property owner to position this property for redevelopment, including the demolition of a previously existing commercial restaurant building and the replacement of older sewer infrastructure on the site. In addition, the City also advanced the construction of Westgate Drive to better direct traffic through the overall area, and to the existing traffic signal at 58 Highway.
- The development of Lot 2 in the proposed manner will permanently create a remnant tract of land between the subject property and Westgate Drive, which is a result of the past construction of Westgate Drive connecting from 58 Highway north to Kentucky Road. The tract of land located directly east of the subject property is a remnant tract of the Raymore Galleria North development that does not meet the minimum requirements of the commercial zoning standards.
- Staff has identified concerns over the collection of auto-centric land uses, such as Drive-Through Facilities, in concentrated areas of the city. While individually they may meet the minimum development requirements, collectively, they present development patterns and infrastructure challenges that are in conflict with many of the goals outlined in the UDC and Comprehensive Plan, such as promoting balanced growth and reducing traffic congestion.

PUBLIC WORKS & ENGINEERING:

- Due to the remaining land between Lot 2 of Raymore Gateway becoming largely undevelopable under the current UDC, 7 Brew will effectively be functioning as the corner lot at this intersection. Due to this, the applicant is building the public improvements that would be required for the corner lot. The improvements include the addition of street lights and an 8' sidewalk along the west side of Westgate Drive.

SOUTH METRO FIRE:

- No comments

ALIGNMENT WITH COMPREHENSIVE PLAN -

Blueprint 2045 - Image of the City Goal 4: Focus development efforts in ways that result in cost-effective, balanced, compatible and connected growth.

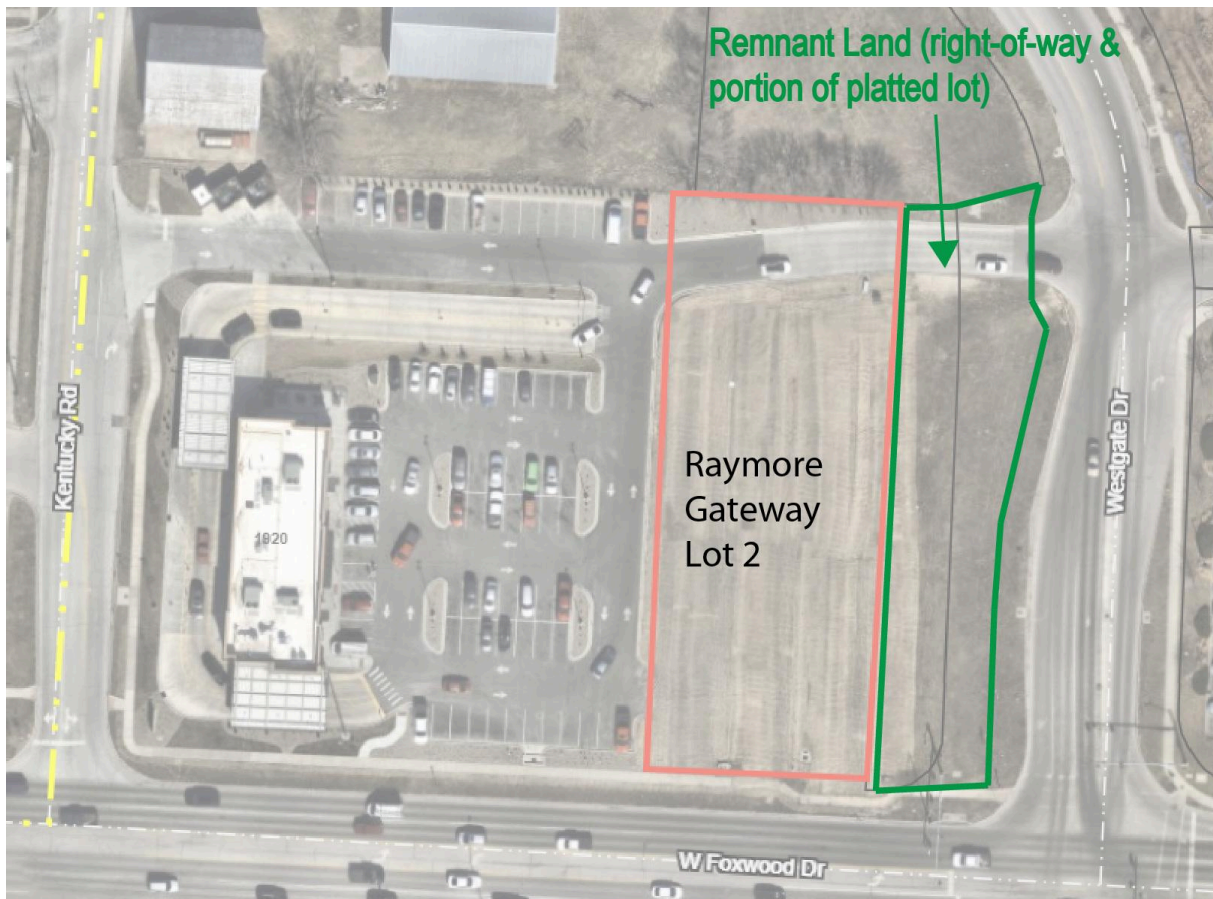
- **Balanced Growth - Foster an appropriate balance of land uses within the community.**
 - Support zoning and development applications that consider a balance of various uses.

The proposed drive-through establishment adds to an already dominant land use in the immediate area. While the UDC allows the use, the growing number of such car centric businesses is becoming more prevalent in the community, specifically along Foxwood Drive. When concentrated, single use development that prioritizes vehicular movement over multi-use pedestrian scale design creates monotonous strips of commercial corridors void of interest and inspiration. The sprawl created by such land uses forms an environment where the day to day goods and services are almost only accessible by car, as walking such distances takes too much time, is uncomfortable, and in most cases puts pedestrians in unsafe environments.

- **Compatible Growth - Support new development that is aligned with the priorities of the City.**
 - Ensure development and land use changes are compatible with existing and adjacent development.

In general, the proposed land use is compatible with surrounding developments. The property where Raymore Gateway exists today has seen significant public investment over the past few years in the form of public incentives used for blight

removal and public infrastructure improvements aimed to improve traffic flow/safety and development opportunities. When Westgate Drive was constructed, its right-of-way alignment split property owned by a separate party, leaving a small narrow tract of land east of Lot 2 (see below). The City had attempted to obtain that small strip, combining it with the extra right-of-way along the west side of Gateway Drive, and work with the Raymore Gateway ownership to increase the size of Lot 2 for a small multi-tenant development. This would allow for a larger area of the lot to be generating more taxes and provide a building type that currently has built up demand in the city, according to the comprehensive plan's Real Estate Market Analysis. Neither of the ownerships of Raymore Gateway nor the ownership of the small tract of land adjacent to it showed interest in working towards that goal.



ECONOMIC DEVELOPMENT IMPACT-

Lot 2 of Raymore Gateway is included in a larger economic development initiative. In 2024, the City established a sales-tax reimbursement agreement with Chick-Fil-A to encourage the redevelopment of this property, including the demolition of the former building and construction of infrastructure systems. The existing public incentives were provided to support the redevelopment of the Raymore Gateway and should be considered as part of the review of this proposed development. The intent of the City's involvement in the project was to:

- Clear existing blight on the property
- Improve public infrastructure systems.
- Allow for the redevelopment of the underutilized parking lot into a restaurant (Chick-Fil-A)
- Promote better use of the property

While the addition of a proposed 7 Brew on this property does increase the economic productivity of the existing vacant lot, it would leave an undevelopable remnant tract of land that was originally intended to be included in the overall redevelopment of this area. The proposed land use, which results in most of the property being used for traffic circulation, limits the ability to maximize redevelopment opportunities that could better offset the issued public incentives.

FINDINGS OF FACT -

Section 470.160 of the Unified Development Code states that the Planning and Zoning Commission and the City Council must make findings of fact taking into consideration the following in the deliberation of a site plan approval:

1. The plan complies with all applicable standards of this code and all other applicable City ordinances and policies.

The plan complies with all applicable zoning standards of the UDC, however, does not align well with the previously mentioned long-range goals of the comprehensive plan.

2. The plan does not conflict with the adopted plans of the City of Raymore or the purpose and intent of this code

This project does meet all of the minimum requirements defined in the Unified Development

Code, however, there are long-range goals of the City’s comprehensive plan that conflict with this project. The goal of the Unified Development Code is to support and implement the goals outlined in the Comprehensive Plan. Staff does not feel that, in this case, the application of the zoning standards are supportive of the Comprehensive Plan.

3. The proposed use is allowed in the district in which it is located.

The proposed use of a Drive-through Facility is allowed in the “C-2” General Commercial Zoning District.

4. Vehicular ingress and egress to and from the site, and circulation within the site provides for safe, efficient, and convenient movement not only within the site but also on adjacent roadways.

The site is served by a private access drive that was designed as part of the Raymore Gateway development. That drive was built to handle ingress and egress to and from the development’s lots off of the surrounding public streets with minimal conflicts. The City is nearing completion on the design of an access median at 58 Highway & Kentucky Road that will impact traffic flow exiting the site where this project and the adjacent Chick-Fil-A are located.

Due to the proposed development having a drive entrance at the north end of Lot 2, 7 Brew has stated that they will restrict its access when the business is busy, resulting in vehicles traveling through the drive aisle of Lot 1 (to the west) to access their southwest drive entrance, effectively extending the vehicle queuing lanes. If that north drive access is not managed well, there could be an issue of vehicles queuing down the private drive and onto Westgate at times. Staff shared the concern and desire to restrict access to only the southwest drive entrance, but the applicant decided to leave it for their needs.

5. The plan provides for safe, efficient, and convenient movement of pedestrians on and to the site.

The plan provides pedestrian connections to the public sidewalk system along Foxwood Drive. On the site, private sidewalks are provided near the building at the drive-through, across the parking lot areas and out to the public sidewalk. Overall the relatively small site is abundant with pedestrian circulation routes, however, many of which are crossing driveways or drive-through queuing lanes, a by-product of the type of development. The relationship between heavy drive-thru traffic and pedestrian traffic poses safety conflicts.

6. The arrangement of structures and buildings on the site allows for efficient use of the land, is compatible with development on adjacent property, and minimizes potential adverse impacts on existing or planned municipal infrastructure and services.

The building on the site is comparable to the uses of surrounding properties. Due to the lack of interest to maximize the land between Kentucky and Westgate Drives, this primary corner is being developed less efficiently than desired. This sort of pattern, especially wide-spread, provides limited short-term financial gains in exchange for costly public improvements to infrastructure systems over time. The placement of the building on the lot, as proposed, conflicts with the long range goal of redeveloping this site to better utilize available land between Westgate Drive and this parcel - a key goal of the City's efforts to incentivize the previous demolition and redevelopment activity.

7. Open space and natural features on the site are arranged in such a way that unique natural resources are preserved and creates a desirable and functional environment for site users.

There are no public or private open spaces being allocated with this private development.

8. The plan avoids unnecessary or unreasonable alterations to existing topography, preserves existing healthy, mature trees and woodlands, and designs drainage facilities to promote the use and preservation of natural watercourses.

The plan does not propose any unreasonable alterations to the existing features of the land. There are no existing trees, woodlands or natural drainage facilities to be preserved.

9. Provides adequate parking for the use, including logical and safe parking and circulation.

The development does provide an adequate amount of parking on-site for the use given the lack of needed permanent parking spaces as a result of the land use. The adjacent Lot 1 of Raymore Gateway has additional off-street parking that could be utilized if necessary. An access easement will need to be provided to allow vehicular circulation and parking across the sites if the ownership changes on either lot. The cross-access easement should be provided prior to the occupancy of the building.

The north driveway access to the private drive should be restricted from use during peak times. This would prevent the chance of vehicles backing up onto Westgate Drive. By closing the north driveway, vehicles would then route to the driveway access at the southwest corner of Lots 1 and 2, further supporting the need for the access easement for both lots. The applicant has stated that they will regulate this concern when needed.

The majority of the on-site "parking" is being provided in the form of dual-drive-thru lanes

with stacking queues to support the drive-through operations of the proposed use. While logical for a drive-through use, the plethora of impervious space being provided on the site would be better utilized as developable space for more sales & property tax generation.

- 10. Provides landscaping and screening as required by this code that creates logical transitions to adjoining uses, screens incompatible uses, minimizes the visual impact of the development on adjacent roads and properties, and utilizes native plant materials selected to withstand the local climate and individual site microclimates.

The landscaping being provided with the proposed development meets the site landscaping and screening requirements of the UDC and in some cases goes beyond the standards. The plant materials being used are native to the region and should thrive in the local environment.

- 11. Includes site illumination that has been designed and located to minimize adverse impacts on adjacent properties.

The site lighting plan is in conformance with the lighting standards for commercial developments per the UDC.

PROJECT REVIEW SCHEDULE

COUNCIL, COMMISSION OR BOARD	ACTION	DATE
Planning and Zoning Commission	Review & Approval/Denial	December 16, 2025

STAFF RECOMMENDATIONS -

Staff has reviewed the site plan application and submittal and determined that the project does meet all of the required minimum standards of the Unified Development Code, including including zoning, lot dimensions, access, landscaping etc.... The proposed use is permitted under the current zoning conditions. However, relying solely on the compliance with minimum standards alone does not obligate approval when broader plan consistency and redevelopment objectives are not being met.

While most of the Findings of Fact have been met under the purview of current planning, the project does conflict with the redevelopment efforts of the city for the site, several

long-range planning goals as outlined in the City’s Comprehensive Plan and Findings of Fact 2 and 4. Given the City’s previous efforts to promote cohesive development in this area, including advancing the construction of Westgate Drive and utilizing sales tax incentives to assist in clearing the site for redevelopment, staff feels that more consideration and effort should be given to finding a higher and more productive use of the entire redevelopment site, including the remnant tract east of Lot 2.

Staff recommends the Planning & Zoning Commission accept the Findings of Fact for Case 25017 7 Brew Site Plan and deny the application. If the Planning & Zoning Commission decides to approve the case, staff recommends the following conditions.

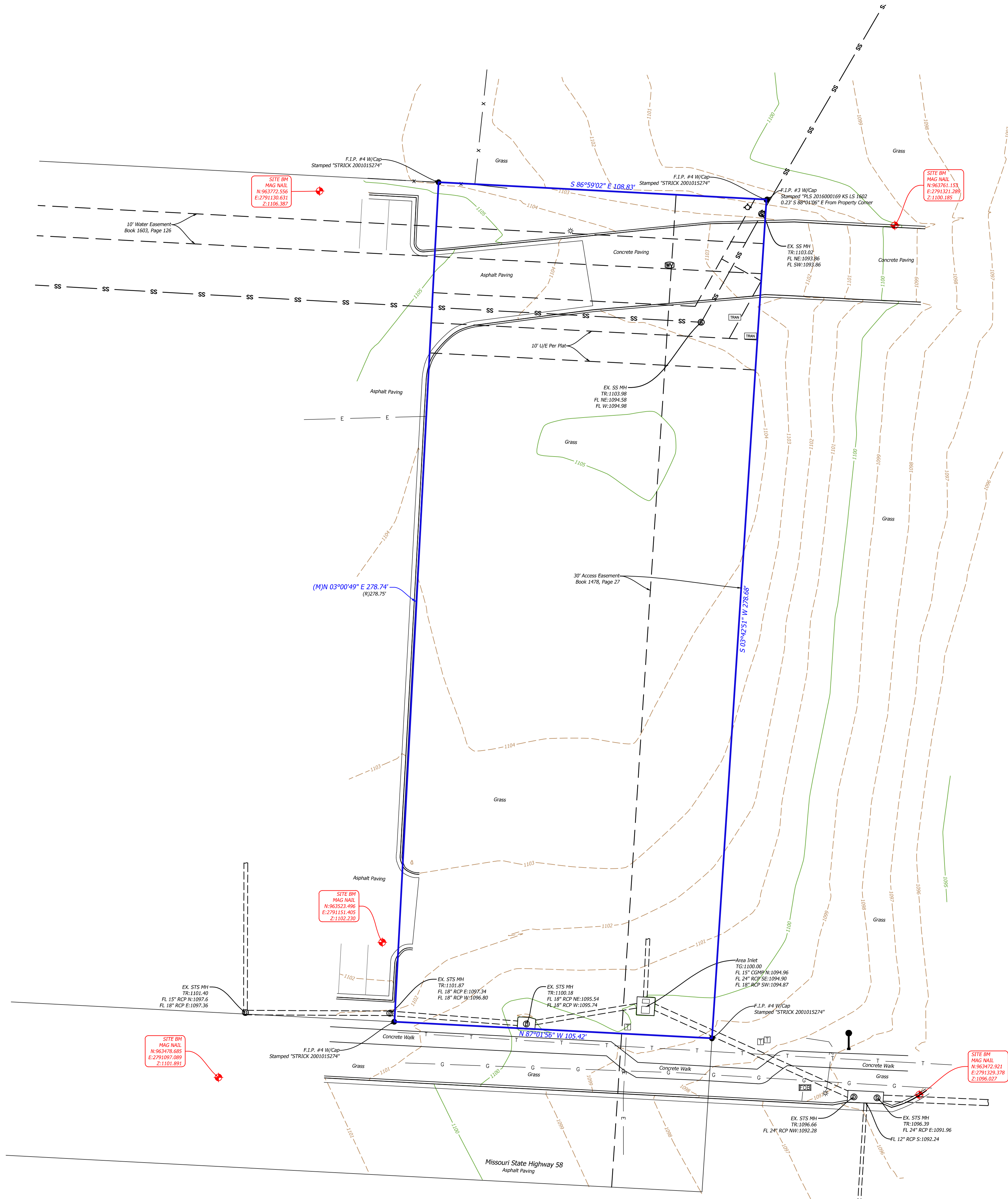
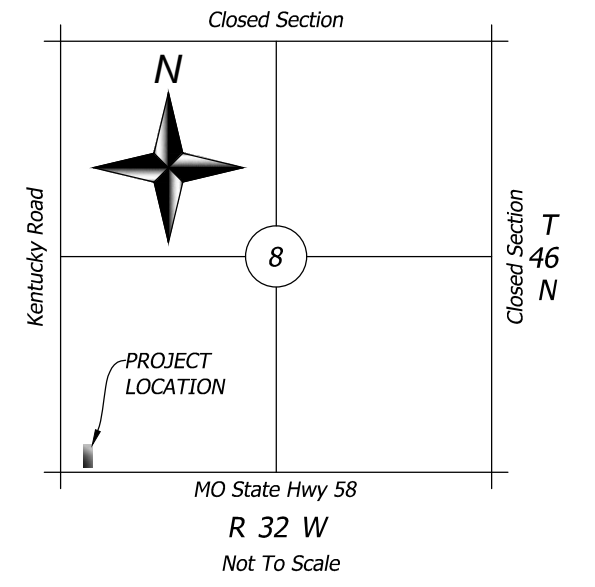
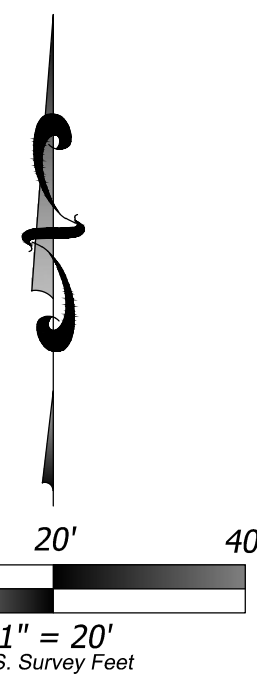
1. A cross access easement shall be recorded, prior to the issuance of the Building Permit for Lot 2, to allow site circulation and parking between Lots 1 and 2 of Raymore Gateway. A copy of the recorded easement shall be provided to the city.
2. 7 Brew or any other future tenant located on Lot 2 shall restrict the flow of traffic at the north driveway access at peak times. If problems with traffic occur due to the north driveway not being managed, that driveway may be removed at the cost of the property owner.

PLANNING COMMISSION SUGGESTED MOTIONS

- Motion to **approve** the 7 Brew Site Plan application, with conditions.
- Motion to **deny** the 7 Brew Site Plan application based on not meeting all Findings of Fact.
- Motion to **continue** the site plan application and request further information.

PROJECT ATTACHMENTS -

1. Site Plan Drawings
2. Building Elevations
3. Site Photos



LEGAL DESCRIPTION
 All of Lot 2 in CFA RAYMORE, an addition to the City of Raymore, Cass County, Missouri, according to the recorded plat thereof. Containing 29,856.08 Sq. Ft. or 0.6854 Acres, more or less.

- GENERAL NOTES**
1. Said described property in, by graphical plotting only, located within an area having a Zone Designation X (Unshaded) by FEMA, on Flood Insurance Rate Map No. 29037C0028F, dated January 2nd, 2013.
 2. The Property has direct access to Missouri State Highway 58 & Westgate Drive, both being a dedicated public street.
 3. There is no observed evidence of current earth moving work, building construction or building additions.
 4. There are no proposed changes in street right of way lines, to the best of my knowledge. There is no observed evidence of recent street or sidewalk construction or repairs.
 5. There is no observed evidence of site use as a solid waste dump, sump or sanitary landfill.
 6. A assumed bearing of S 03° 42' 51" West as the East line of the subject property per Missouri State Plane Grid West was used as the basis of bearing for this survey.
 7. This survey was conducted without the benefit of a Title Commitment, there may be matters benefiting or burdening the subject property unknown to the surveyor.
 8. All unit of measurements are US Survey feet (Ground).

UTILITY NOTE
 The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantee that the underground utilities shown compromise all such utilities in the area, either to services or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that utilities are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. Shown located utilities were marked in reference to Call 811 #243541352.



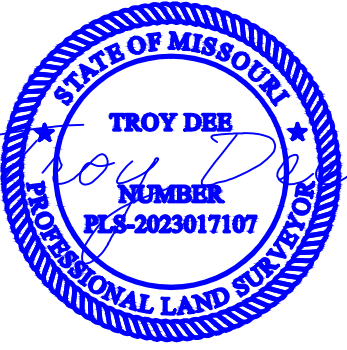
LEGEND

⊙ POWER POLE	⊙ GAS METER	⊙ CHAIN LINK FENCE
⊙ LIGHT POLE	⊙ GAS VALVE	⊙ HOOD PANEL FENCE
⊙ GUY ANCHOR	⊙ GAS MASKER	⊙ MASONRY FENCE
⊙ ELECTRIC METER	⊙ OIL PIPELINE MARKER	⊙ IRON FENCE
⊙ ELECTRIC BOX	⊙ MAIL BOX	⊙ FIBER OPTIC LINE
⊙ ELEC. TRANSFORMER	⊙ SIGN	⊙ PROPERTY LINE
⊙ ELEC. MANHOLE	⊙ FLAG POLE	⊙ LOT LINE
⊙ ELEC. PEDESTAL	⊙ FIRE HYDRANT	⊙ EASEMENT LINE
⊙ ELEC. PULL BOX	⊙ WATER MANHOLE	⊙ SECTION LINE
⊙ SPOT LIGHT	⊙ WATER VALVE	⊙
⊙ SANITARY SEWER MANHOLE	⊙ WATER METER	⊙
⊙ SANITARY SEWER CLEANOUT	⊙ DOWN SPOUT	⊙
⊙ STORM SEWER MANHOLE	⊙ AIR CONDITIONER	⊙
⊙ TELEPHONE RISER	⊙ TRAFFIC SIGNAL	⊙
⊙ TELEPHONE MANHOLE	⊙ TRAFFIC SIGNAL BOX	⊙
⊙ TELEPHONE MARKER	⊙ TRAFFIC SIGNAL PULL BOX	⊙
⊙ TELEPHONE PULL BOX	⊙ PEDESTRIAN CROSSING SIGNAL	⊙
⊙ FIBER OPTIC MARKER	⊙ GREASE TRAP	⊙
⊙ FIBER OPTIC PULL BOX	⊙ KEY PAD	⊙ COLUMN
⊙ CABLE TV PEDESTAL	⊙ SECTION CORNER	⊙ QUARTER CORNER
⊙ CABLE MARKER	⊙ SET IRON PIN W/ CAP	⊙ SET MAG NAIL W/ WASHNER
⊙ CABLE TV PULL BOX	⊙ FOUND MONUMENT	⊙ RIGHT OF WAY MARKER
⊙ IRRIGATION CONTROL VALVE	⊙ RIGHT OF WAY MARKER	⊙ YARD HYDRANT/SPOCKET
⊙ SPRINKLER HEAD	⊙ BENCH MARK	⊙ WELLHEAD
⊙ ROLLARD	⊙ VENT PIPE	⊙
⊙ FIRE DEPARTMENT CONNECT	⊙	⊙
⊙ PROPANE TANK	⊙	⊙
⊙	⊙	⊙

W — WATER LINE
 G — GAS LINE
 SS — SANITARY SEWER LINE
 T — TELEPHONE LINE
 E — ELECTRIC LINE
 OHE — OVERHEAD POWERLINE
 X — BARBED WIRE FENCE
 S.I.P. — SET IRON PIN
 I.P. — IRON PIN
 F.P. — FOUND IRON PIN
 C.M.P. — CORRUGATED METAL PIPE
 R.C.P. — REINFORCED CONCRETE PIPE
 H.C. — HANDICAP
 U.E. — UTILITY EASEMENT

NOTE: ALL MONUMENTS SET ARE CAPPED 1/2" IRON PINS OR MAG NAILS WITH WASHERS BOTH BEING STAMPED "DEC 2023/11/05" UNLESS NOTED OTHERWISE

TOPOGRAPHIC SURVEY
 I, Troy Die, certify that this project was completed under my direct and responsible charge from an actual survey made under my supervision; that this ground survey was performed at the 95% percent confidence level to meet Federal Geographic Data Committee Standards; that this survey was performed to meet the requirements for a topographic/planimetric survey and meets the Missouri Map Accuracy Standards (Class I) adopted by the Missouri State Board for Architects, Professional Engineers, Professional Land Surveyors and Professional Landscape Architects. The original data was obtained on December 23rd, 2024; that the survey was completed on December 31, 2024; that contours shown as (broken lines) may not meet the stated standard; and all coordinates are based on Missouri State Plane Grid West 'NAD 83' and realization all elevations are based on NAVD 88.



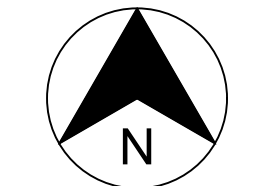
December 31, 2024

TOPOGRAPHIC SURVEY
 OF
 1918 W. FOXWOOD DRIVE
 Prepared By
GOLDEN
LAND SURVEYING
 4131 N.W. 122nd St., Suite 100, Oklahoma City, Oklahoma 73120
 PLS-2023017107 / Exp. Date = 5/10/2025
 Telephone: (405) 849-6010 Email: troy@goldens.com
 Drawn by: SD
 Plot Date: December 31, 2024 Paper Size: 24"x36"
 G.L.S. Job No.: 242328

BENCHMARK DATA

BENCHMARK #1 DESC: MAG NAIL NORTHING: 963523.496 EASTING: 2791151.405 ELEVATION: 1102.230	BENCHMARK #3 DESC: MAG NAIL NORTHING: 963772.556 EASTING: 2791130.631 ELEVATION: 1106.387	BENCHMARK #5 DESC: MAG NAIL NORTHING: 963472.921 EASTING: 2791329.378 ELEVATION: 1096.027
BENCHMARK #2 DESC: MAG NAIL NORTHING: 963478.685 EASTING: 2791097.089 ELEVATION: 1101.891	BENCHMARK #4 DESC: MAG NAIL NORTHING: 963761.153 EASTING: 2791321.289 ELEVATION: 1100.185	

VERTICAL DATUM: NAVD 88 OK GPS MONUMENT

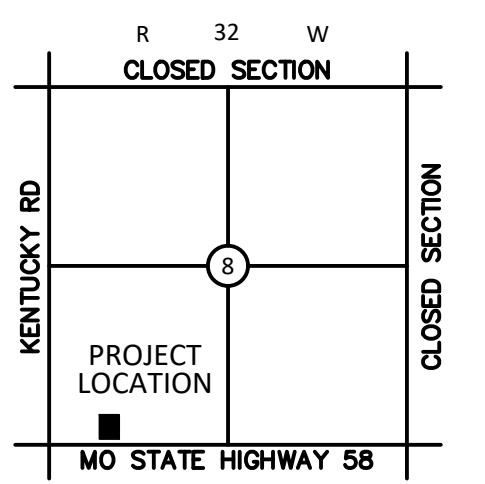


NOTE: CONTRACTOR SHALL ENSURE THAT PEDESTRIAN AND FIRE ACCESS TO THE EXISTING BUILDING IS PROVIDED AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION.

NOTE: CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR ANY DAMAGE TO EXISTING PAVEMENT DUE TO CONSTRUCTION.

NOTE: CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE EGRESS AND INGRESS TO AND FROM SITE ALL TIMES, AS WELL AS ALONG PUBLIC STREETS.

LOCATION MAP:



NOT TO SCALE

PROJECT:

7BREW RAYMORE

RAYMORE, MISSOURI

PROJECT NUMBER: 24122
 DRAWING DATE: 12.03.25
 ISSUE DATE: 12.03.25

SEAL:



SUBMITAL:

PERMIT SET

REVISIONS:

NO.	DATE	DESCRIPTION

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DRAWING TITLE:

DEMOLITION PLAN

SHEET:

C1.00

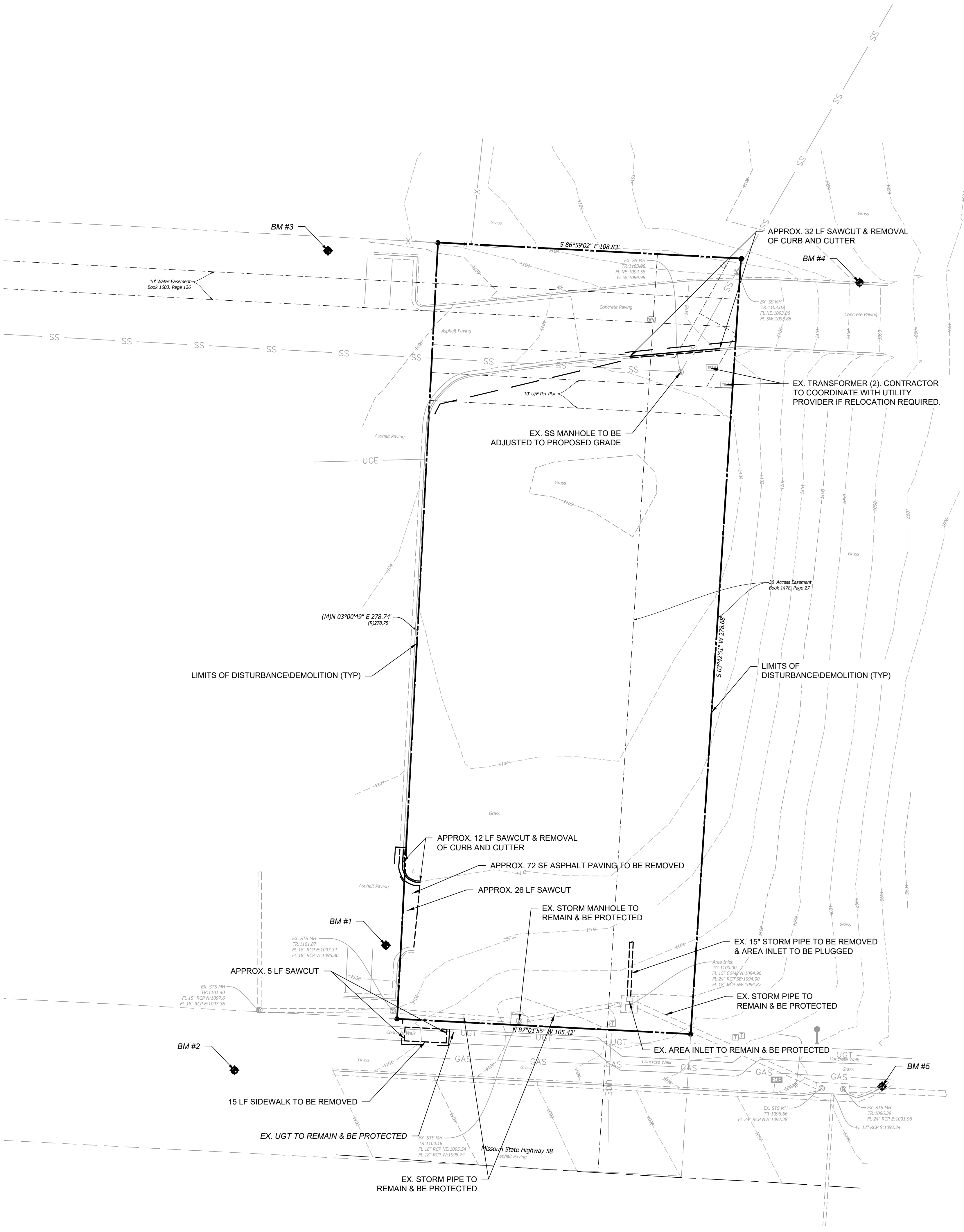
LEGEND

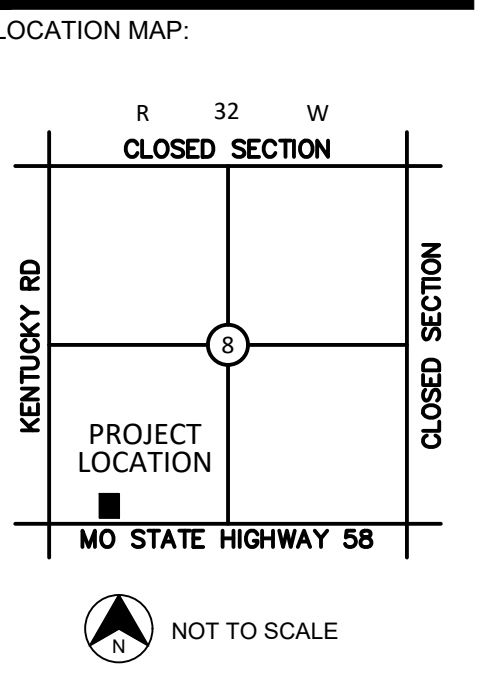
---	EXISTING 1' CONTOUR	---	EXISTING 5' CONTOUR
---	PROPOSED 1' CONTOUR	---	PROPOSED 5' CONTOUR
---	BOUNDARY LINE	---	RIGHT OF WAY LINE
---	EASEMENT LINE	---	EXISTING CURB AND GUTTER
---	PROPOSED CURB AND GUTTER	---	PROPOSED FIRE LANE STRIPING
---	OVERHEAD ELECTRIC LINE	---	UNDERGROUND ELECTRIC LINE
---	GAS LINE	---	UNDERGROUND TELEPHONE LINE
---	UNDERGROUND FIBER OPTIC LINE	---	SANITARY SEWER LINE
---	WATERLINE	---	RETAINING WALL
---	SCREEN WALL	---	WIRE FENCE
---	CHAIN LINK FENCE	---	BENCHMARK
---	PROP. FIRE HYDRANT	---	PROP. WHEEL STOP
---	PROP. WATER VALVE	---	PROP. FES
---	PROP. WATER METER	---	PROP. HC RAMP
---	PROP. ELECT. METER	---	PROP. POWER POLE
---	PROP. LIGHT POLE	---	PROP. SS MANHOLE
---	PROP. BOLLARD	---	PROP. GAS METER
---	PROP. TRANSFORMER	---	PROP. SIGN
---	PROP. PARKING COUNT	---	PROP. FIRE ROUTE SIGN
---	PROP. INLETS (SEE GRADING PLAN FOR TYPE)	---	
---	VERTICAL SEPARATION REQUIREMENT	---	

*NOTE: REFER TO SURVEYING LEGEND FOR EXISTING STRUCTURES IDENTIFICATION

DEMOLITION NOTES

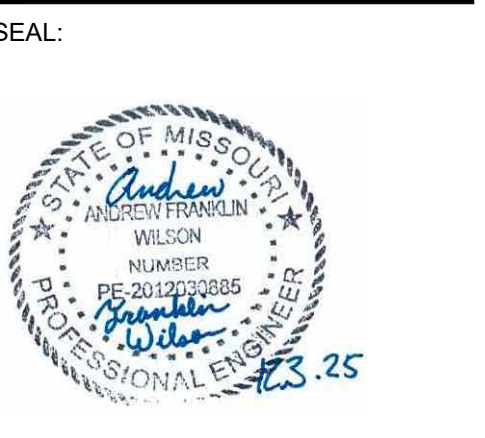
- THE CONTRACTOR SHALL ABIDE BY ALL FEDERAL, STATE AND LOCAL CODES FOR THE DEMOLITION AND DISPOSAL OF ALL MATERIALS.
- CEDAR CREEK CONSULTING, INC. SHALL NOT BE LIABLE FOR ANY DEMOLITION PROCEDURES, SCHEDULING, AND DISPOSING OF ANY MATERIALS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SURE THAT THE PROPERTY IS NOT DAMAGED AND IS ACCESSIBLE AT ALL TIMES, AND THAT CONSTRUCTION DOES NOT CREATE ANY HARDSHIP TO LAND OWNERS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSING IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES, OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PARKING, DRIVES, DRAINAGE, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE SPECIFICATIONS.
- THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES. PRIOR TO THE DISCONNECTION, REMOVAL AND RELOCATION OF ALL UTILITIES, THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR SERVICES. THE CONTRACT IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.
- THE CONTRACTOR IS RESPONSIBLE FOR REMOVING EXISTING IRRIGATION SYSTEM IN THE AREAS OF PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL CAP THE EXISTING IRRIGATION SYSTEM TO REMAIN SUCH THAT THE REMAINING SYSTEM SHALL CONTINUE TO FUNCTION PROPERLY.
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ONSITE LOCATIONS OF EXISTING UTILITIES.
- ALL EXISTING SEWERS, PIPING AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH WORK. UTILITIES DETERMINED TO BE ABANDONED AND LEFT IN PLACE SHALL BE GROUDED IF UNDER BUILDINGS.
- ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
- THE CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC.
- ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED PRIOR TO DEMOLITION.
- THE CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THE CONSTRUCTION PLANS BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC., THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY INCLUDING FENCING AND CONSTRUCTION TRAILER AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.
- THE CONTRACTOR SHALL COORDINATE WATERMAIN WORK WITH THE FIRE DEPARTMENT, THE CITY UTILITY DEPARTMENT TO PLAN PROPOSED IMPROVEMENTS AND TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE THROUGHOUT THIS SPECIFIC WORK AND THROUGH ALL PHASES OF CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATERMAIN SHUT-OFFS WITH THE CITY/COUNTY DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATERMAIN SHUT-OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION WILL BE PROVIDED.
- DAMAGE TO ALL EXISTING CONDITIONS TO REMAIN WILL BE REPLACED AT CONTRACTOR'S EXPENSE. REPAIRS SHALL RESTORE DAMAGED ITEMS TO EQUAL OR BETTER THAN EXISTING CONDITIONS. CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING ALL EXISTING DAMAGE AND NOTIFYING THE CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION START.
- ALL TRENCHES AND/OR EXCAVATED AREAS SHALL BE FILLED /TESTED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEERING REPORT.
- IF SEPTIC TANKS ARE FOUND PRESENT WITHIN THE LIMITS OF DISTURBANCE, THEY SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL LAWS.
- IF THE CONTRACTOR FINDS ANY UNDERGROUND TANKS ON SITE, THEY SHALL CONTACT THE ENGINEER IMMEDIATELY.
- ALL WELLS SHALL BE CAPPED AND CLOSED IN ACCORDANCE WITH APPLICABLE STATE AND FEDERAL LAWS.
- ALL ITEMS WITHIN LIMITS OF DEMOLITION SHALL BE REMOVED UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.
- CONTRACTOR IS TO VERIFY LOCATION OF EXISTING IRRIGATION SYSTEM, VALVE BOXES, CONTROL BOXES, BACKFLOW PREVENTION DEVICES AND LIGHTING CONDUIT. IF DAMAGED THEY MUST BE REPAIRED AT CONTRACTOR'S EXPENSE.





PROJECT:
7BREW RAYMORE
 RAYMORE, MISSOURI

PROJECT NUMBER: 24122
 DRAWING DATE: 12.03.25
 ISSUE DATE: 12.03.25



SUBMITTAL:
PERMIT SET

REVISIONS:

NO.	DATE	DESCRIPTION

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DRAWING TITLE:
SITE PLAN

SHEET:
C2.00

LEGEND

---	EXISTING 1' CONTOUR	---	EXISTING 5' CONTOUR
---	PROPOSED 1' CONTOUR	---	PROPOSED 5' CONTOUR
---	BOUNDARY LINE	---	RIGHT OF WAY LINE
---	EASEMENT LINE	---	EXISTING CURB AND GUTTER
---	PROPOSED CURB AND GUTTER	---	PROPOSED FIRE LANE STRIPING
---	OVERHEAD ELECTRIC LINE	---	UNDERGROUND ELECTRIC LINE
---	GAS LINE	---	UNDERGROUND TELEPHONE LINE
---	UGT	---	UNDERGROUND FIBER OPTIC LINE
---	FO	---	SANITARY SEWER LINE
---	SS	---	WATERLINE
---	W	---	RETAINING WALL
---	SCREEN WALL	---	WIRE FENCE
---	CHAIN LINK FENCE	---	BENCHMARK
---	PROP. FIRE HYDRANT	---	PROP. WHEEL STOP
---	PROP. WATER VALVE	---	PROP. FES
---	PROP. WATER METER	---	PROP. HC RAMP
---	PROP. ELECT. METER	---	PROP. POWER POLE
---	PROP. LIGHT POLE	---	PROP. SS MANHOLE
---	PROP. BOLLARD	---	PROP. GAS METER
---	PROP. TRANSFORMER	---	PROP. SIGN
---	PROP. PARKING COUNT	---	PROP. FIRE ROUTE SIGN
---	PROP. INLETS (SEE GRADING PLAN FOR TYPE)	---	
---	VERTICAL SEPARATION REQUIREMENT	---	

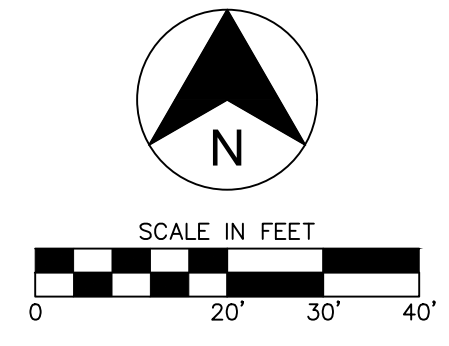
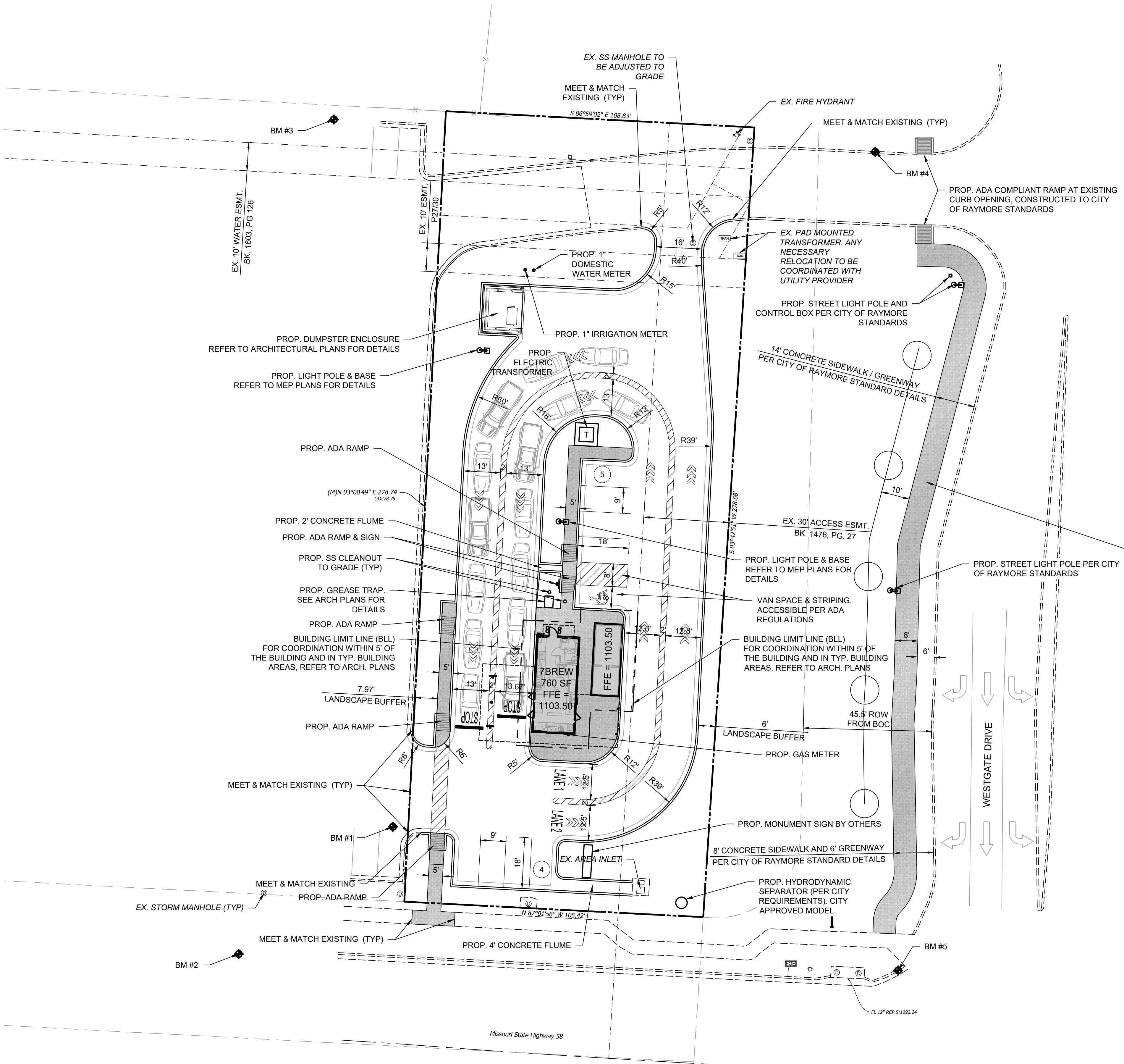
NOTE: CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL PROPOSED WORK MEETS ADA REQUIREMENTS. REFER TO www.access-board.gov/ada-aba/ada-standards-doj.cfm

NOTE: CONTRACTOR SHALL CONSTRUCT AND INSTALL WHEEL STOPS, SIGNS, AND ADA RAMPS WITH INDICATOR PADS AT ALL HANDICAP SPACES.

PROP. SIDEWALK, 4" THICK PER CITY SIDEWALK REQUIREMENT. CONTRACTOR TO DESIGN BUILD SIDEWALK TO MEET ADA REQUIREMENTS AND CITY OF RAYMORE SPECIFICATIONS. CONTRACTOR TO INSTALL CITY RECOMMENDED TREES ALONG SIDEWALK, WITHIN SIDEWALK EASEMENT/ROW. PROPOSED TREES SHALL BE LOCATED 8'-10' BEHIND THE SIDEWALK.

SITE NOTES

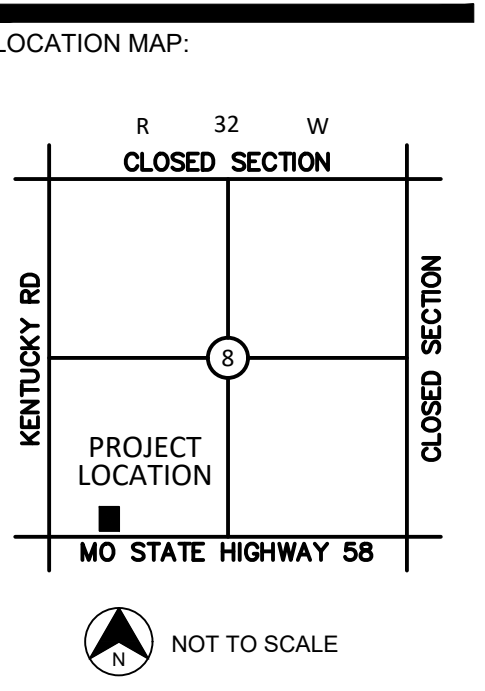
- CONTRACTOR SHALL REFER TO THE CONSTRUCTION DOCUMENTS INCLUDING BUT NOT LIMITED TO THE WRITTEN SPECIFICATIONS, CONSTRUCTION DRAWINGS, STORM WATER POLLUTION PLAN, AND GEOTECHNICAL REPORT.
- ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE OWNERS DESIGN GUIDELINES AND SPECIFICATIONS, AND WHERE APPLICABLE SHALL MEET THE REQUIREMENTS OF THE GOVERNING/PERMITTING AUTHORITY HAVING JURISDICTION.
- CONTRACTOR IS RESPONSIBLE FOR THEIR OWN HORIZONTAL AND VERTICAL CONTROL, REFERENCE POINTS AND CONSTRUCTION STAKING AS INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS/PROPERTY LINES/UTILITIES/DRAINAGE PRIOR TO CONSTRUCTION START.
- ALL WORK NOT CLASSIFIED AS A CONTRACT PAY ITEM SHALL BE CONSIDERED AS INCIDENTAL AND THE COST THEREOF SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS WHICH ARE CLASSIFIED FOR PAYMENT.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL AND MEP PLANS AND SPECIFICATIONS BEING A PART OF THE CONSTRUCTION DOCUMENTS FOR THE EXACT LOCATIONS AND DIMENSIONS OF ENTRY, EXIT PORCHES, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE, AND DOWNSPOUT LOCATIONS/SPECIFICATIONS/DETAILS.
- ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB (FC) UNLESS OTHERWISE NOTED.
- PARKING LOT STRIPING SHALL BE 4" WIDE AND WHITE IN COLOR. HANDICAP PARKING STALLS STRIPING AND SIGNAGE SHALL BE IN STRICT ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS.
- UNLESS OTHERWISE NOTED ALL RADII SHALL BE 3'.
- BUILDING DIMENSIONS ARE TO OUTSIDE OF MASONRY, UNLESS OTHERWISE SHOWN.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS AND SPECIFICATIONS FOR ACTUAL LOCATION AND DETAILS OF ALL UTILITY ENTRANCES. CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND ASSURE PROPER DEPTHS ARE ACHIEVED, AS WELL AS COORDINATED WITH ANY UTILITY COMPANIES FOR APPROVED LOCATIONS AND SCHEDULING OF TIE-INS/CONNECTIONS TO THEIR FACILITIES.
- REFER TO ARCHITECTURE PLANS FOR SITE LIGHTING AND ELECTRICAL CONDUIT PLANS. POLE LOCATIONS ARE SHOWN ON THIS SHEET FOR REFERENCE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND ADJUST ANY CONSTRUCTED CONFLICTS WITH UNDERGROUND UTILITIES, SIDEWALKS, ETC.
- CHECK ARCHITECTURAL PLANS FOR EXACT DOWNSPOUT LOCATIONS.
- CONTRACTOR SHALL REFER TO LANDSCAPE AND IRRIGATION PLAN FOR LOCATION AND CONSTRUCTION DETAILS OF LANDSCAPING AND IRRIGATION.



PAVING LEGEND

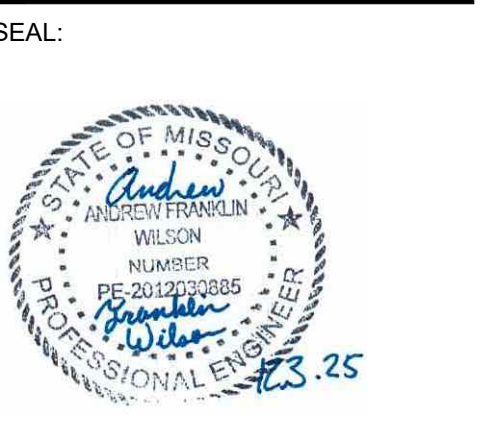
	SIDEWALK PAVEMENT
	HEAVY DUTY DUMPSTER CONCRETE PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	LIGHT DUTY ASPHALT PAVEMENT
	ASPHALT TO CONCRETE THICKENED EDGE
	CONCRETE TO CONCRETE THICKENED EDGE
	OMIT GUTTER VALLEY

NOTE: PAVING SECTIONS SHOWN ON CIVIL PLANS ARE FOR INFORMATIONAL PURPOSES ONLY. GEOTECHNICAL REPORT AND RECOMMENDATIONS SHALL GOVERN. CONTRACTOR SHALL CONTACT ENGINEER IF THERE IS A CONFLICT BETWEEN GEOTECHNICAL RECOMMENDATIONS AND CIVIL PLANS.



PROJECT:
7BREW RAYMORE
 RAYMORE, MISSOURI

PROJECT NUMBER: 24122
 DRAWING DATE: 12.03.25
 ISSUE DATE: 12.03.25



SUBMITTAL:
PERMIT SET

REVISIONS:

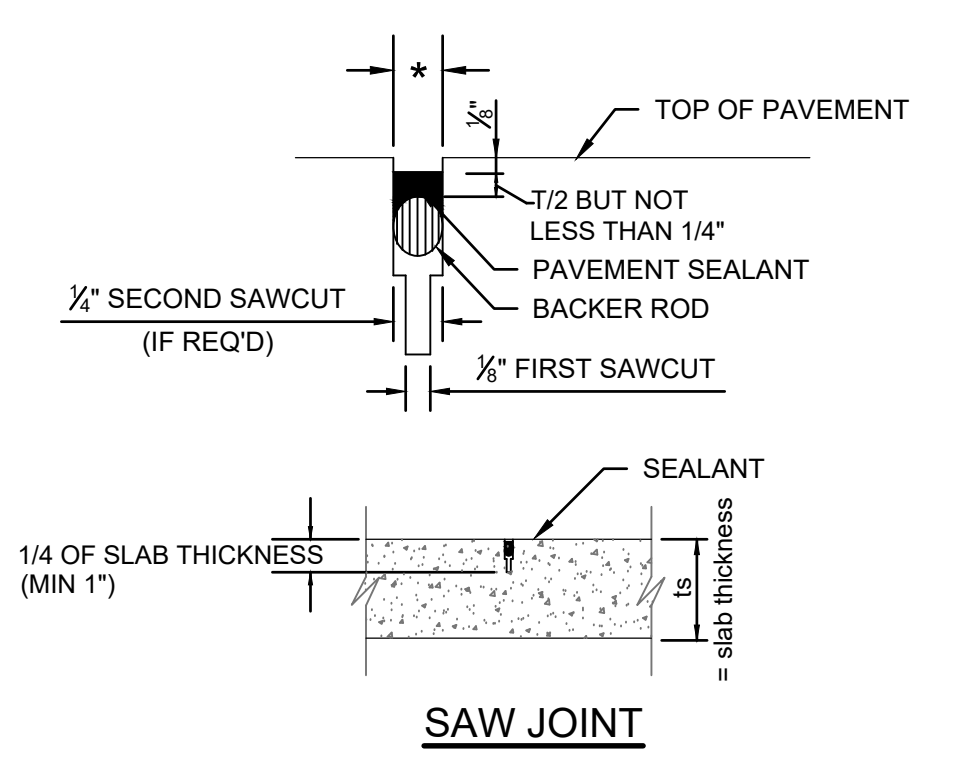
NO.	DATE	DESCRIPTION

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DRAWING TITLE:

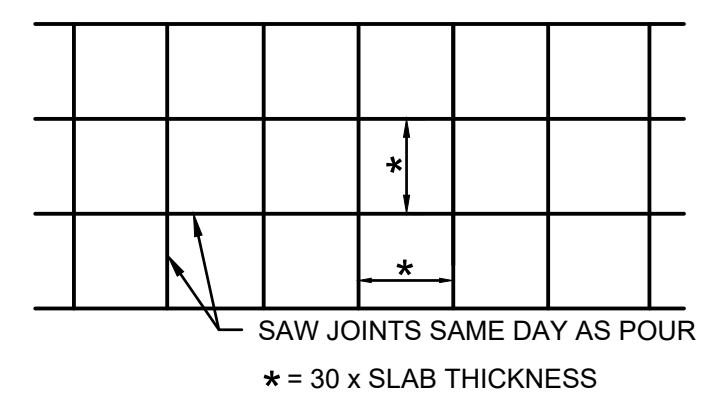
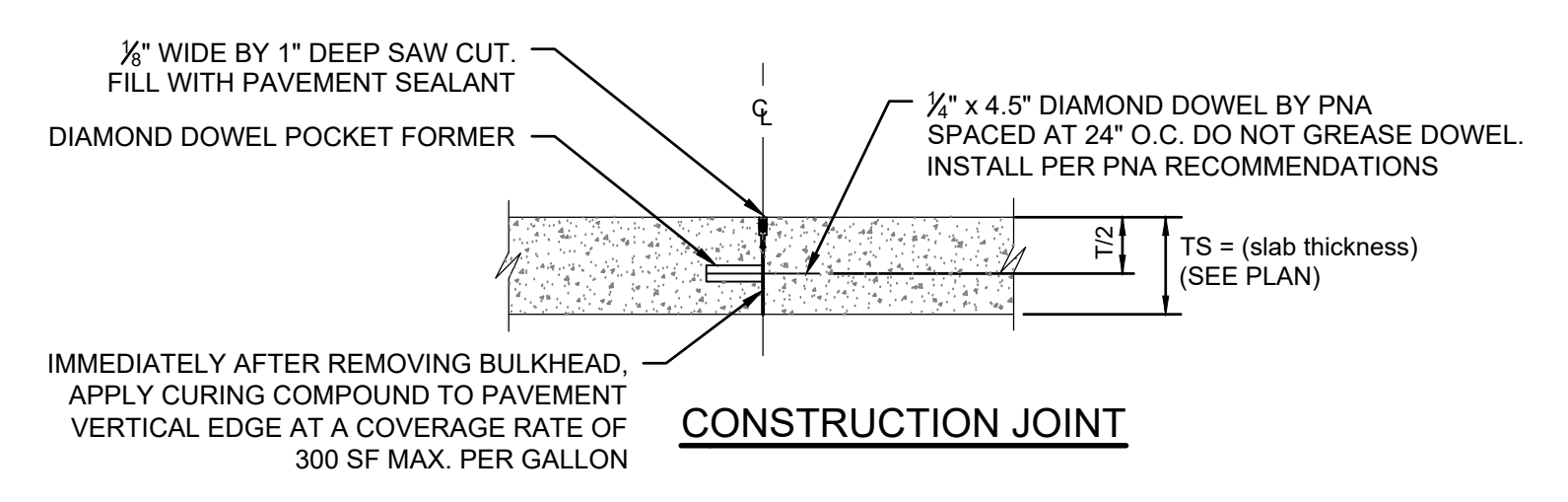
PAVING PLAN

SHEET:
C3.00

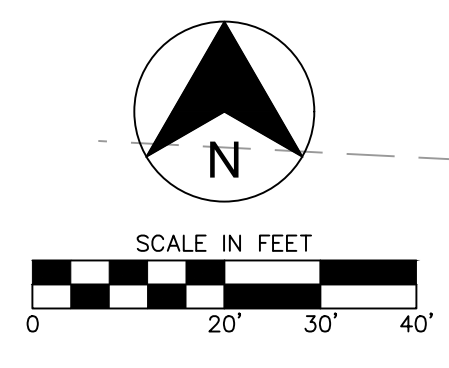
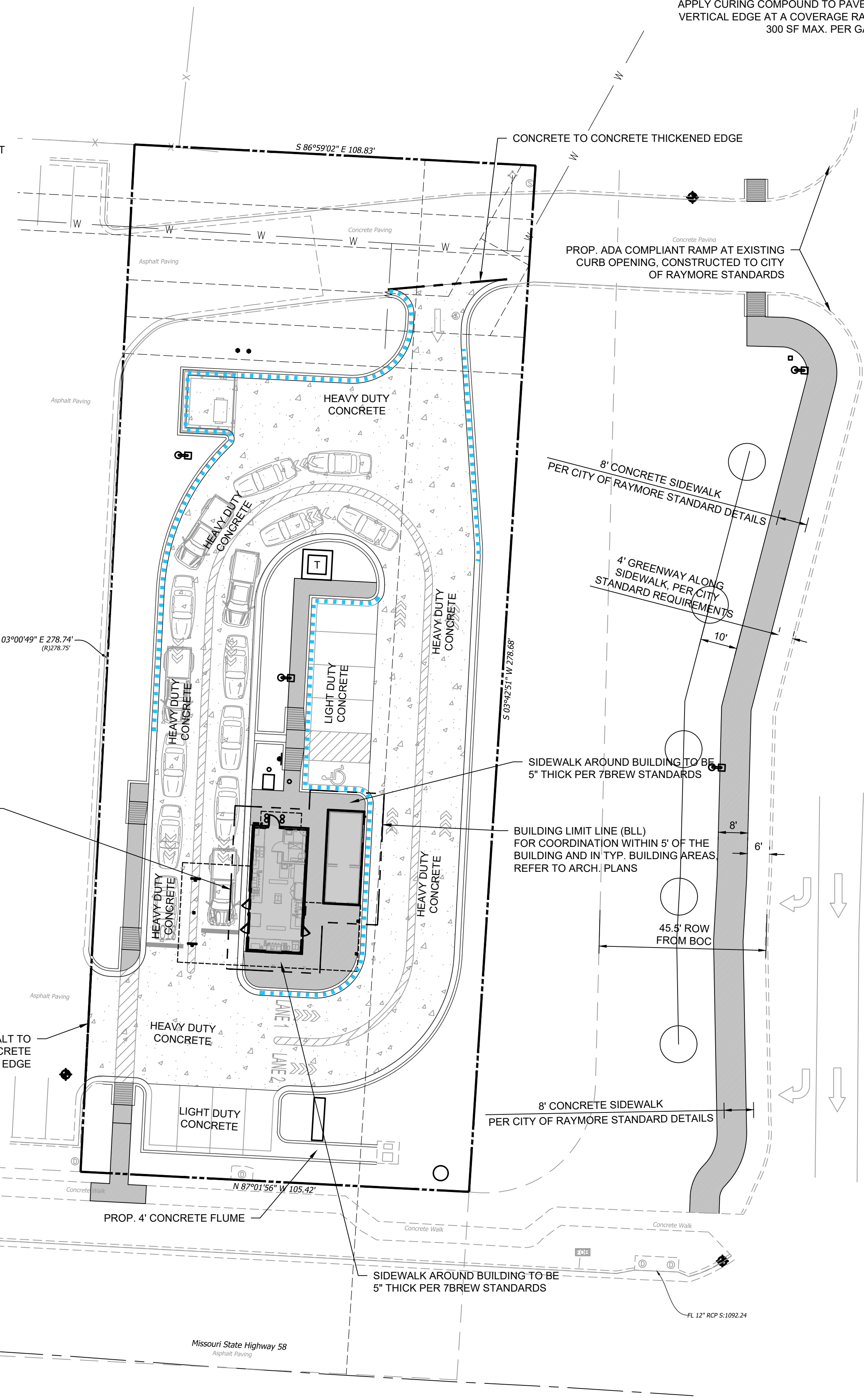
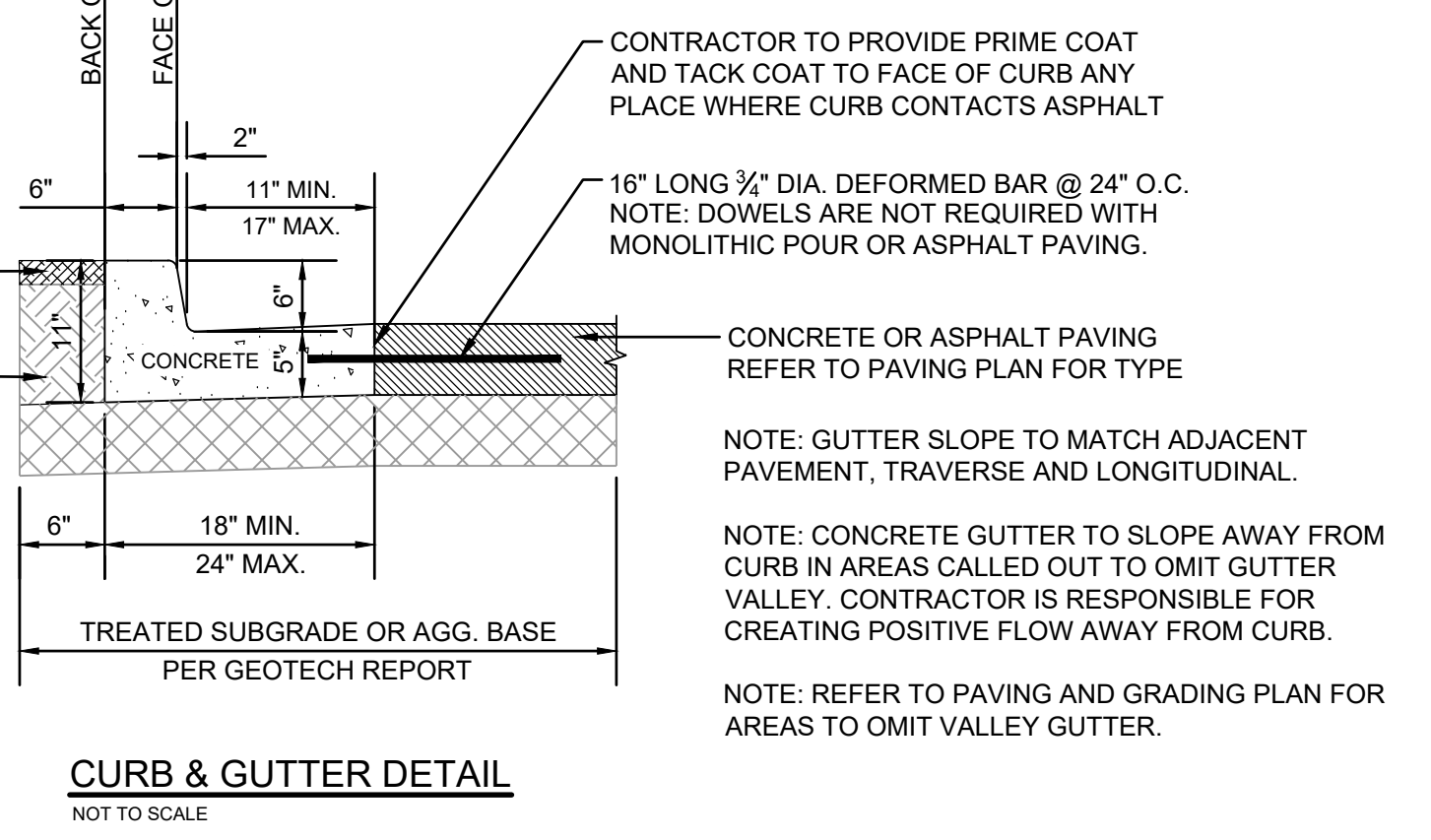
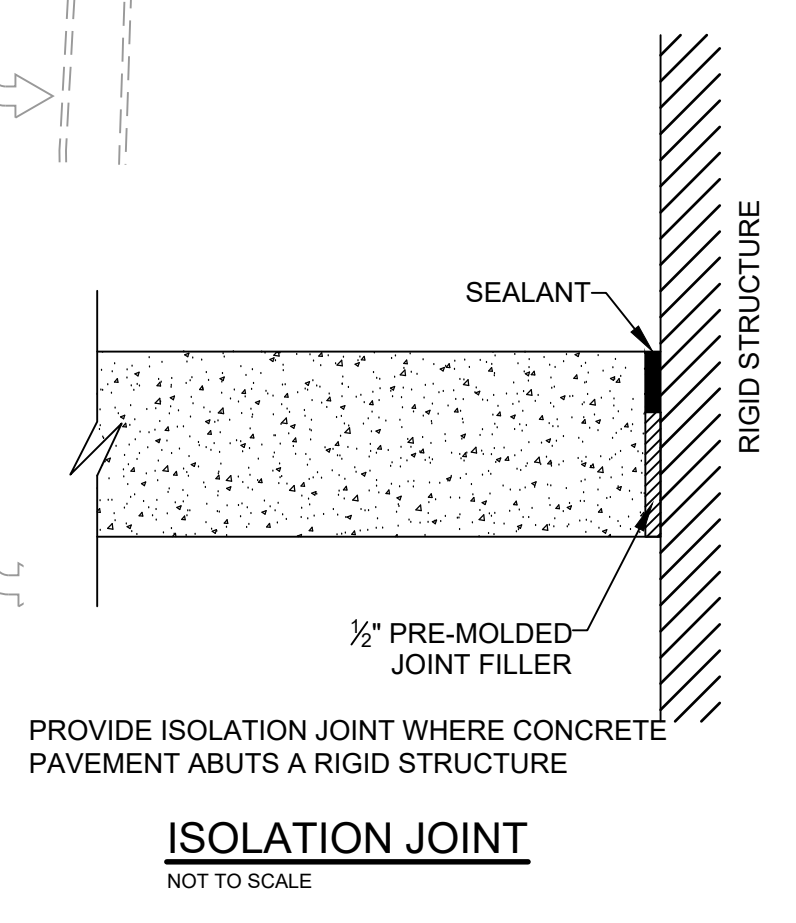
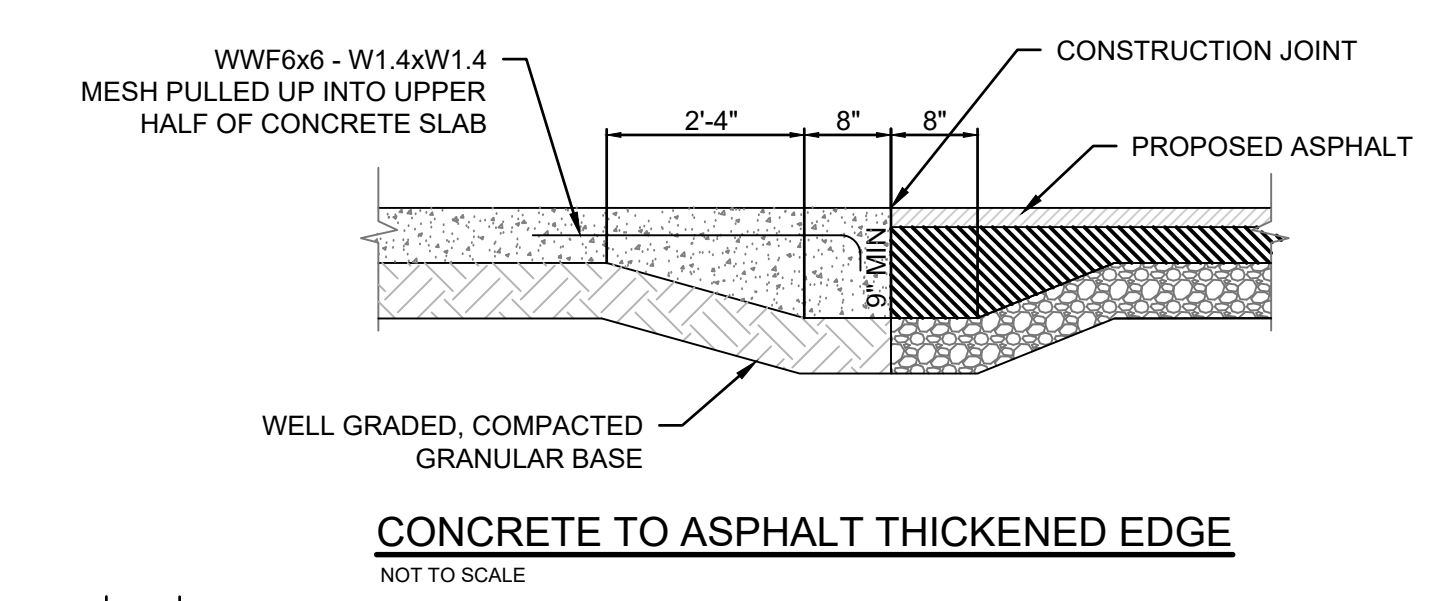
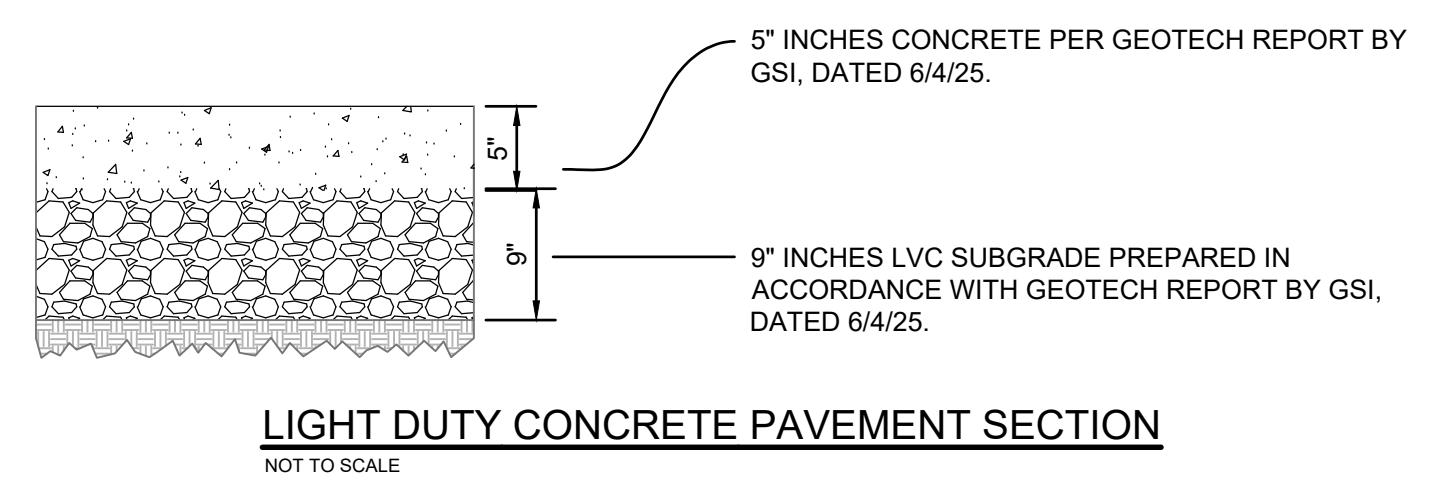
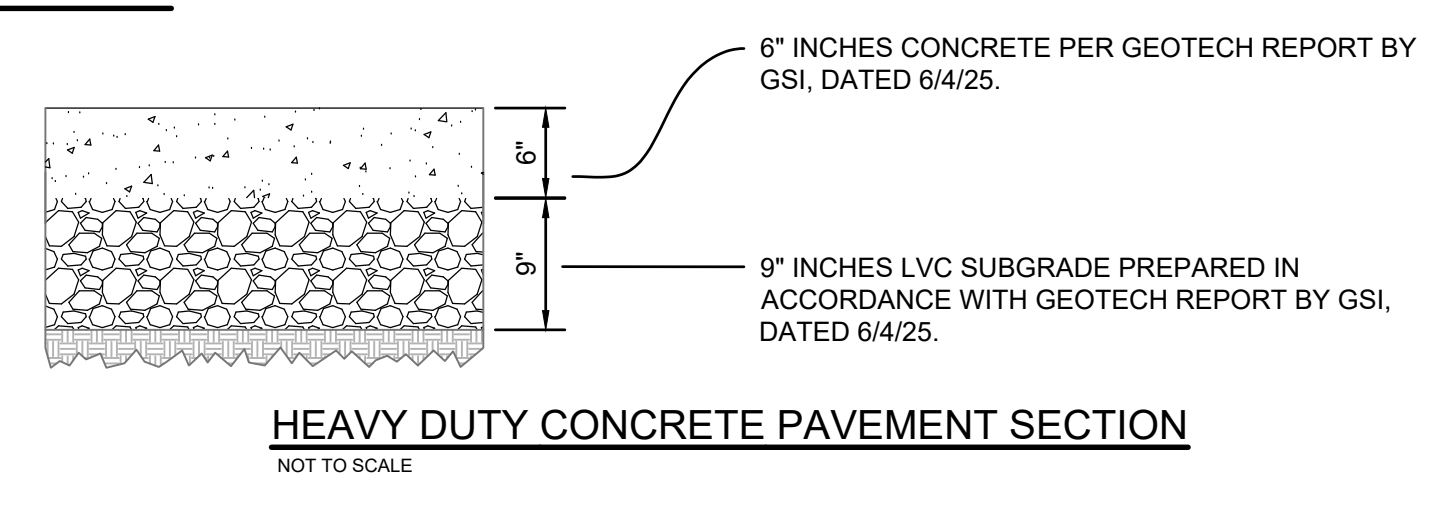


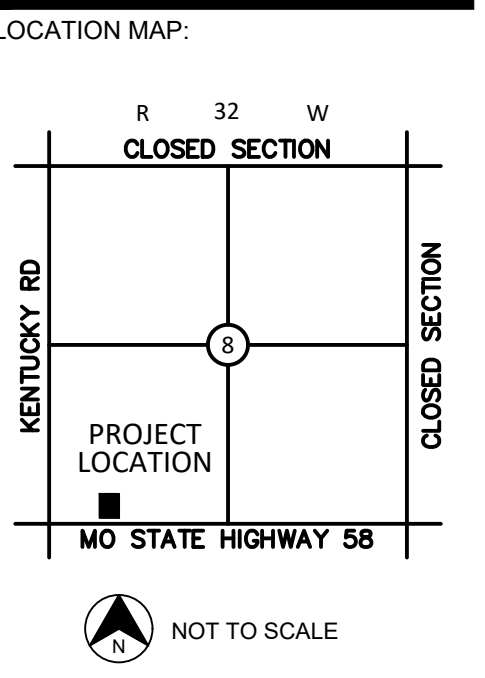
SAW JOINT

* = WAIT AS LONG AS FEASIBLE TO SEAL JOINTS TO ALLOW CONCRETE SHRINKAGE TO OCCUR. IF REQUIRED, RE-SAW JOINT IMMEDIATELY PRIOR TO INSTALLING SEALANT TO ACHIEVE A 1/2" JOINT WIDTH. ENSURE JOINT IS CLEAN, DRY AND SIDE PREPARED PER MFR'S RECOMMENDATIONS.



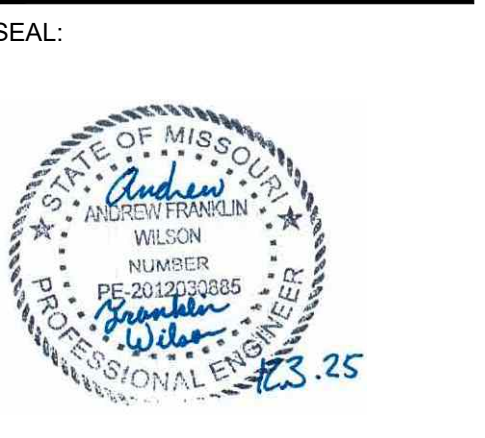
NOTE:
 AS OF THE DATE OF THESE PLANS, THE GEOTECHNICAL REPORT HAS NOT BEEN FINALIZED. CONTRACTOR SHALL VERIFY THAT THE PAVING SECTIONS ARE IN ACCORDANCE WITH THE FINAL RECOMMENDATIONS OF THE REPORT.





PROJECT:
7BREW RAYMORE
 RAYMORE, MISSOURI

PROJECT NUMBER: 24122
 DRAWING DATE: 12.03.25
 ISSUE DATE: 12.03.25



SUBMITTAL:
PERMIT SET

REVISIONS:

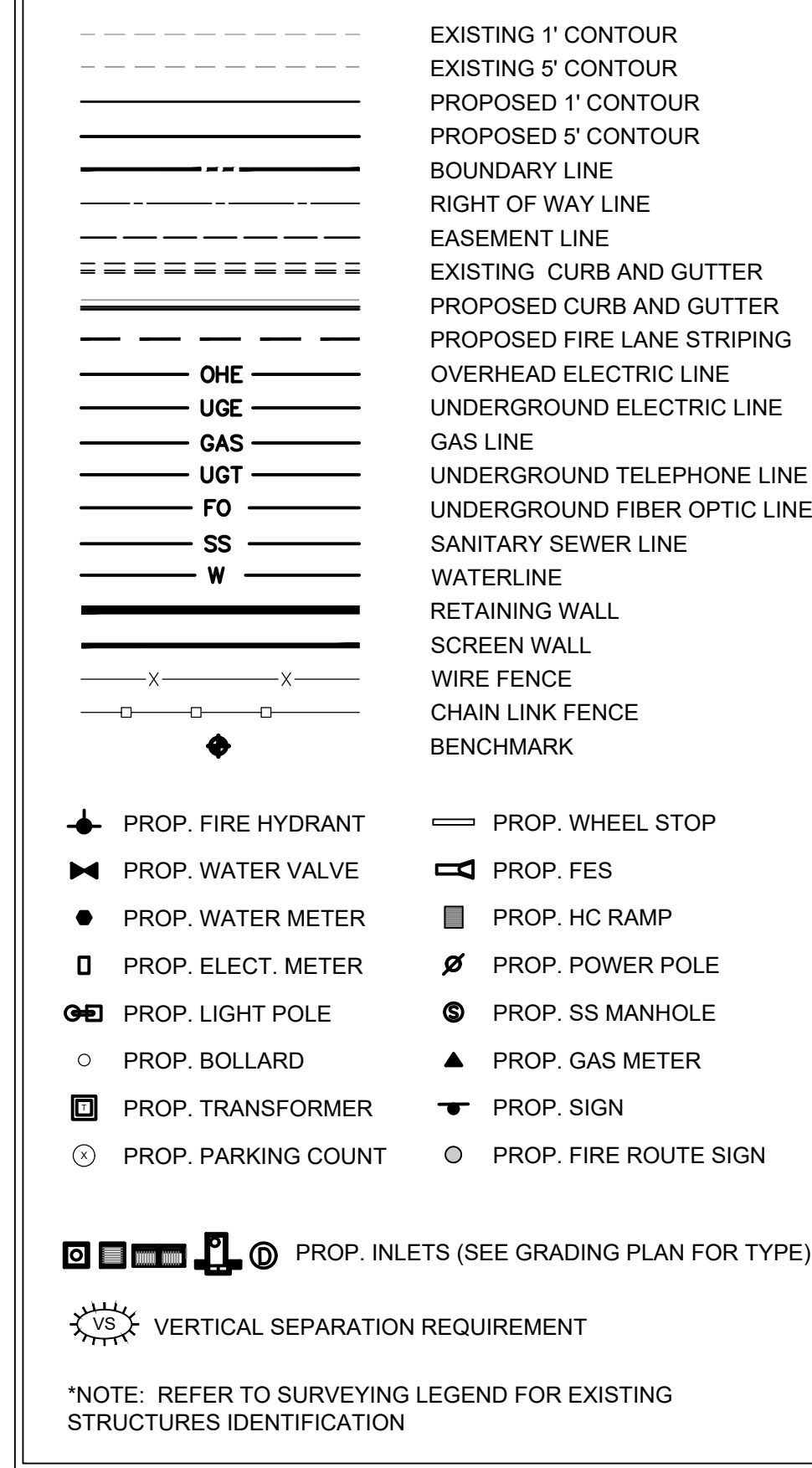
MARK	DATE	DESCRIPTION

THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER WITHOUT FIRST OBTAINING THE WRITTEN PERMISSION AND CONSENT OF CEDAR CREEK CONSULTING INC. THIS SHEET IS NOT TO BE USED FOR CONSTRUCTION UNLESS THE ISSUE DATE IN THE TITLE BLOCK COINCIDES WITH OR POST DATES THE DRAWING DATE. ANY CHANGES MADE FROM THESE PLANS WITHOUT CONSENT OF CEDAR CREEK CONSULTING INC. ARE UNAUTHORIZED AND SHALL RELIEVE CEDAR CREEK CONSULTING OF RESPONSIBILITY FOR ALL CONSEQUENCES ARISING OUT OF SUCH CHANGES.

DRAWING TITLE:
UTILITY PLAN

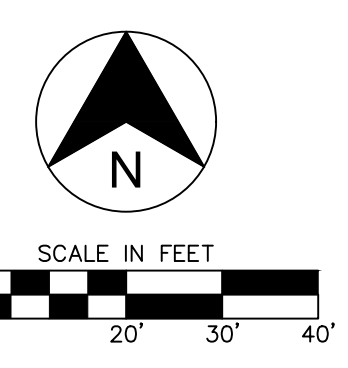
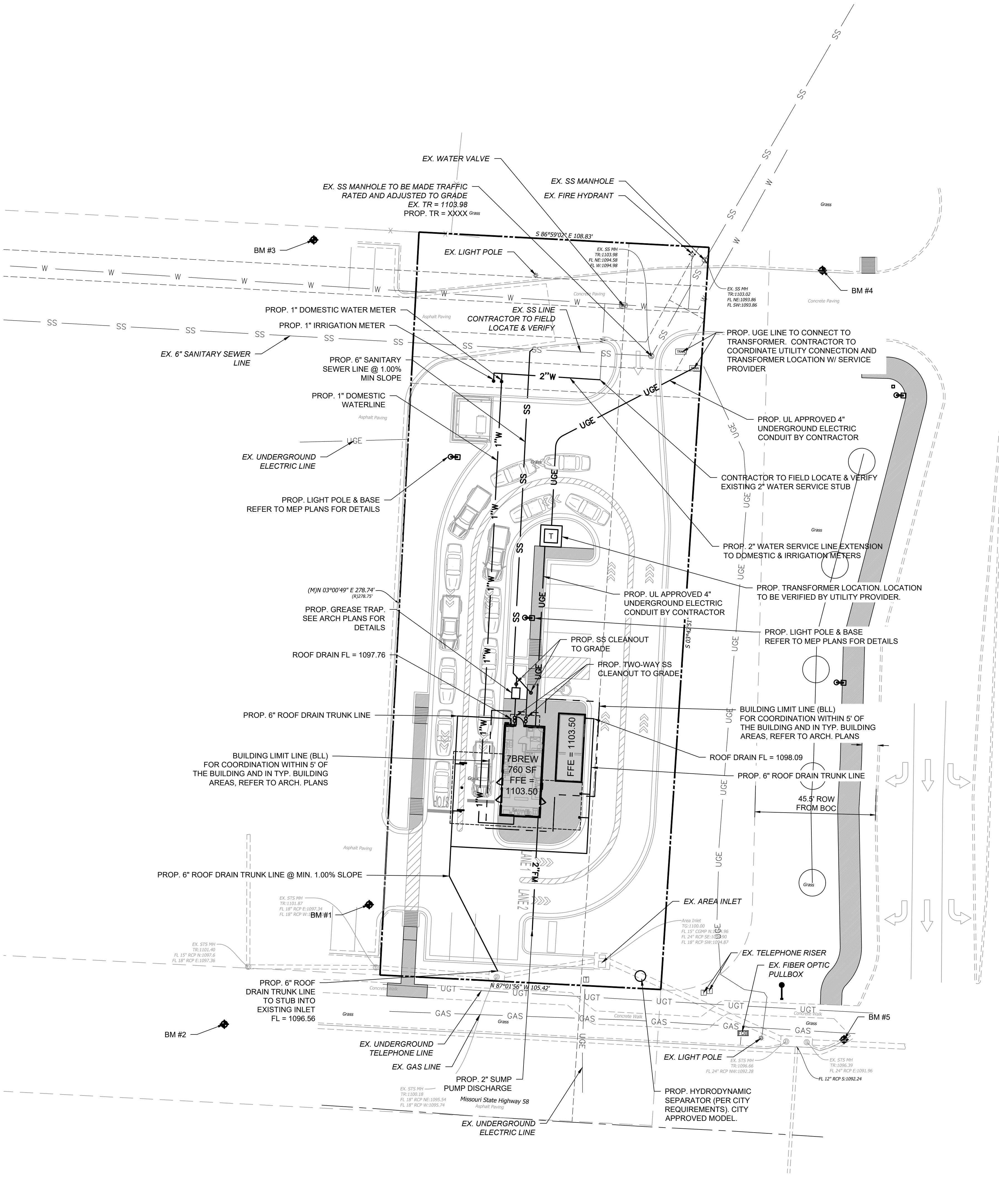
SHEET:
C5.00

LEGEND



UTILITY NOTES

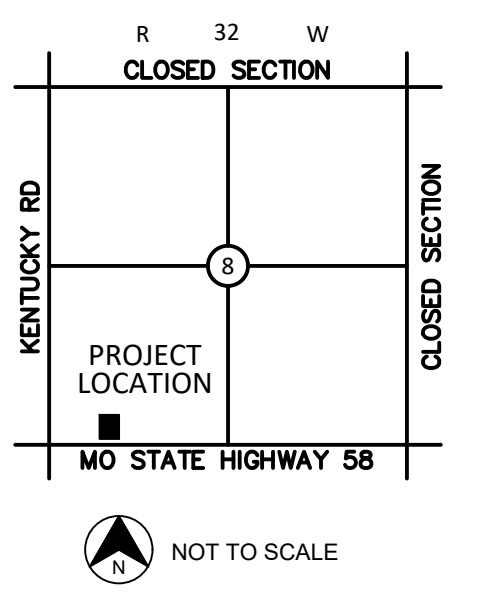
- CONTRACTOR SHALL REFER TO THE CONSTRUCTION DOCUMENTS INCLUDING BUT NOT LIMITED TO THE WRITTEN SPECIFICATIONS, CONSTRUCTION DRAWINGS, STORM WATER POLLUTION PLAN, AND GEOTECHNICAL REPORT.
- ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE OWNERS DESIGN GUIDELINES AND SPECIFICATIONS, AND WHERE APPLICABLE SHALL MEET THE REQUIREMENTS OF THE GOVERNING/PERMITTING AUTHORITY HAVING JURISDICTION.
- CONTRACTOR IS RESPONSIBLE FOR THEIR OWN HORIZONTAL AND VERTICAL CONTROL, REFERENCE POINTS AND CONSTRUCTION STAKING AS INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS/PROPERTY LINES/UTILITIES/DRAINAGE PRIOR TO CONSTRUCTION START.
- ALL WORK NOT CLASSIFIED AS A CONTRACT PAY ITEM SHALL BE CONSIDERED AS INCIDENTAL AND THE COST THEREOF SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS WHICH ARE CLASSIFIED FOR PAYMENT.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL AND MEP PLANS AND SPECIFICATIONS BEING A PART OF THE CONSTRUCTION DOCUMENTS FOR THE EXACT LOCATIONS AND DIMENSIONS OF ENTRY, EXIT PORCHES, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE, AND DOWNSPOUT LOCATIONS/SPECIFICATIONS/DETAILS.
- REFER TO ARCHITECTURE PLANS FOR SITE LIGHTING/LIGHT POLE BASES AND ELECTRICAL CONDUIT PLACEMENT AND SPECIFICATIONS. POLE LOCATIONS ARE SHOWN ON THIS SHEET FOR REFERENCE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY AND ADJUST ANY CONSTRUCTED CONFLICTS WITH UNDERGROUND UTILITIES, SIDEWALKS, ETC.
- CONTRACTOR IS REQUIRED TO CALL ONE CALL AS WELL AS THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION/CONSTRUCTION ACTIVITIES TAKE PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS.
- CONTRACTOR SHALL ENSURE ALL CONSTRUCTED UTILITIES MEET THE MINIMUM SEPARATION AND COVER REQUIREMENTS SET FORTH BY THE PROVIDER, FEDERAL/STATE/LOCAL REGULATIONS, OR SPECIFICATIONS. IN THE EVENT THERE IS A CONFLICT THE MOST STRINGENT SHALL APPLY.
- GENERAL CONTRACTOR TO PROVIDE 2'X2'X6" THICK CONCRETE APRON AT ALL CLEANOUTS, VALVES AND METERS OUTSIDE OF BUILDING.
- GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TAP AND TIE ON FEES REQUIRED, AS WELL AS COST OF UNDERGROUND SERVICE CONNECTIONS TO THE BUILDINGS.
- THRUST BLOCKING SHALL BE PROVIDED AT ALL BENDS, TEES, AND FIRE HYDRANTS.
- DIMENSIONS SHOWN ARE TO CENTERLINE OF PIPE OR FITTING.
- ALL WATER AND SANITARY SEWER LEADS TO BUILDING SHALL END 5' OUTSIDE THE BUILDING LIMITS AS SHOWN ON PLAN AND SHALL BE PROVIDED WITH A TEMPORARY PLUG AT END.
- ALL FIRE HYDRANTS SHALL BE PROVIDED WITH AN APPROVED GATE VALVE A MAXIMUM OF 5'(UNLESS OTHERWISE SPECIFIED BY CITY OFFICIAL) FROM HYDRANT.
- CONTRACTOR SHALL COMPLY COMPLETELY WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS IS TO INCLUDE, BUT NOT LIMITED TO ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH PERFORMANCE CRITERIA AS REQUIRED BY OSHA.
- REFER TO FIRE PROTECTION SHEETS FOR LOCATION AND DETAIL OF FIRE LINE LEAD IN. FIRE LINE SHALL BE STUBBED UP 1' ABOVE FFE IN SPRINKLER ROOM.
- REFER TO PLUMBING SHEETS FOR LOCATION AND DETAILS OF SEWER, DOMESTIC, AND IRRIGATION CONNECTIONS.
- CONTRACTOR SHALL REFER TO IRRIGATION PLANS FOR ACTUAL LOCATION, SIZE, LENGTH AND DEPTH. TEMPORARILY PLUG BOTH ENDS. IRRIGATION CONTRACTOR WILL REMOVE TEMPORARY PLUGS, INSTALL LINES AND PROPERLY SEAL BOTH ENDS.
- THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED ON THE STREET SIDE OF ANY STRUCTURE. THE FDC SHALL BE LOCATED AND ARRANGED SO THAT THE HOSE LINES CAN BE READILY ATTACHED TO THE INLETS WITHOUT INTERFERENCE FROM OBJECTS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE EXTENSIONS OF ALL UTILITY SERVICE LINES TO THE MAIN UTILITY LINES.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REFER TO LANDSCAPE AND IRRIGATION PLAN FOR LOCATION AND CONSTRUCTION DETAILS OF LANDSCAPING AND IRRIGATION.



EROSION CONTROL NOTES

- A. SEDIMENT BASINS ARE ATTRACTIVE TO CHILDREN AND CAN BE VERY DANGEROUS. IN ALL CASES, LOCAL ORDINANCES AND REGULATIONS REGARDING HEALTH AND SAFETY MUST BE ADHERED TO.
- B. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF OKLAHOMA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
- C. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL STABILIZATION. FINAL STABILIZATION HAS OCCURRED WHEN ALL SOIL DISTURBING ACTIVITIES ARE COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN EMPLOYED.
- D. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
- E. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
- F. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- G. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.
- H. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- I. DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- J. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- K. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
- L. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS STOPPED FOR AT LEAST 14 DAYS, SHALL BE TEMPORARILY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS.
- M. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN.
- N. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
- O. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- P. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
- Q. ON-SITE & OFFSITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE PLAN AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.
- R. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- S. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, STRAW BALES, ETC.) TO PREVENT EROSION.
- T. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY. THIS INCLUDES BACKFILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
- U. A 3' STRIP OF SOD SHALL BE PLACED ALONG THE EDGE OF ALL PAVING TO ACT AS A SEDIMENT BUFFER AND AID IN THE ESTABLISHMENT OF VEGETATION.

LOCATION MAP:



PROJECT:

7BREW RAYMORE

RAYMORE, MISSOURI

PROJECT NUMBER: 24122
 DRAWING DATE: 12.03.25
 ISSUE DATE: 12.03.25

SEAL:



SUBMITAL:

PERMIT SET

REVISIONS:

MARK	DATE	DESCRIPTION

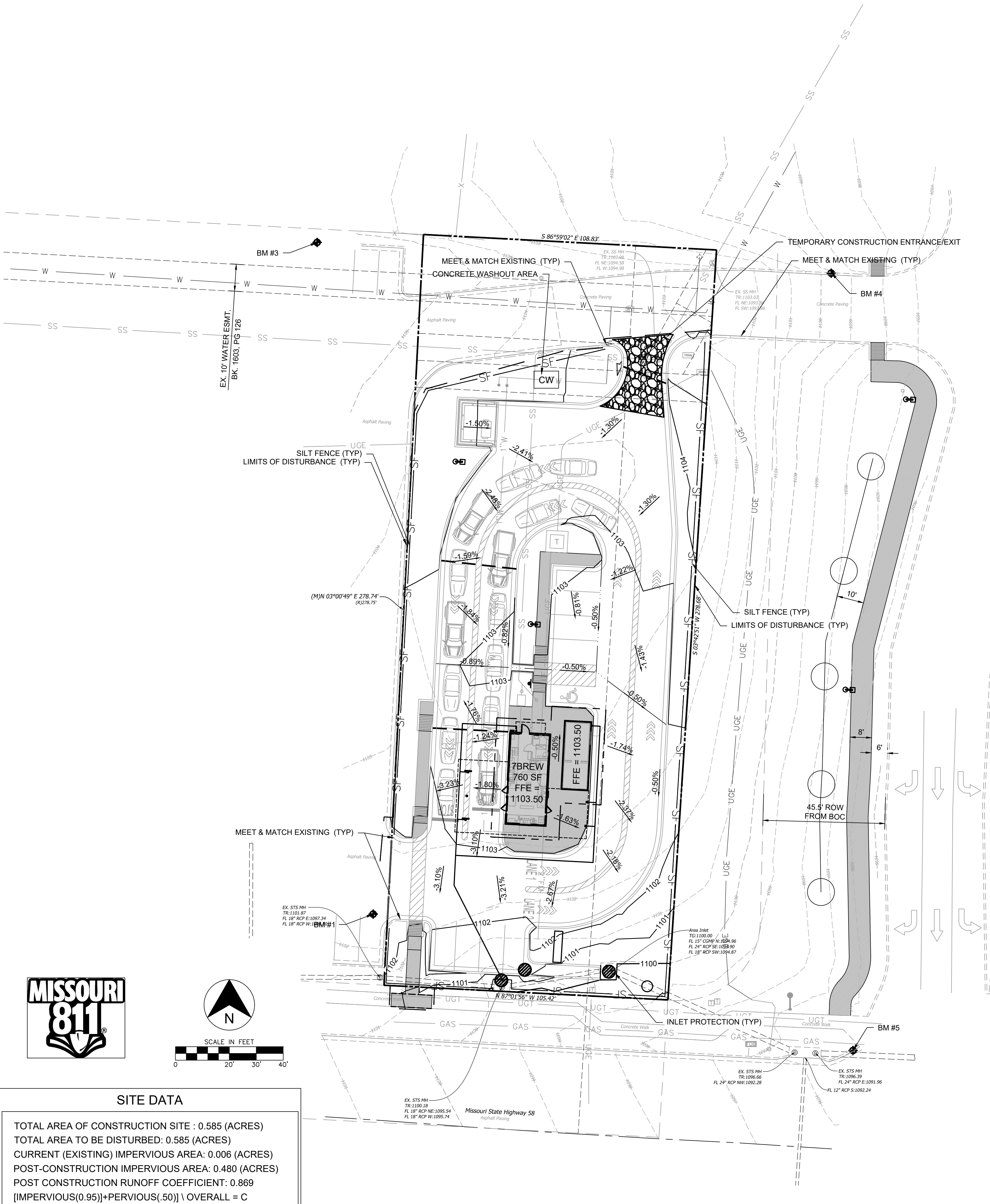
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DRAWING TITLE:

EROSION CONTROL PLAN

SHEET:

C6.00



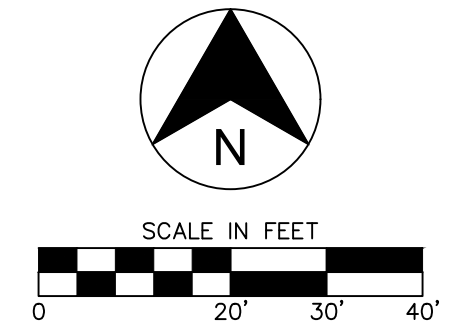
LEGEND

- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- BOUNDARY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- PROPOSED FIRE LANE STRIPING
- OHE OVERHEAD ELECTRIC LINE
- UGE UNDERGROUND ELECTRIC LINE
- GAS GAS LINE
- UGT UNDERGROUND TELEPHONE LINE
- FO UNDERGROUND FIBER OPTIC LINE
- SS SANITARY SEWER LINE
- W WATERLINE
- RETAINING WALL
- SCREEN WALL
- WIRE FENCE
- CHAIN LINK FENCE
- BENCHMARK
- ▲ PROP. FIRE HYDRANT
- PROP. WATER VALVE
- PROP. WATER METER
- PROP. ELECT. METER
- PROP. LIGHT POLE
- PROP. BOLLARD
- PROP. TRANSFORMER
- PROP. PARKING COUNT
- PROP. WHEEL STOP
- PROP. FES
- ▤ PROP. HC RAMP
- ▤ PROP. POWER POLE
- PROP. SS MANHOLE
- ▲ PROP. GAS METER
- ▲ PROP. SIGN
- PROP. FIRE ROUTE SIGN
- PROP. INLETS (SEE GRADING PLAN FOR TYPE)
- LIMITS OF DISTURBANCE
- SILT FENCE
- TD--- TEMPORARY DIVERSION DIKE
- SODDING
- INLET PROTECTION
- CONCRETE WASHOUT AREA

*NOTE: REFER TO SURVEYING LEGEND FOR EXISTING STRUCTURES IDENTIFICATION

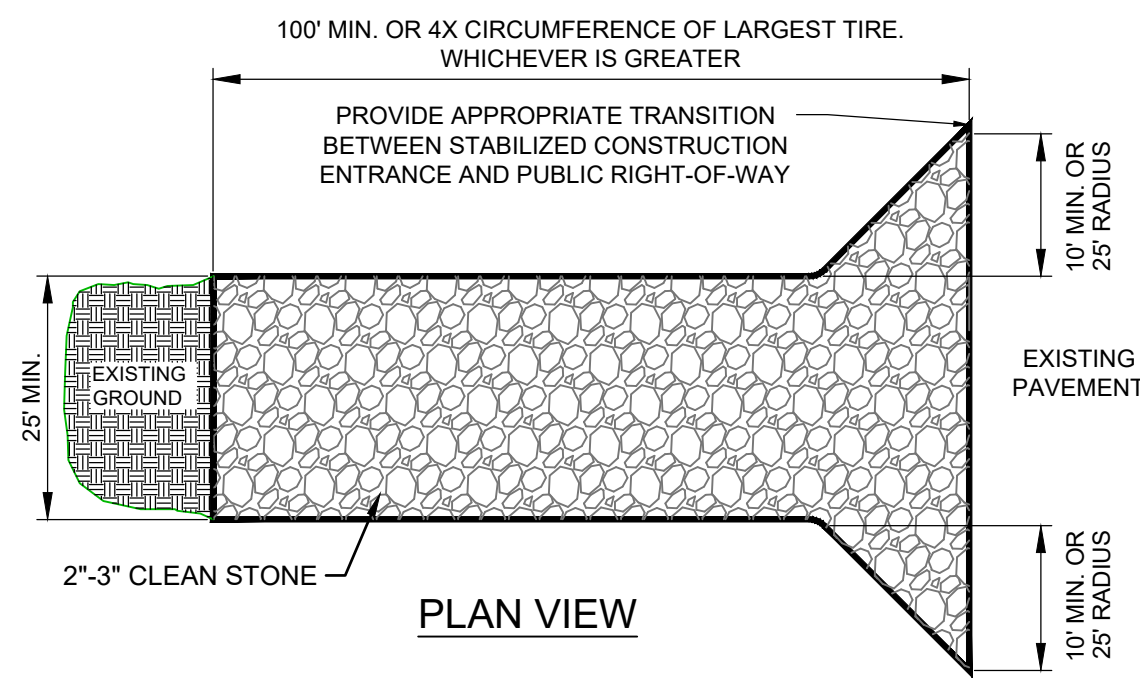
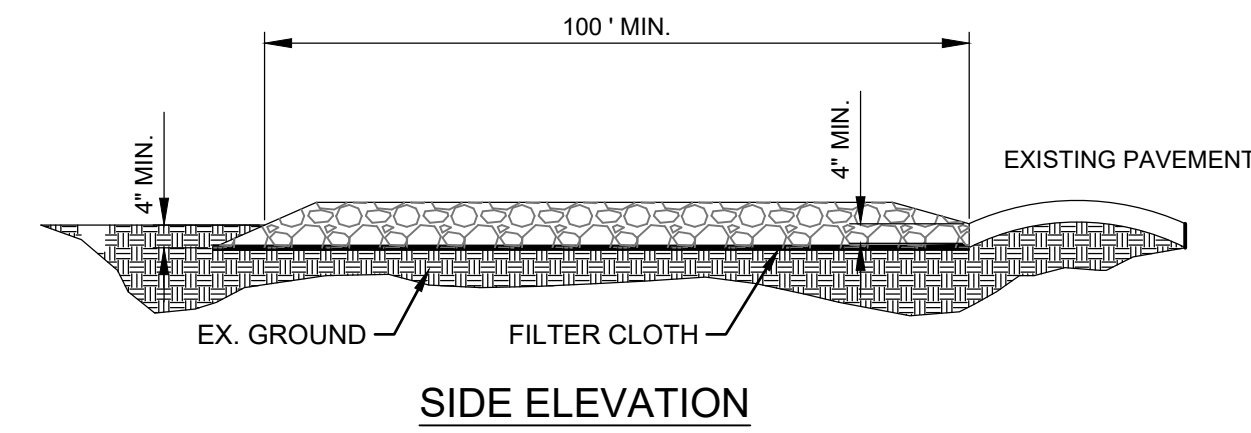
SEQUENCE OF CONSTRUCTION

- PHASE 1**
- A PRE-CONSTRUCTION MEETING SHALL BE HELD BY THE GENERAL CONTRACTOR'S MANAGER, AND THE OPERATOR'S ENGINEER PRIOR TO LAND DISTURBING ACTIVITIES.
 - PREPARE AND PULL ALL NECESSARY PERMITS.
 - CONSTRUCT TEMPORARY CONSTRUCTION EXITS AT LOCATIONS SHOWN ON THE SWPPP PLANS AND PREPARE TEMPORARY PARKING AND STORAGE AREA UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WELL WASH, CONCRETE WASHOUT, MASONS AREA, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC. DENOTE THEM ON THE SITE MAPS IMMEDIATELY AND NOTE ANY CHANGE IN THE LOCATIONS AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.
 - CONSTRUCT THE SILT FENCES ON THE SITE. HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEERING CONSULTANT TO PERFORM INSPECTION AND CERTIFICATION OF BMP'S. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORMWATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND-DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.
 - INSTALL PUBLIC WATER, SEWER AND BOX CULVERT
 - DEMO, CLEAR AND GRUB THE SITE.
 - BEGIN GRADING THE SITE.
 - START CONSTRUCTION OF BUILDING PAD AND STRUCTURES.
 - DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS CEASED FOR MORE THAN 14 DAYS SHALL BE TEMPORARILY SEEDED AND WATERED.
- PHASE 2**
- INSTALL UTILITIES, UNDER DRAINS, STORM SEWERS, CURB AND GUTTERS.
 - INSTALL INLET PROTECTION DEVICES.
 - INSTALL RIP RAP AROUND OUTLET STRUCTURES.
 - FINALIZE PAVEMENT SUBGRADE PREPARATION.
 - INSTALL BASE MATERIAL AS REQUIRED FOR PAVEMENT.
 - PAVE LOT.
 - REMOVE TEMPORARY CONSTRUCTION EXITS ONLY PRIOR TO PAVEMENT CONSTRUCTION IN THESE AREAS. (THESE AREAS TO BE PAVED LAST)
 - DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS CEASED FOR MORE THAN 14 DAYS SHALL BE TEMPORARILY SEEDED AND WATERED.
 - FINE GRADE AND INSTALL PERMANENT SEEDING AND PLANTINGS.
 - REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROLS DEvised. (ONLY IF SITE IS STABILIZED)
 - REMOVE INLET PROTECTIONS AROUND INLETS AND MANHOLES NO MORE THAN 48 HOURS PRIOR TO PLACING STABILIZED BASE COURSE.



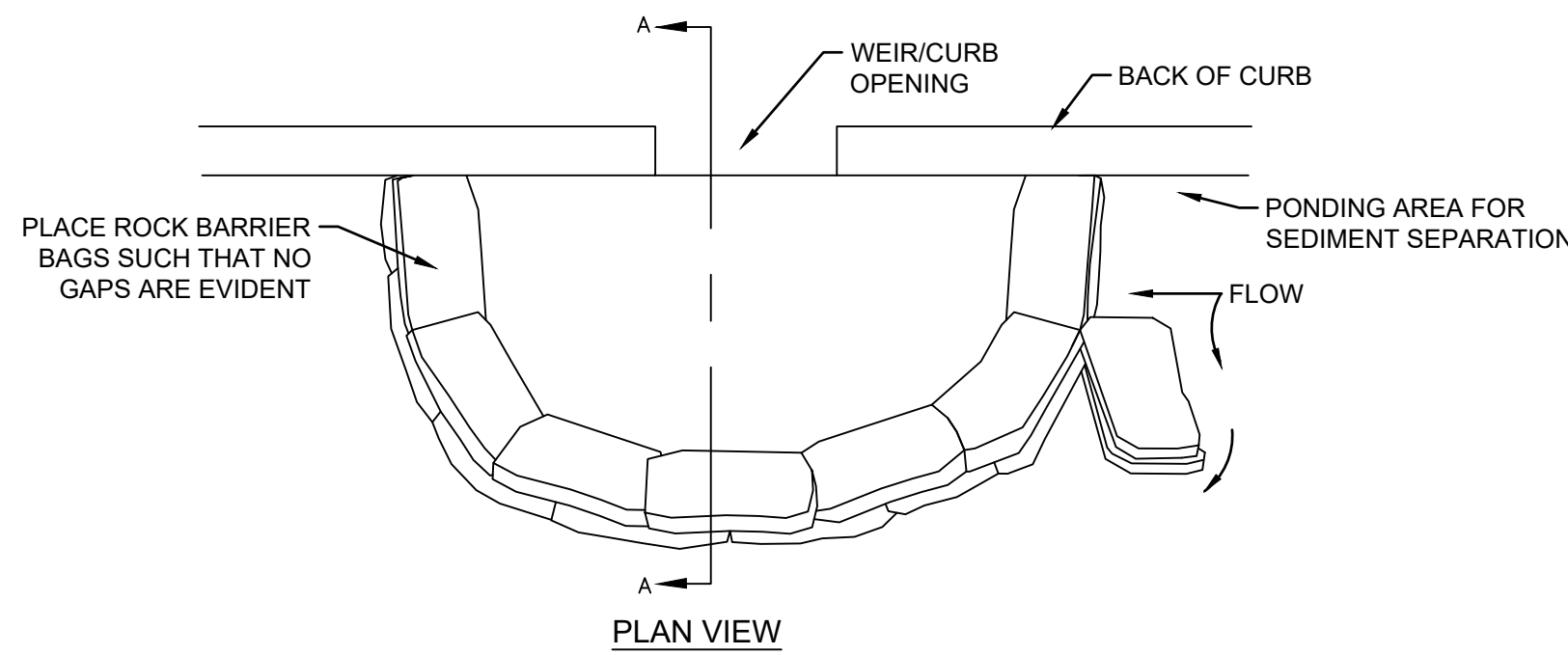
SITE DATA

TOTAL AREA OF CONSTRUCTION SITE : 0.585 (ACRES)
 TOTAL AREA TO BE DISTURBED: 0.585 (ACRES)
 CURRENT (EXISTING) IMPERVIOUS AREA: 0.006 (ACRES)
 POST-CONSTRUCTION IMPERVIOUS AREA: 0.480 (ACRES)
 POST CONSTRUCTION RUNOFF COEFFICIENT: 0.869
 [IMPERVIOUS(0.95)]+PERVIOUS(.50)] \ OVERALL = C



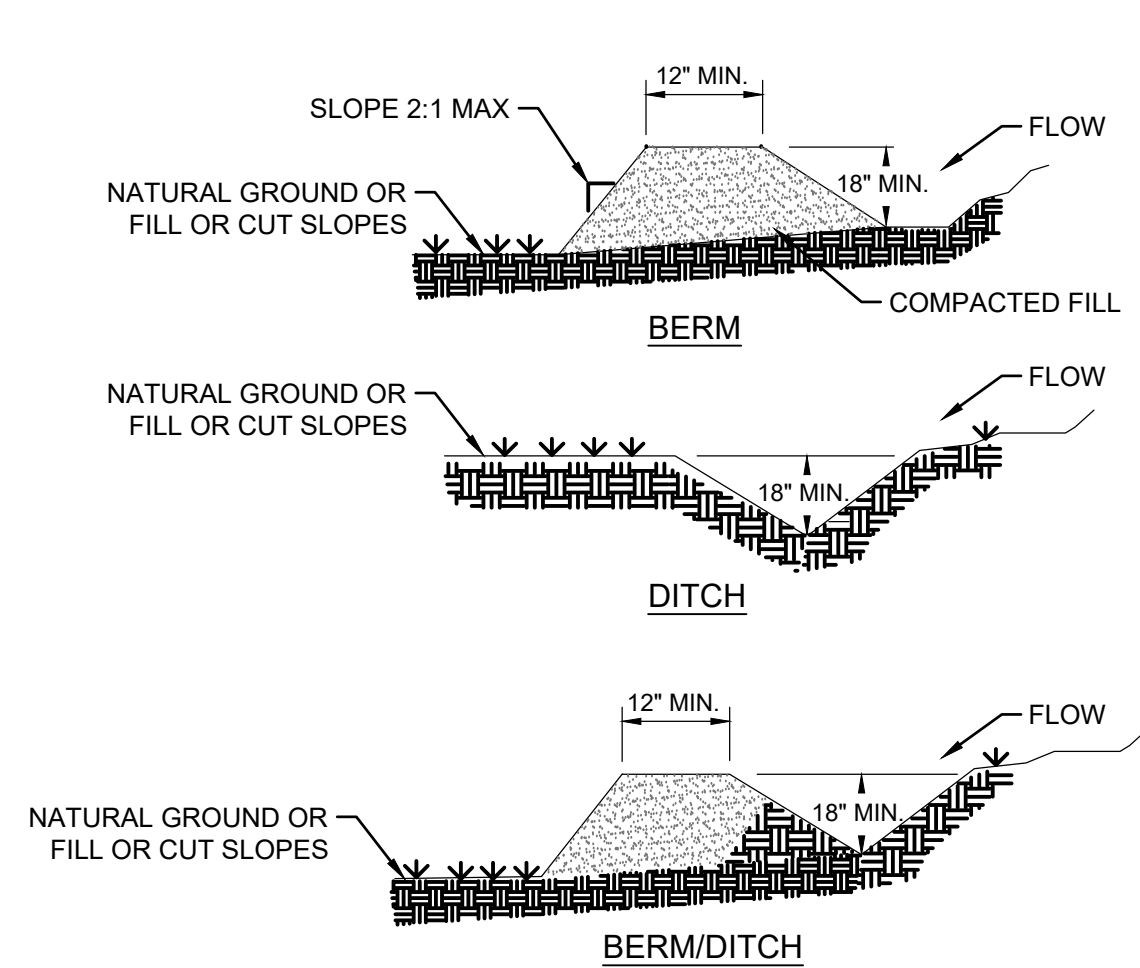
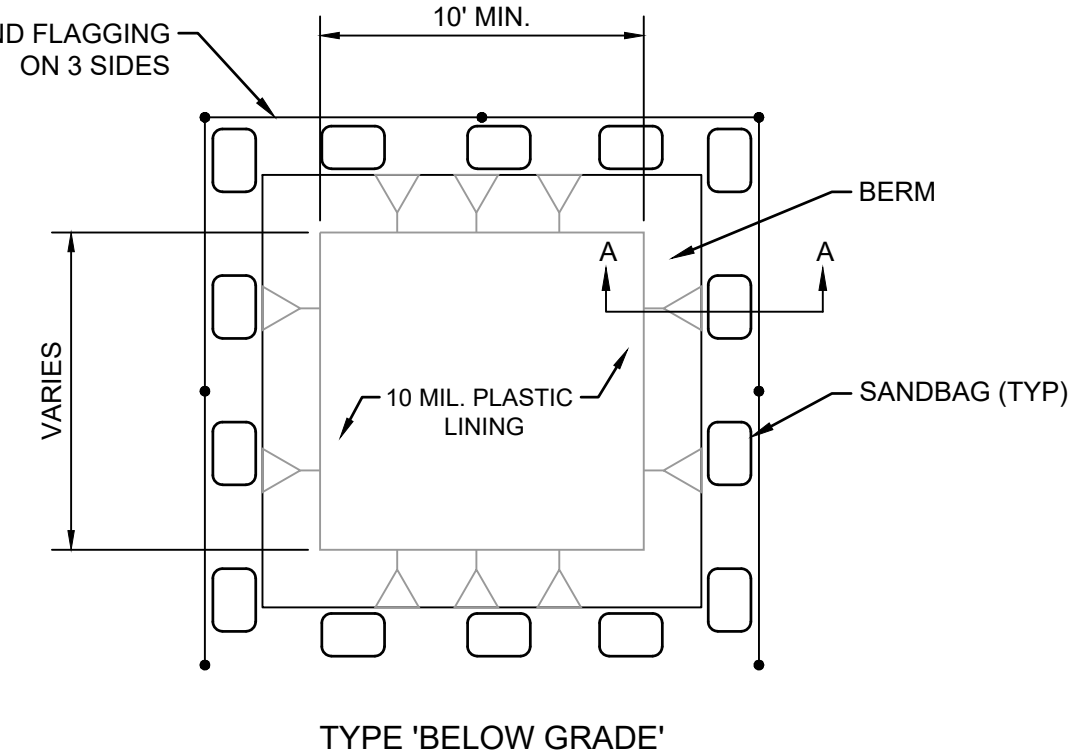
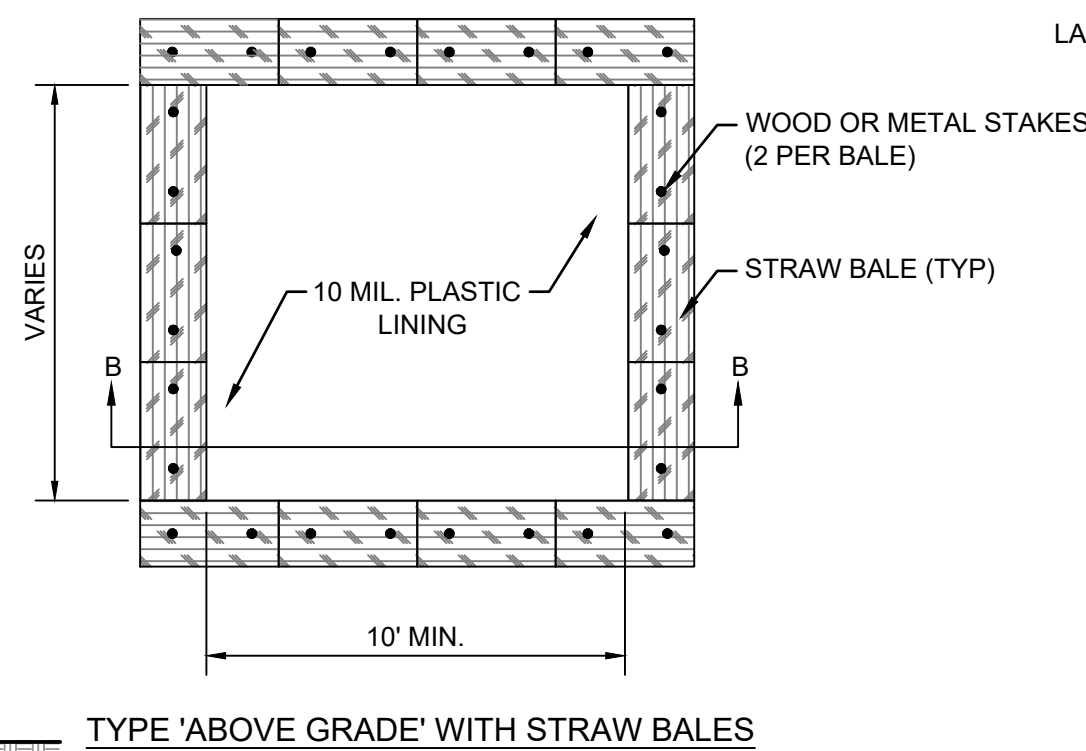
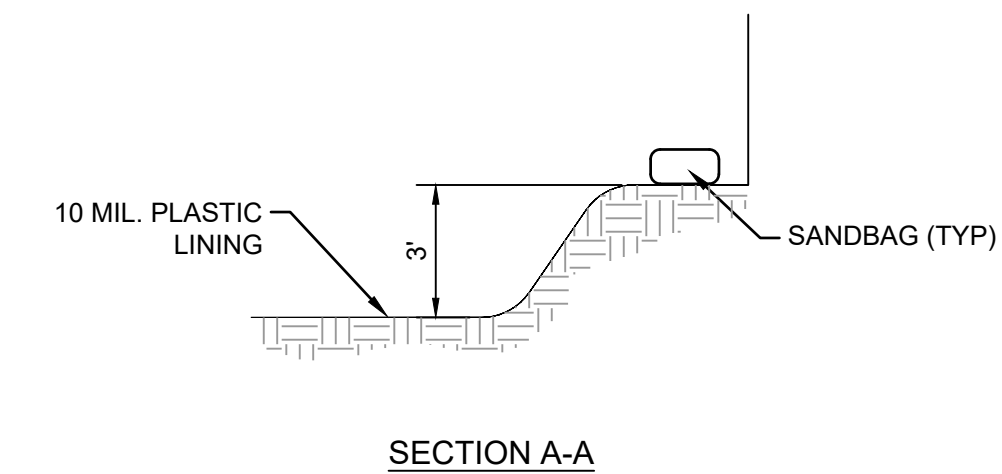
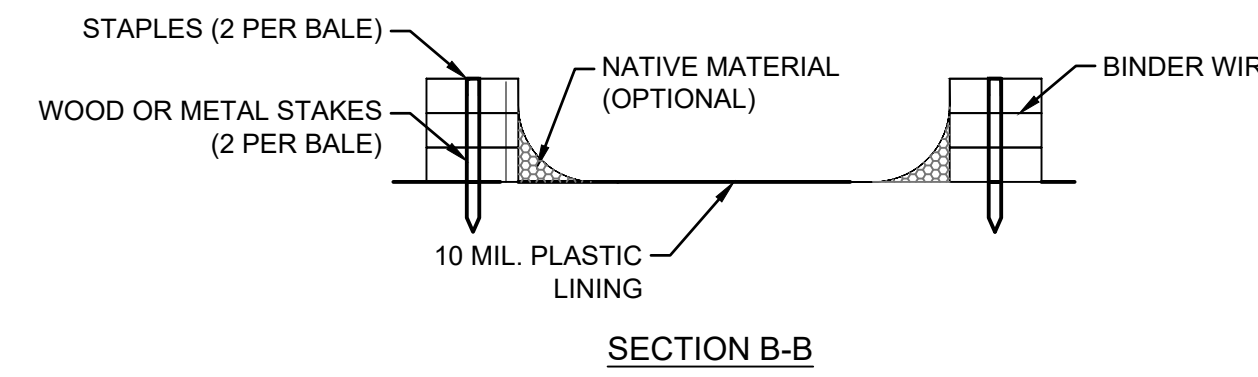
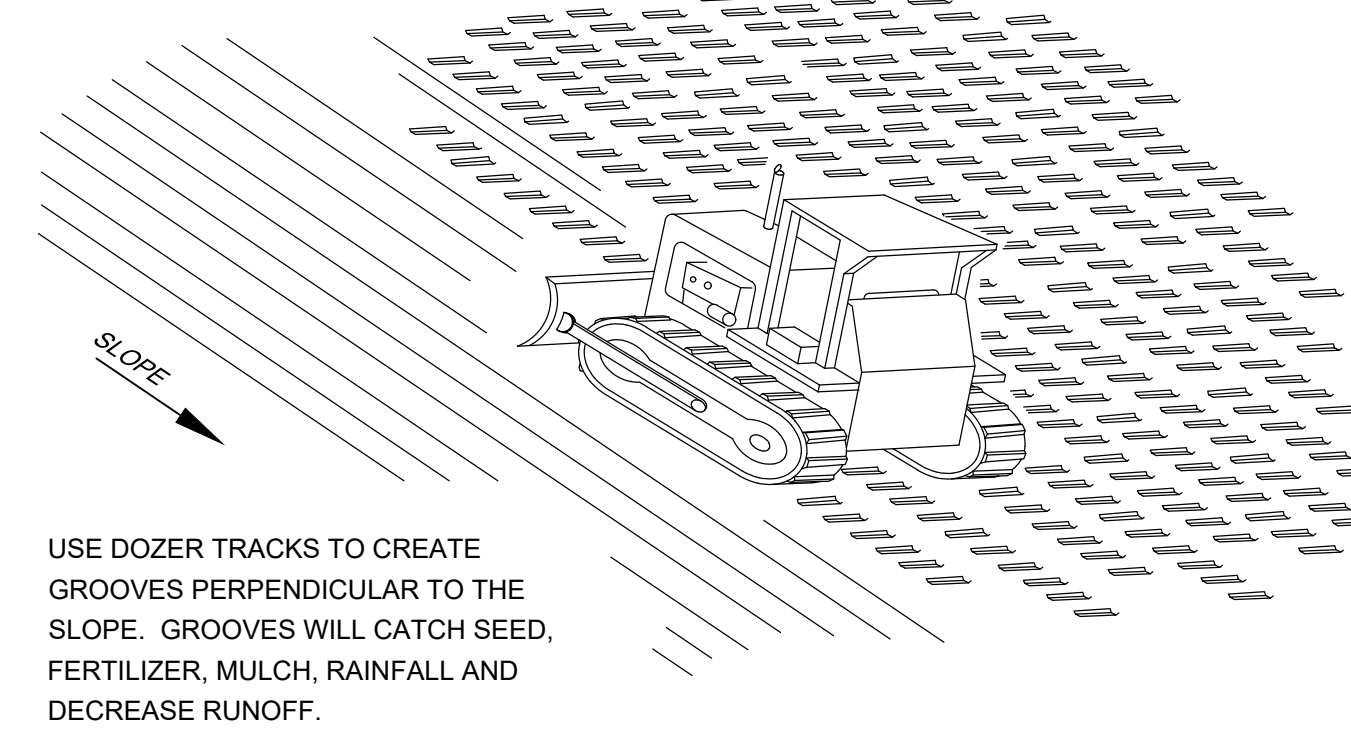
- NOTES:**
1. STONE - USE COARSE AGGREGATE (2 - 3 INCH STONE)
 2. LENGTH - AS EFFECTIVE, BUT NOT LESS THAN 100 FEET.
 3. THICKNESS - NOT LESS THAN EIGHT (8) INCHES.
 4. WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
 5. WASHING - WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE THROUGH USE OF SAND BAGS, GRAVEL, BOARDS OR OTHER APPROVED METHODS.
 6. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 7. 12' X 24' METAL GRATE MAY BE USED. GRATE SHALL BE 25' AWAY FROM PAVEMENT AND APPROPRIATE SEDIMENT CONTROL TRAPPING DEVICE SHALL BE USED AT GRATE OUTLET POINT.

STABILIZED CONSTRUCTION ENTRANCE
 NOT TO SCALE



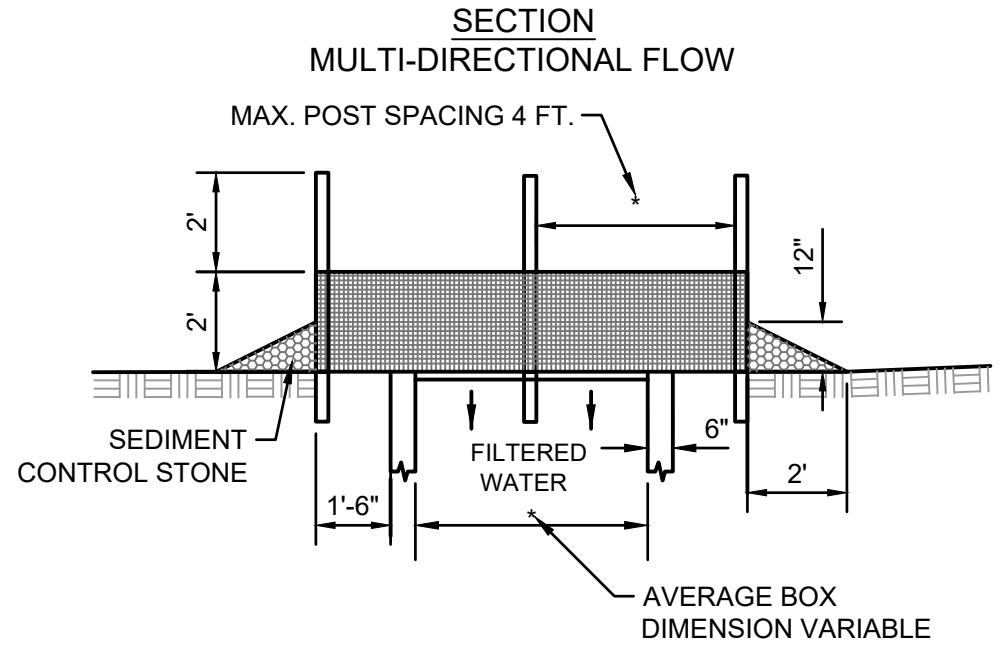
- NOTES:**
1. PLACE CURB TYPE ROCK BAG BARRIER ON GENTLY SLOPING PAVING, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
 2. BAGS OF WOVEN GEOTEXTILE FABRIC, FILLED WITH GRAVEL MUST BE LAYERED SUCH THAT NO GAPS ARE EVIDENT.
 3. LEAVE ON ROCKBAG GAP IN THE TOP ROW ON THE SIDE AWAY FROM FLOW, TO PROVIDE A SPILLWAY, OR IN THE CENTER IF PONDING IS NEEDED ON BOTH SIDES.
 4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT, SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

CURB INLET PROTECTION DETAIL
 NOT TO SCALE



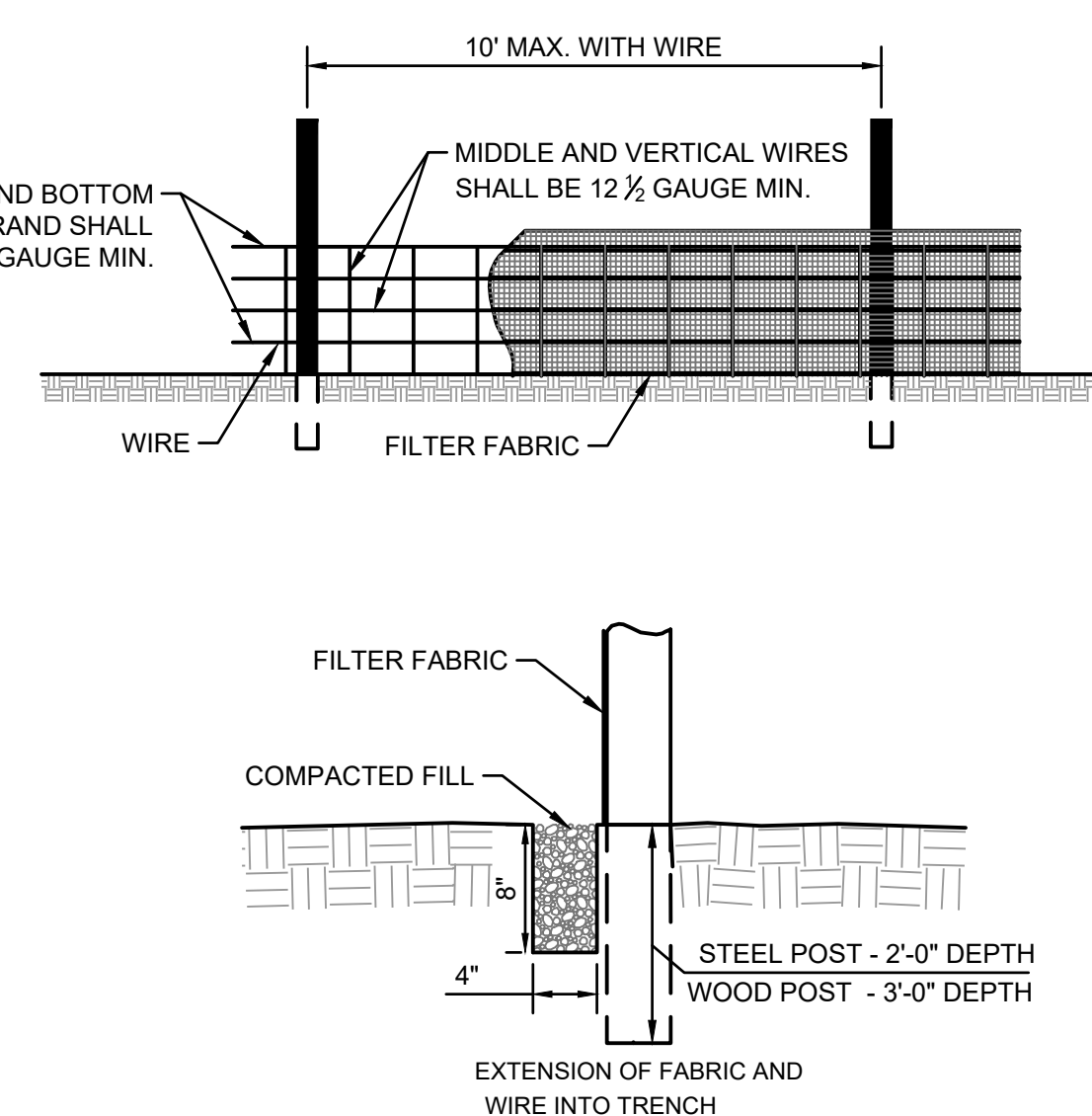
- NOTES:**
1. POSITIVE GRADE MUST BE PROVIDED TO ASSURE DRAINAGE. IF SLOPE EXCEEDS 2%, SEED AND MULCH DIVERSION, TRY NOT TO EXCEED 5% (HIGH RUNOFF VELOCITIES RESULT). MAXIMUM DRAINAGE AREA IS 5.00 ACRES WITHOUT SUPPORTING CALCULATIONS FOR PERMANENT CHANNEL. DIVERSIONS AT THE TOPS OF SLOPES MUST BE EMPTY INTO AN APPROVED SLOPE DRAIN (SEE DETAILS). THE BERM/ DITCH IS THE MOST COMMONLY USED DIVERSION.
 2. MACHINE COMPACTION OF ALL FILL IS REQUIRED.
 3. DIVERSIONS SUFFICIENT TO DIRECT ALL SEDIMENT-LADEN STORMWATER INTO SEDIMENT CONTROL DEVICE MUST BE INSTALLED PRIOR TO CLEARING AND GRUBBING OF AREA (OR IN CONJUNCTION WITH THIS OPERATION IF SEDIMENT CONTROLS AND DIVERSIONS ARE INSTALLED AT EACH CRITICAL POINT AS INDICATED).
 4. DIVERSIONS SHOULD BE LOCATED TO MINIMIZE DAMAGES BY CONSTRUCTION OPERATIONS.
 5. DIVERSIONS SHOULD BE SEEDED AND MULCHED IF THEY ARE TO REMAIN IN PLACE OVER 14 DAYS.
 6. CHECK DIVERSIONS AFTER EACH RAIN, OR ONCE PER WEEK WHICH EVER IS THE SHORTER DURATION. REPAIR AS NEEDED TO MAINTAIN FUNCTION.

TEMPORARY DIVERSION BERM/DITCH DETAIL
 NOT TO SCALE



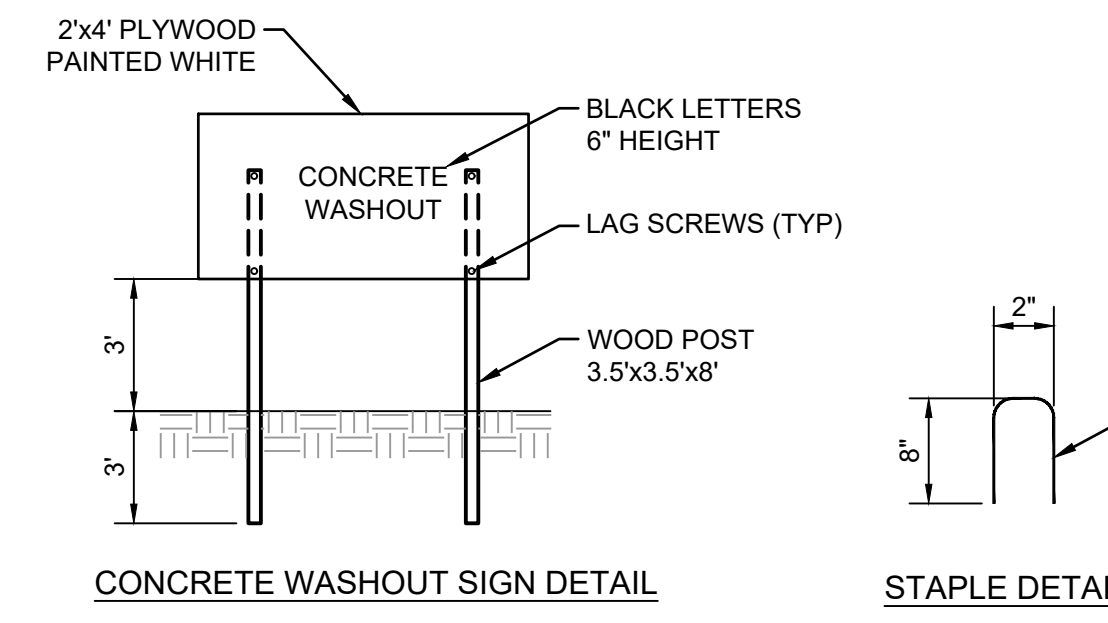
- NOTES:**
1. SEDIMENT CONTROL STONE SHALL BE 3/4" WASHED STONE.
 2. WIRE MESH SHALL BE HARDWARE CLOTH 23 GAUGE MIN. AND SHALL HAVE 1/4" INCH MESH OPENINGS.
 3. TOP OF WIRE MESH SHALL BE A MINIMUM OF ONE FOOT BELOW THE SHOULDER OR ANY DIVERSION POINT.
 4. STEEL POST SHALL BE 5 FT. IN HEIGHT, BE INSTALLED 1.5 FT. DEEP MINIMUM, AND BE OF THE SELF-FASTENER ANGLE STEEL TYPE.
 5. WOOD POST SHALL BE 6 FT. IN HEIGHT, BE INSTALLED TO 1.5 FT. DEEP MINIMUM, AND BE 3 INCHES IN DIAMETER.
 6. POST SPACING SHALL BE A MAXIMUM OF 4 FT.

INLET PROTECTION DETAIL
 NOT TO SCALE



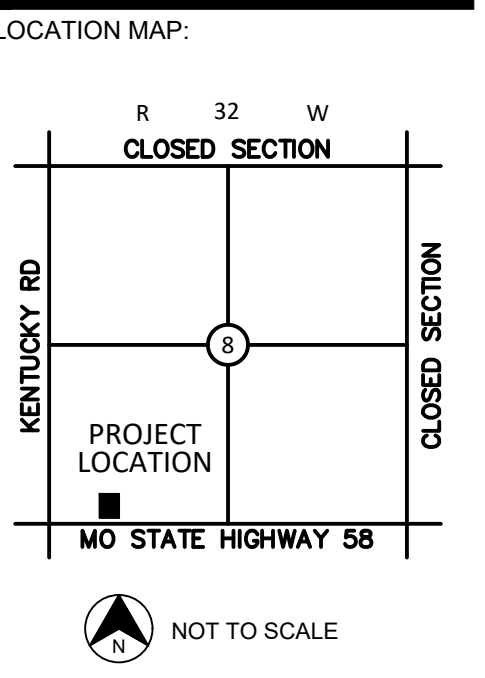
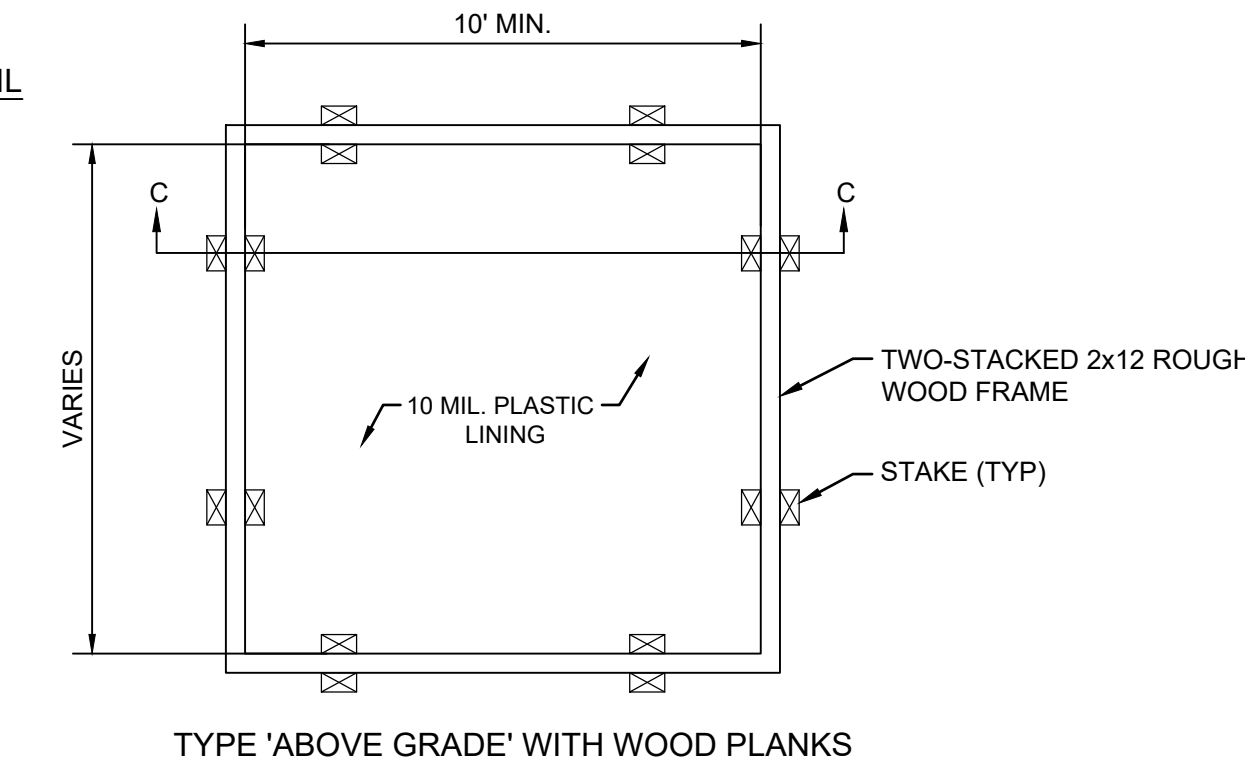
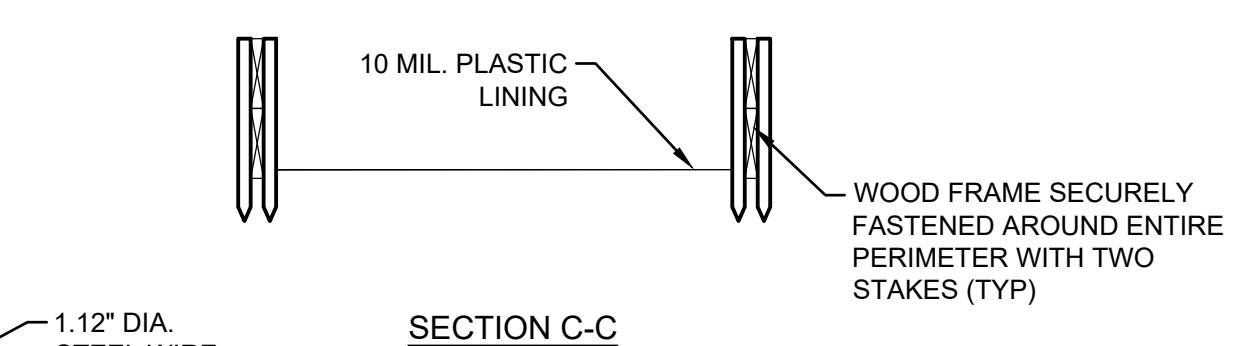
- NOTES:**
1. WIRE SHALL BE A MINIMUM OF 32" IN WIDTH AND SHALL HAVE A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.
 2. FILTER FABRIC SHALL BE A MINIMUM OF 36" IN WIDTH AND SHALL BE FASTENED ADEQUATELY TO THE WIRE.
 3. STEEL POST SHALL BE 5'-0" IN HEIGHT AND BE OF THE SELF-FASTENER ANGLE STEEL TYPE.
 4. WOOD POST SHALL BE 6'-0" IN HEIGHT AND 3" IN DIAMETER.

SILT FENCE DETAIL
 NOT TO SCALE

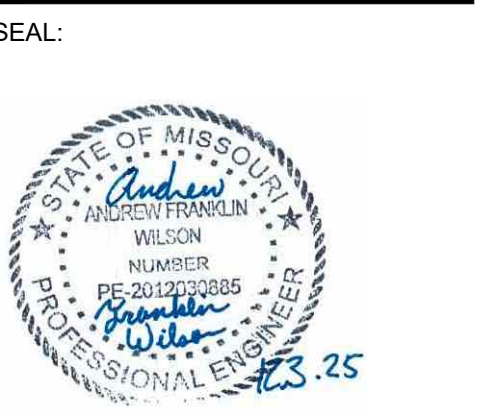


- NOTES:**
1. ACTUAL LAYOUT TO BE DETERMINED IN THE FIELD.
 2. A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
 3. MATERIALS USED TO CONSTRUCT TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE REMOVED FROM THE SITE OF THE WORK AND DISPOSED OF OR RECYCLED.
 4. HOLES, DEPRESSIONS OR OTHER GROUND DISTURBANCE CAUSED BY THE REMOVAL OF THE TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE BACKFILLED, REPAIRED AND STABILIZED TO PREVENT EROSION.

CONCRETE WASHOUT DETAIL
 NOT TO SCALE



PROJECT:
7BREW RAYMORE
RAYMORE, MISSOURI
PROJECT NUMBER: 24122
DRAWING DATE: 12.03.25
ISSUE DATE: 12.03.25



SUBMITTAL:

PERMIT SET

REVISIONS:

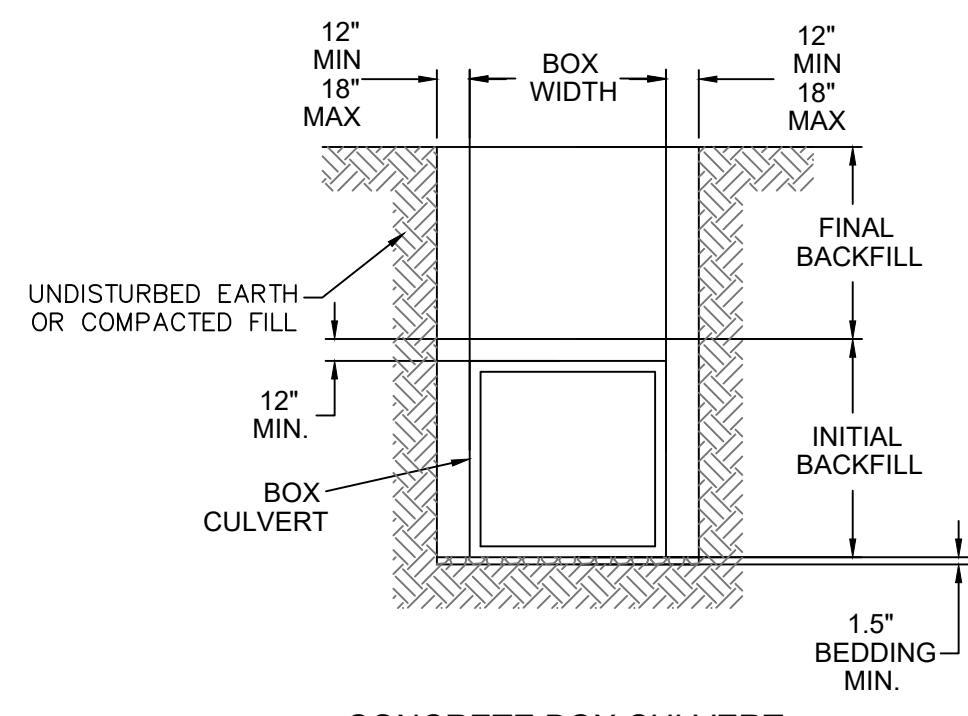
NO.	DATE	DESCRIPTION

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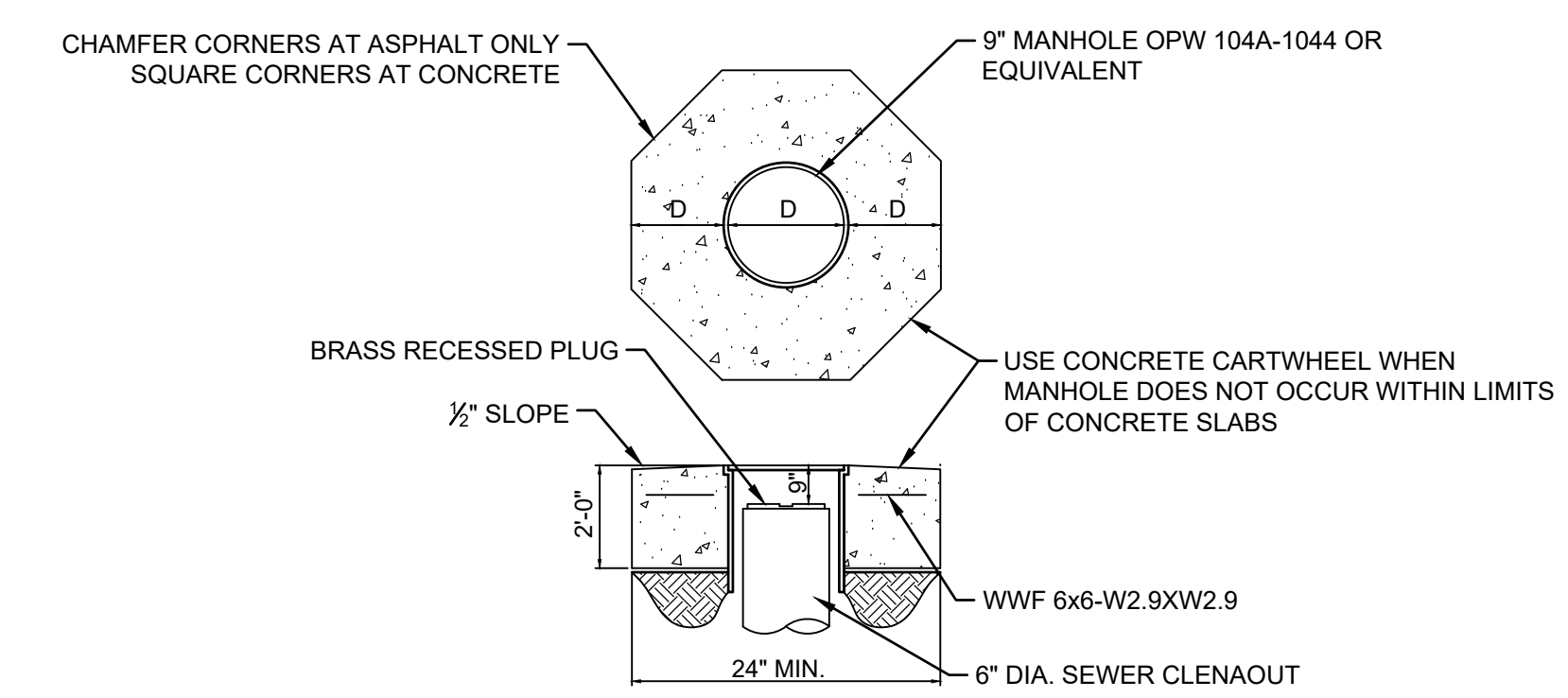
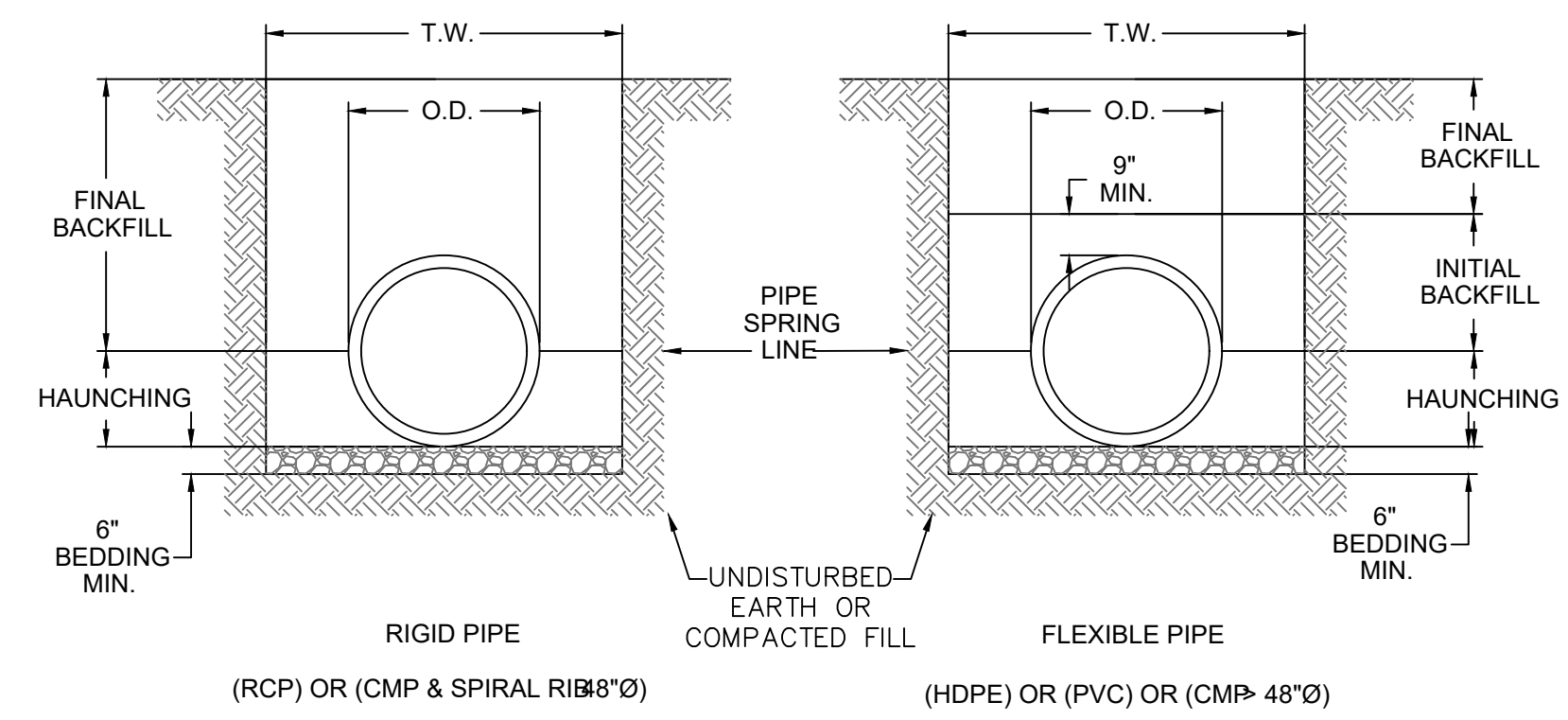
DRAWING TITLE:

EROSION CONTROL DETAILS

SHEET:
C6.01



CONCRETE BOX CULVERT



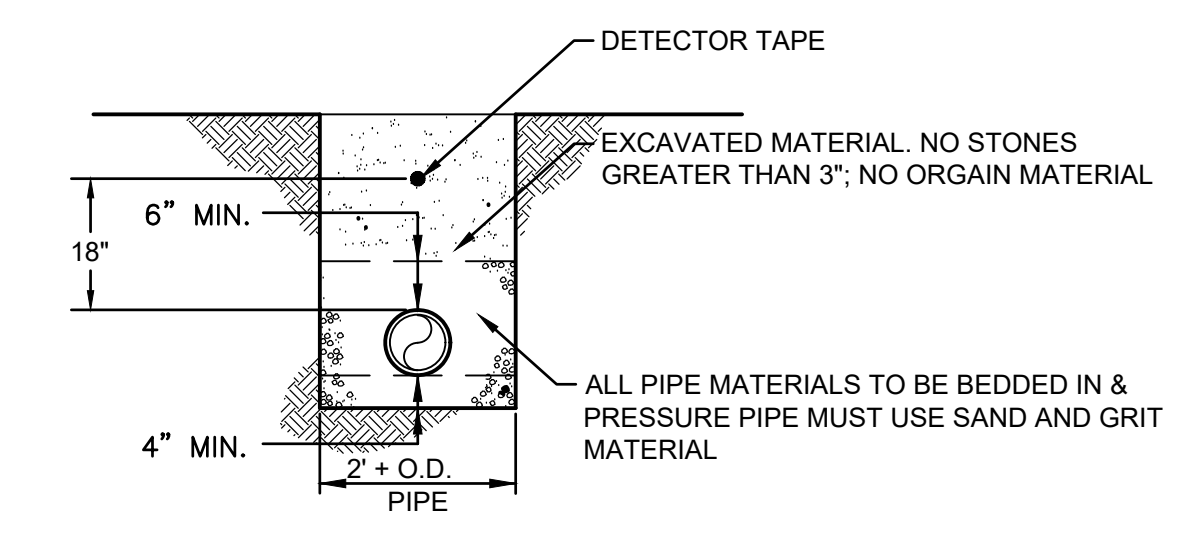
TYPICAL CLEANOUT MANHOLE DETAIL
 NOT TO SCALE

- BEDDING SHALL BE DUMPED CLASS I-A WORKED BY HAND, OR CLASS I-B COMPACTED TO 85% STANDARD PROCTOR. LOCAL CODE PERMITTING WITH GEOTECHNICAL ENGINEER AND OWNER APPROVAL. NATIVE SOIL MAY BE USED FOR BEDDING PROVIDED IT MEETS THE EMBEDMENT AND BACKFILL MATERIALS IN TABLE 1 EXCLUDING CLASS IV-A.
- HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A, OR CLASS I-B OR CLASS II COMPACTED TO 95% STANDARD PROCTOR. PEA GRAVEL SHALL NOT BE USED AS A HAUNCHING MATERIAL. CLASS III MATERIAL SHALL BE ALLOWED FOR RIGID PIPE COMPACTED AT 95% STANDARD PROCTOR.
- INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 90% STANDARD PROCTOR, OR CLASS III COMPACTED 95% STANDARD PROCTOR. CLASS I & II MATERIAL SHALL BE USED FOR FLEXIBLE PIPE WHEN FILL HEIGHTS EXCEED 8'.
- FINAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 90% STANDARD PROCTOR, OR CLASS III COMPACTED TO 95% STANDARD PROCTOR.
- FINAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS IV-A COMPACTED TO 95% STANDARD PROCTOR.
- ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321. (SEE TABLE 1)
- ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698. CLASS III AND IV-A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT.
- FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3".
- ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED, SHEETED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL ORDINANCES.
- DESIGN ENGINEER SHALL DESIGNATE ON THE PLANS WHERE WATERTIGHT JOINTS ARE TO BE REQUIRED.
- REPLACE WET OR UNSUITABLE SOIL AS NECESSARY TO PROVIDE A SUITABLE BASE, AS DIRECTED BY GEOTECHNICAL ENGINEER OR OWNER.
- WHERE GROUND WATER IS PRESENT CLASS I-A MATERIAL SHALL BE WRAPPED WITH A NON-WOVEN GEO-TEXTILE, EXCLUDING BEDDING MATERIAL BETWEEN 4' & 6" THICK.
- CONTRACTOR SHALL REFER TO GEOTECHNICAL REPORT FOR SOIL TYPE AND CLASSIFICATIONS FOR THIS PROJECT.
- CONTRACTOR SHALL REFER TO THE LATEST VERSION OF ASTM STANDARDS PRIOR TO CONSTRUCTION.

TABLE 1: CLASSES OF EMBEDMENT AND BACKFILL MATERIALS

ASTM D 2321 MATERIAL CLASS	ASTM D 2487 USCS SOIL GROUP	MATERIAL TYPE	% PASSING			ATTERBERG LIMITS	
			1 1/2 IN.	NO. 4	NO. 200	LL	PI
IA	NONE	MANUFACTURED OPEN GRADED AGGREGATES	100%	≤10%	≤5%		NON PLASTIC
IB	NONE	MANUFACTURED DENSE GRADED AGGREGATES	100%	≤50%	≤5%		NON PLASTIC
II	GW	COARSE-GRAINED SOILS, CLEAN	100%	≤50% OF "COARSE FRACTION"	≤5%		NON PLASTIC
	GP						
	SW						
	SP						
III	GM	COARSE-GRAINED SOILS W/ FINES	100%	≤50% OF "COARSE FRACTION"	12% TO 50%		≤4 OR <"A" LINE
	GC						<7 OR >"A" LINE
	SM						>4 OR <"A" LINE
	SC						>7 OR >"A" LINE
IV-A	ML	FINE-GRAINED SOILS	100%	100%	>50%	<50	<4 OR <"A" LINE
	CL						>7 OR >"A" LINE

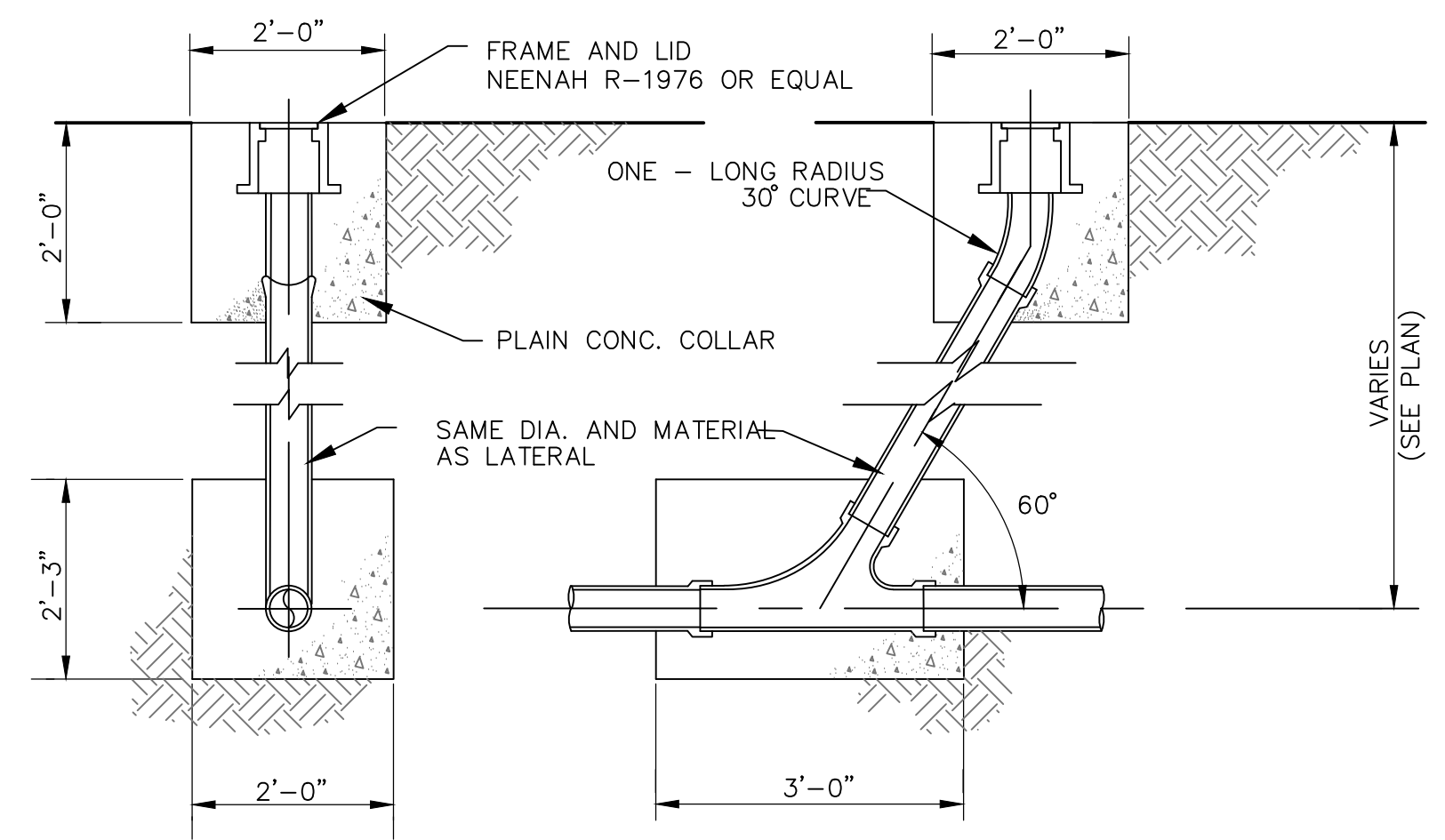
TRENCH AND BEDDING DETAILS
 NOT TO SCALE



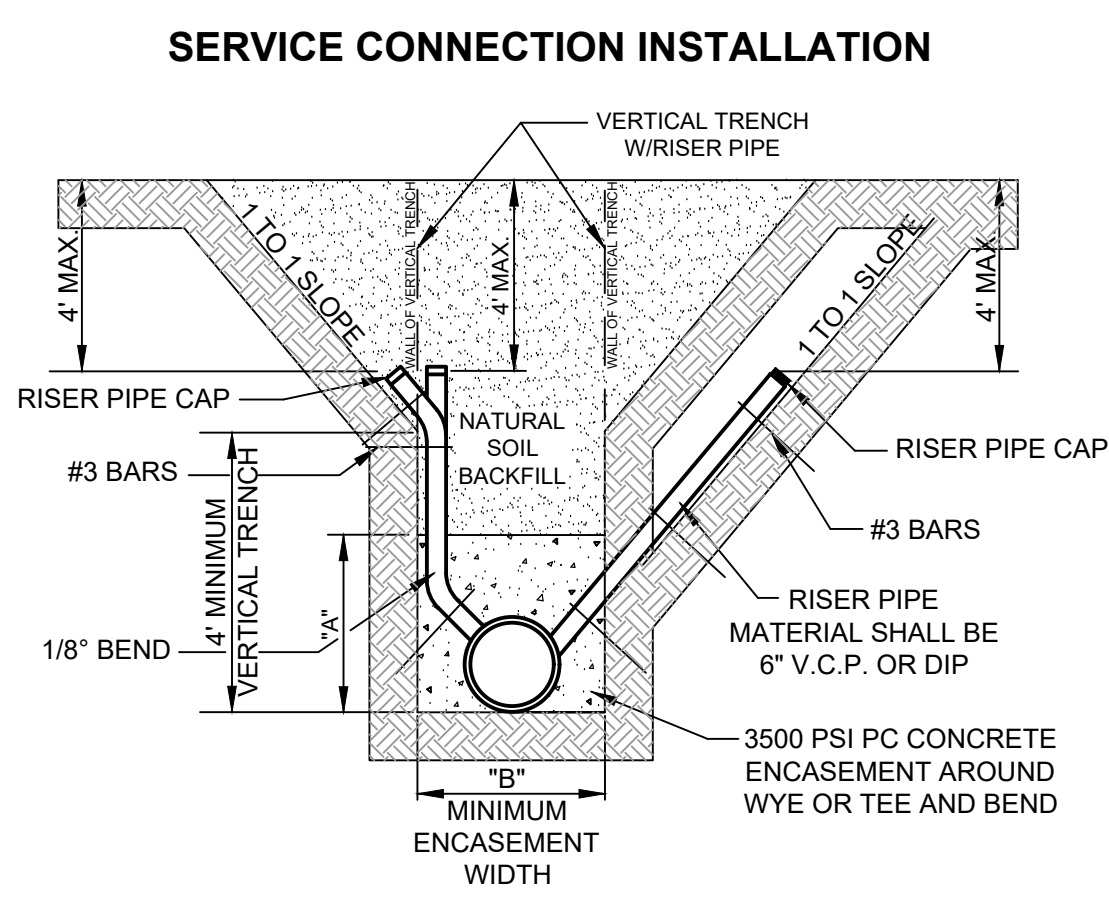
- FILL ENTIRE DEPTH WITH CRUSHED STONE IN ROADWAYS OR AREAS TO BE PAVED. REFER TO CONCRETE CROSSING REPAIR.
- BEDDING SHALL BE CLASS I-A WORKED BY HAND. IF GROUNDWATER IS ANTICIPATED, THEN BEDDING SHALL BE I-B COMPACTED TO 85% PROCTOR DENSITY.
- HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A OR CLASS I-B OR CLASS II COMPACTED TO 85% PROCTOR DENSITY.
- INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 85% PROCTOR DENSITY.
- INITIAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS III COMPACTED TO 90% STANDARD PROCTOR.
- FINAL BACKFILL SHALL BE CLASS I, II OR III COMPACTED AS NOTED IN NOTES 3 AND 4.
- FINAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS IV-A COMPACTED TO 95% STANDARD PROCTOR.
- ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321-89.
- ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698.
- CLASS III AND IV-A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT.
- FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3".
- ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED, SHEETED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL ORDINANCES.

TRENCH/PIPE BEDDING FOR WATER & SANITARY SEWER MAINS
 NOT TO SCALE

NOTE: MINIMUM TRENCH WITH (T.W.) SHALL BE THE GREATER OF (1.25 O.D. + 12") OR (O.D. + 16")



TYPICAL CLEANOUT DETAIL
 NOT TO SCALE



CONCRETE ENCASEMENT FOR RISER PIPE

PIPE SIZE (inches)	"A" (feet)	"B" (feet)	LENGTH OF ENCASEMENT (feet)
8	1.5	2.2	2.0
10	2.0	2.2	2.0
12	2.0	2.2	2.0
15	2.5	2.6	2.0
18	3.0	3.0	2.5

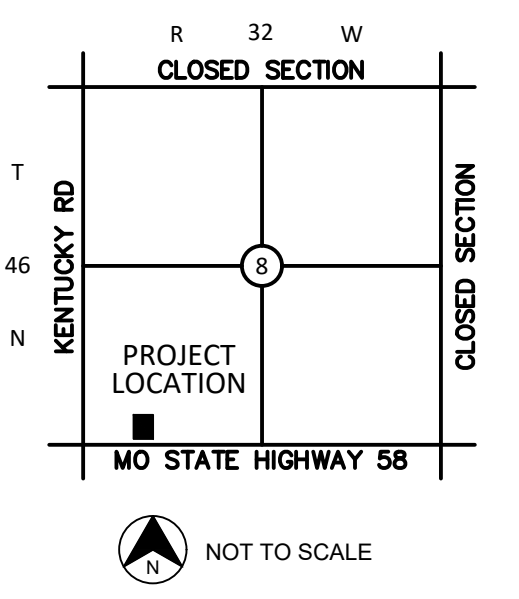
ADD 1.0' "B" WHEN USING BRACING OR SHORING

CONNECTION TYPES

- EXTERNAL CONNECTIONS FOR NEW CONSTRUCTION WYE BRANCHES -- FOR NEW CONSTRUCTION THERE SHALL BE INSTALLED WYE BRANCHES OF SIZE AND TYPE SHOWN ON THE PLANS WITH SIX (6") INCH OPENINGS AT LOCATIONS SHOWN ON THE PLANS OR AS DESCRIBED BY THE ENGINEER.
- EXTERNAL CONNECTION TO EXISTING MAIN -- CONNECTIONS TO EXISTING MAIN MAY BE ACCOMPLISHED AS FOLLOWS:
 - SADDLES -- CONNECTIONS MAY BE MADE BY EXCAVATING THE EXISTING MAIN AND CUTTING A HOLE USING APPROVED EQUIPMENT AND INSTALLING A SADDLE. SEWER SERVICE CONNECTIONS CONSTRUCTED WITH SADDLES SHALL INCLUDE STRAPS, A ONE-EIGHTH (1/8") DEGREE BEND, AND A CLOSURE PIECE. WHEN EXISTING MAIN HAS BEEN REHABILITATED BY TRENCHLESS METHOD OF CONSTRUCTION, THE SADDLE CONNECTION SHALL BE MADE TO THE PIPE/OR LINER.
 - TEES -- CONNECTIONS MAYBE MADE BY REMOVING A SECTION OF EXISTING PIPE AND INSTALLING A WYE BRANCH. FITTINGS AND CLOSURE ASSEMBLY SHALL BE USED TO MAKE THE CONNECTION AND SHALL BE SUPPLIED IN A NORMAL DIAMETER OR SIX (6") INCHES. THE EXTERNAL CONNECTION SHALL BE CONSIDERED COMPLETE WHEN BACKFILLING AND SURFACE RESTORATION IS COMPLETE. SERVICE CONNECTIONS CONSTRUCTED WITH WYE BRANCHES SHALL INCLUDE A ONE-EIGHTH (1/8") DEGREE BEND, ELBOW, AND WHEN REQUIRED, A CLOSURE PIECE.
- RISER
 - INSTALLATION -- THE PIPE MAY BE INSTALLED IN ONE OF THREE WAYS SHOWN ABOVE.
 - SIZE AND MATERIAL -- THE RISER PIPE SHALL BE SIX (6") INCH PVC OR DIP.
 - CONCRETE ENCASEMENT -- CONCRETE ENCASEMENT AROUND RISER SHALL MEET THE REQUIREMENT ESTABLISHED ABOVE.
- LOCATOR TAPE -- A LOCATOR TAPE, GREEN IN COLOR STATING "CAUTION -- SANITARY SEWER RISER BURIED BELOW" SHALL BE ATTACHED TO THE SANITARY SEWER RISER AND EXTENDED TO A MINIMUM OF TWO (2') FEET ABOVE THE GROUND. THE TAPE SHALL BE THREE (3") INCH WIDE DURATAC AS MANUFACTURED BY THOR ENTERPRISES, INC., OF SUN PRAIRIE, WISCONSIN OR APPROVED EQUAL.

SEWER SERVICE LINE CONNECTION DETAIL
 NOT TO SCALE

LOCATION MAP:



PROJECT:
7BREW RAYMORE

RAYMORE, MISSOURI

PROJECT NUMBER: 24122
 DRAWING DATE: 12.03.25
 ISSUE DATE: 12.03.25

SEAL:



SUBMITTAL:

PERMIT SET

REVISIONS:

MARK DATE DESCRIPTION

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DRAWING TITLE:

STANDARD DETAILS

SHEET:

C7.01

Lot 2 of Raymore Gateway
Looking Southwest



Lot 2 of Raymore Gateway
Looking Northwest

