

DEVELOPMENT SERVICES

**Commercial Preliminary Development Plan
Applicant's Letter**

Date: Thursday, October 30, 2025

To:

Property Owner: LS INDUSTRIAL LLC

Email:

Property Owner: PFIZER INC

Email:

Engineer/Surveyor: Engineering Solutions

Email: mschlicht@es-kc.com

Review Contact: MATT SCHLICHT

Email: MSCHLICHT@ES-KC.COM

Applicant: East Village Investors, LLC

Email:

From: Grant White, Project Manager

Re:

Application Number: PL2025207

Application Type: Commercial Preliminary Development Plan

Application Name: East Village - PDP

Location: 1 SE PFIZER WAY, LEES SUMMIT, MO 64081
100 SE BAILEY RD, LEES SUMMIT, MO 64081
1001 SE M 291 HWY, LEES SUMMIT, MO 64081

Schedule

Planning Commission Meeting: November 13, 2025 at 05:00 PM

If the revised submittal deadline is not met or plans are deficient, the item will be moved to a later meeting and a new deadline will be set. Future deadlines and meeting dates can be found on the "Planning Commission Meeting Dates" handout. Dates are subject to change; we will keep you informed throughout the process.

Excise Tax

On April 1, 1998, an excise tax on new development for road construction went into effect. This tax is levied based on the type of development and trips generated. If you require additional information about this development cost, as well as other permit costs and related fees, please contact the Development Services Department at (816) 969-1200.

Planning Commission and City Council Presentations

Presentations before the Planning Commission and City Council shall be (1) in electronic format or (2) reduced drawings for use on the document camera to display on the screen. Electronic presentations shall be on a laptop, CD-ROM, DVD, or flash drive. The City's presentation system can support Word, Excel, PowerPoint, Adobe, Windows Media Player and Internet Explorer applications. Presentation boards will no longer be allowed. The presentation(s) shall be submitted to Development Services Department staff no later than 4:00 pm on the Tuesday prior to the Planning Commission meeting.

Notice Requirements

1. Notification of Surrounding Property Owners.

- **Mail Notices.** The applicant must mail letter notices to all property owners within 300 feet from the boundaries of the property for which the application is being considered at least 15 days prior to the hearing. Sample notices are available. The notice must include:
 - time and place of hearing,
 - general description of the proposal,
 - location map of the property,
 - street address, or general street location
 - statement explaining that the public will have an opportunity to be heard
- **File Affidavit.** An affidavit must be filed with the Development Services Department prior to the public hearing certifying the notices have been sent. Provide a list of the property owners notified and a copy of the sent notice .

2. Notice Signs.

- **Post Sign.** The applicant shall post a sign on the premises, at least 15 days prior to the date of the hearing, informing the general public of the time and place of the public hearing. When revised plans are submitted, staff will prepare the sign and provide it to the applicant for posting.
- **Maintain Sign.** The applicant shall make a good faith effort to maintain the sign for at least the 15 days immediately preceding the date of the hearing, through the hearing, and through any continuances of the hearing. The sign shall be placed within 5 feet of the street right-of-way line in a central position on the property that is the subject of the hearing. The sign shall be readily visible to the public. If the property contains more than one street frontage, one sign shall be placed on each street frontage so as to face each of the streets abutting the land. The sign may be removed at the conclusion of the public hearing(s) and must be removed at the end of all proceedings on the application or upon withdrawal of the application.

3. Neighborhood Meeting. One neighborhood meeting is required for each application, which must occur within the initial 10 day review period and prior to re-submission of the application. More than one neighborhood meeting may be held on an application, at the option of the applicant

- **Timing and location:** Within two miles of the project site, Monday through Thursday, excluding holidays, and start between 6:00P.M. and 8:00 P.M. If location for the meeting is not available within [2] miles of the subject property. The applicant shall select a location outside this area that is reasonably close to these boundaries.
- **Notification:** Shall be mail or delivered to property owners within 300 feet of the project site. Mailed notices shall be postmarked at least seven days prior to the meeting. Hand deliveries must occur at least five (5) days prior to the meeting.
- **Notes:** The Applicant shall take sufficient notes at the neighborhood meeting to recall issues raised by the participants, in order to report on and discuss them at public hearings before City governmental bodies on the application. The notes shall be turned in with the application re-submittal.

Analysis of Commercial Preliminary Development Plan:

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| Planning Review | Hector Soto Jr. (816) 969-1238 | Senior Planner Hector.Soto@cityofls.net | Corrections |
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1. SIDEWALKS -- STREET FRONTAGE. Sidewalks shall be provided along both sides of all proposed streets. 1) Sidewalk shall be provided along the entire SW Oldham Pkwy frontage of Lots 3 and 4. Staff can support a modification to not require sidewalk along the entirety of the north side of SW Oldham Pkwy (the Costco site frontage), except for any necessary segment to allow a pedestrian connection between the north and south sides of the street. 2) The Costco plan shows the pedestrian connection from SW Oldham Pkwy into the Costco site runs along the west side of the main entrance drive. The crosswalk across SW Oldham Pkwy is on the east side of the intersection, which requires an additional east-west crosswalk across the entrance drive to reach the internal sidewalk. Does something prevent the crosswalk across SW Oldham Pkwy from shifting to the west side of the intersection to directly tie in/align with the internal sidewalk on the Costco site?

2. SIDEAWALKS -- INTERNAL PEDESTRIAN CONNECTIVITY. To promote additional pedestrian connectivity, sidewalk connections shall be provided from the streets into each of the individual lots. This previously made comment does not appear to be addressed on all proposed lots.

3. PHASING. Phasing still remains unclear. Staff understands that the area south of SE Bailey Rd is a conceptual plan area generally labeled as Phase 2 on the plans. The area north of SE Bailey Rd is generally labeled as Phase 1. However, there remain smaller labels within Phases 1 and 2 indicating different phases. For example, there is a label of "Phase 2" shown on Lot 12 which is within the boundaries of the larger Phase 1. Similarly, there is a label of "Phase 3" on the Lot 2 apartment footprint and a label of "Phase 4" within the Lot 20 multi-family building footprint.

Also, there is a heavyweight line that seems to demarcate a boundary of some sort between the Lot 2 apartments and the area containing Lots 4,5,12 and 13. Is this line supposed to represent additional phasing that isn't called out?

4. BUILDING ELEVATIONS. Elevations for all four sides of the proposed townhomes is required to be submitted.

No new architectural building elevations were included in the resubmittal in response to this previously made comment. The UDO currently requires building elevations of all four sides even for conceptual plans.

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| Engineering Review | Gene Williams, P.E. (816) 969-1223 | Senior Staff Engineer Gene.Williams@cityofls.net | Corrections |
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1. Sizing of water lines and sanitary sewer lines shall be determined later during the final design phase.

2. Sanitary sewer line shall be extended along 16th St. so all businesses within Maddox Acres are able to be served with sanitary sewer service. A wye shall be installed for each business, with final connection to be made by the individual property owner.

3. Where is tract D? It is called-out in the title on the cover sheet, but I cannot find it on the plan.

4. Go through the plans and ensure there is a clear definition of each phase. Suggest using letters in lieu of numbering where there are "subphases". As presented, there is confusion.

5. If applicable, the applicant shall submit any U.S. Army Corps of Engineers permits prior to approval of any final design plans.

6. All required engineering plans and studies, including water lines, sanitary sewers, storm drainage, streets and erosion and sediment control shall be submitted along with the final development plan. All public infrastructure must be substantially complete, prior to the issuance of any certificates of occupancy.

7. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.

8. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to approval of any plans. A certified copy shall be submitted to the City for verification.

9. 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.

10. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.

11. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.

Fire Review

Jim Eden
(816) 969-1303

Assistant Chief
Jim.Eden@cityofls.net

Corrections

4. 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.

6. IFC 507.5.1 - Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 300 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

Provide a public and private hydrant plan for the remainder of the project.

7. For access around the apartment buildings:

D105.1 Where required.

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

D105.2 Width.

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

D105.3 Proximity to building.

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

fire code official.

Correct all applicable around the apartment buildings.

8. Provide new street names; Essex, Lake and Central are already used in other parts of the city. Correct SW Oldham Parkway to SE Oldham Pkwy.

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| Traffic Review | Erin Ralovo (816) 969-1800 | Senior Staff Engineer Erin.Ravolo@cityofls.net | Corrections |
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1. Unable to complete review without the updated Traffic Study.
2. Turn lanes on Oldham are not shown as last discussed with MoDOT and Traffic engineers.
3. Updated Traffic study does not match most recent Plan set. All plans and lot designations should match across both.
4. The RIROLI shown on Bailey will not be allowed. This intersection should be a RIRO only and all Left turn traffic should be redistributed to the full access intersection further to the east.
5. The land uses shown in Table 4 do not match those shown in the plan set. There are still a high number of Fine Dining Restuarants listed where in the plans they are shown as Sit Down Restaurants. This is a difference of nearly 24 trips per 1000 SF and will have an impact on the trip generation for the area.
6. TIS Shows lot 12a and 12b but this is not shown in the plan set.
7. Lot 17 is shown as Fast Casual in the Traffic Study but the Plans show Sit Down Restaurant. The difference in trip generation is approximately 10 trips per 1000 SQFT and will have an impact on the overall generation numbers. Please revise so that designation is consistant between the study and plan.
8. The area shown for the park in Lot 22 is not consistent between the plan and the TIS. TIS is smaller than what is shown in the plans.
9. Phase 3 should discuss the Unimproved Road Policy and the required improvements along 16th Street.
10. Throat lengths need work. Adjusting the location where each pad site interacts with the drive would be advisable.
11. Through lanes on Bailey must be maintained at 15 Feet wide from the bridge to MO 291
12. Right turn lanes should be constructed at Nodes 11, 12, 21 and 22 per the recommendation of the TIS and the City's Access Management Code.
13. First RO exit from Costco is shown as a RIRO drive on the site plan. This should be a RO only.
14. Saturday peak WB Right turn lane queue extends well beyond the signalized intersection at the N/S Collector from Node 1. An additional Right Turn lane should be considered even though this might create a weave situation, especially considering the high number of vehicles that will be going EB on US 50.

15. For Node 7, while the overall queue length is short, the opposing traffic is heavy and the delay for the EB left is extensive and could cause a safety issue for those cars. This further illustrates the City's stance that this should be a RIRO only.

16. MoDOT will need to complete a review of the new study and will have recommendations on the improvements and timing of the required improvements.