



LEE'S SUMMIT
MISSOURI
Development Services Department

Development Services Staff Report

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| File Number | PL2025-275 |
| File Name | REZONING from PI to PMIX and PRELIMINARY DEVELOPMENT PLAN – East Village Phase 2 |
| Applicant | East Village Investors, LLC |
| Property Address | Approximately 50 gross acres located at the southeast corner of the intersection of SE Bailey Rd and South M-291 Hwy |
| Planning Commission Date Heard by | December 11, 2025 Planning Commission and City Council |
| Analyst | Hector Soto, Jr., AICP, Senior Planner |

Public Notification

Pre-application held: July 15, 2025
Neighborhood meeting conducted: September 23, 2025
Newspaper notification published on: November 22, 2025
Radius notices mailed to properties within 300 feet on: November 26, 2025
Site posted notice on: November 26, 2025

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Attachments

Rezoning Exhibit, dated September 23, 2025
Transportation Impact Analysis prepared by Erin Ralovo, dated October 30, 2025 – 9 pages

Traffic Impact Study prepared by BHC, Inc., dated October 24, 2025 – 40 pages
 Preliminary Development Plan, revision dated November 24, 2025 – 13 pages
 UDO Sections 5.650.A and 5.650.D – EnVision LS overlay allowable land uses
 Typical Commercial Building Elevations, dated November 24, 2025 – 3 pages
 Primary Monument Sign detail, dated August 7, 2025
 Apartment Elevations 1, dated August 8, 2025
 Townhome Elevations, dated November 24, 2025 – 6 pages
 Macro Storm Water Drainage Study prepared by Engineering Solutions, LLC, signed and sealed August 10, 2025 – 12 pages
 Neighborhood Meeting Summary – 5 pages
 Location Map

1. Project Data and Facts

| Project Data | |
|-----------------------------------|--|
| Applicant/Status | East Village Investors, LLC/Applicant |
| Applicant’s Representative | Matt Pennington |
| Location of Property | Approximately 50 gross acres generally located at the southeast corner of the intersection of SE Bailey Rd and South M-291 Hwy |
| Size of Property | <p>Phase 2:</p> <ul style="list-style-type: none"> 1.70 acres – Lot 14 1.48 acres – Lot 15 1.24 acres – Lot 16 2.72 acres – Lot 17 1.11 acres – Lot 18 2.00 acres – Lot 19 7.96 acres – Lot 20 19.63 acres – Lot 21 1.31 acres – Lot 22 6.86 acres – Tract C 0.22 acres – Tract E 0.18 acres – Tract F 1.06 acres – Tract G <p>±47.47 net acres – Phase 2</p> |
| Number of Lots | 9 lots and 4 common area tracts – Phase 2 |
| Building Area | <p>Phase 2:</p> <ul style="list-style-type: none"> 3,000 sq. ft. – Lot 14 (drive-through restaurant) 3,000 sq. ft. – Lot 15 (drive-through restaurant) 2,700 sq. ft. – Lot 16 (drive-through restaurant) 7,020 sq. ft. – Lot 17 (restaurant) 2,700 sq. ft. – Lot 18 (drive-through restaurant) 3,000 sq. ft. – Lot 19 (drive-through restaurant) |

| | |
|---------------------------------------|---|
| | <p style="text-align: center;">0 sq. ft. – Lot 22 (park/open space)</p> <p style="text-align: center;">21,420 sq. ft. – Phase 2</p> |
| FAR | <p>Phase 2:</p> <p>0.04 – Lot 14 (drive-through restaurant)</p> <p>0.05 – Lot 15 (drive-through restaurant)</p> <p>0.05 – Lot 16 (drive-through restaurant)</p> <p>0.07 – Lot 17 (restaurant)</p> <p>0.06 – Lot 18 (drive-through restaurant)</p> <p>0.03 – Lot 19 (drive-through restaurant)</p> |
| Dwelling Units | <p>Phase 2:</p> <p>220 units – Lot 20 (residential)</p> <p><u>100 units – Lot 21 (residential)</u></p> <p>320 dwelling units – Phase 2</p> |
| Existing Zoning | PMIX (Planned Mixed Use); and PI (Planned Industrial) |
| Proposed Zoning | PMIX |
| Comprehensive Plan Designation | Mixed Use |
| Procedure | <p>The Planning Commission makes a recommendation to the City Council on the proposed rezoning and preliminary development plan. The City Council takes final action on the preliminary development plan in the form of an ordinance.</p> <p>Duration of Validity: Rezoning approval by the City Council shall be valid upon approval and has no expiration.</p> <p>Preliminary development plan approval by the City Council shall not be valid for a period longer than twenty-four (24) months from the date of such approval, unless within such period a final development plan application is submitted. The City Council may grant one extension not exceeding twelve (12) months upon written request.</p> |

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| Current Land Use |
| The subject approximately 50-acre East Village Phase 2 project site is composed of undeveloped property at the southeast corner of SE Bailey Rd and South M-291 Hwy. |

| |
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| Description of Applicant’s Request |
| <p>The applicant proposes an approximately 130-acre horizontal mixed-use development known as East Village. The development consists of two (2) phases with SE Bailey Rd serving as the dividing line between the two (2) phases. The subject application represents a rezoning from PI and PMX to PMIX and preliminary development plan for East Village Phase 2 (located south of SE Bailey Rd). Phase 2 is composed of 9 lots and 4 common area tracts on approximately 50 gross acres with 21,420 sq. ft. of commercial development and a mix of 320 apartment and townhouse dwelling units.</p> <p>The applicant requests a modification to the parking lot setback from the South M-291 Hwy right-of-way.</p> |

The preliminary development plan for East Village Phase 1 (Appl. #PL2025-207) was previously presented to the Planning Commission for consideration on November 13, 2025, and is on the December 9, 2025, City Council agenda. The applicant elected to break out consideration of East Village into two (2) phases that follow separate public hearing schedules due to the more imminent construction timeline of Phase 1 driven by the development of Costco.

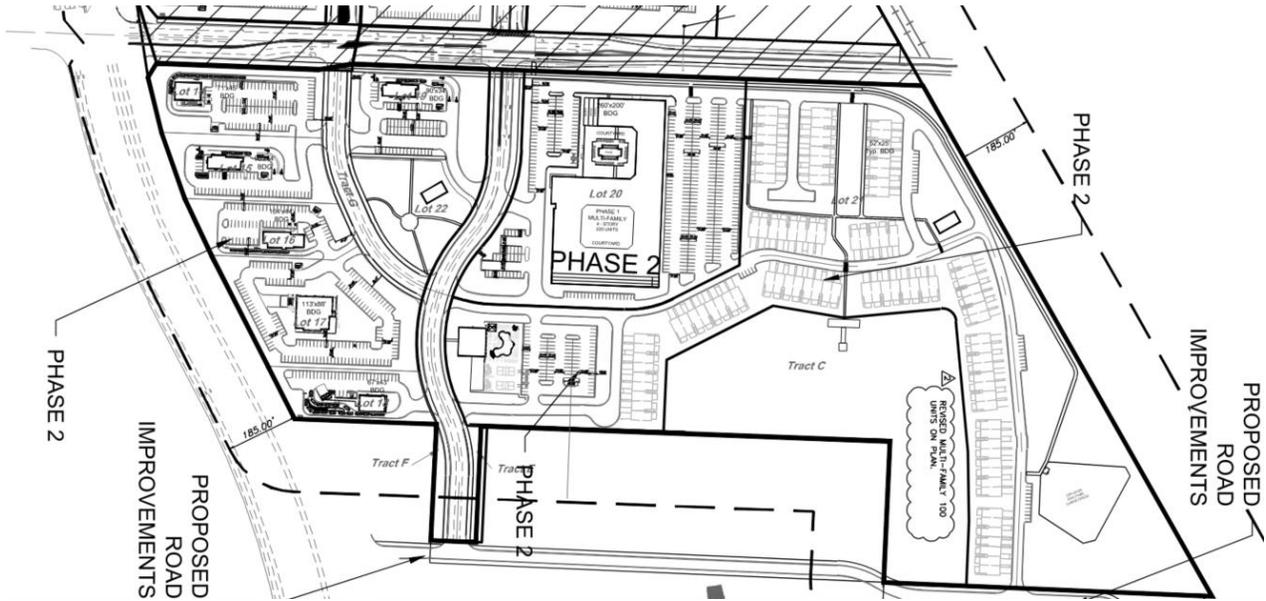


Figure 1 - Phase 2 site plan (south of SE Bailey Rd)

2. Land Use

Description and Character of Surrounding Area

The overall East Village site constitutes approximately 130 gross acres generally bounded by US 50 Hwy to the north, Union Pacific Railroad to the east, South M-291 Hwy to the west and SE 16th St to the south. SE Bailey Rd divides Phase 1 to the north and Phase 2 to the south. The surrounding area is generally characterized by industrial uses to the east and south. Across South M-291 Hwy to the west is the Oldham Village development that is currently under construction. Across US 50 Hwy to the north is Harris Park and the southern gateway to downtown Lee's Summit.

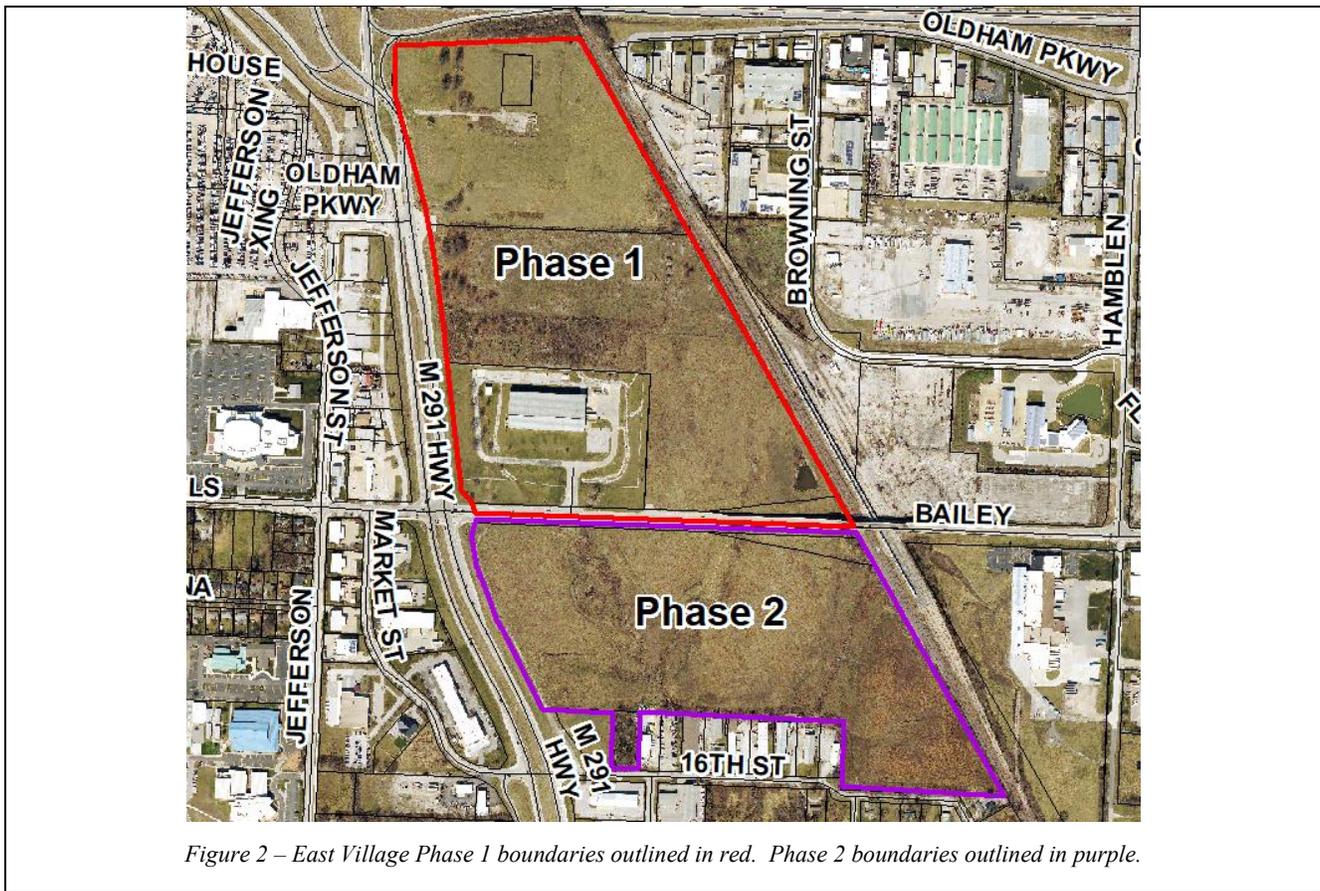


Figure 2 – East Village Phase 1 boundaries outlined in red. Phase 2 boundaries outlined in purple.

Adjacent Land Uses and Zoning

| | |
|---------------------------------------|--|
| North (across US 50 Hwy): | Harris Park / AG (Agricultural) |
| South: | Industrial and single-family residential / PMIX and PI |
| East: | Industrial / PI |
| West (across South M-291 Hwy): | Future Oldham Village (under construction) / PMIX; Commercial / CP-2 (Planned Community Commercial); and Industrial / PI |

Site Characteristics

The overall East Village site is bounded by US 50 Hwy to the north, South M-291 Hwy to the west, Union Pacific Railroad to the east and SE 16th St to the south. The overall site is bisected by SE Bailey Rd. Specific to the 50 acres that make up Phase 2, SE Bailey Rd and SE 16th St will provide access to the site. The Phase 2 site has never been developed. Topographically, the subject site generally slopes from north to south.

Special Considerations

In contrast to the associated East Village Phase 1, the boundaries of East Village Phase 2 are not located within the boundaries of the EnVision LS overlay as thus is not subject to the EnVision LS overlay design

and development standards. Phase 2 lies within the boundaries of the previously approved preliminary development plan area for The Grove depicted in the map below.



Figure 3 - EnVision LS development area boundary map

3. Project Proposal

Site Design – Phase 2

| Land Use | |
|----------------------|-------------|
| Impervious Coverage: | 80% max. |
| Pervious: | 20% min. |
| TOTAL | 100% |

Parking – Phase 2

| Proposed | | Required | |
|--------------------------------|------|--------------------------------|-----|
| Total parking spaces proposed: | 1077 | Total parking spaces required: | 821 |
| Parking Reduction requested? | No | Off-site Parking requested? | No |

The amount of parking provided for East Village Phase 2 exceeds the minimum parking standards of the UDO. The minimum parking requirement for East Village Phase 2 was determined using a combination of the UDO standards for commercial uses found under UDO Section 8.530, Table 8-1 (i.e., 14 spaces per 1,000 sq. ft. for restaurant uses; and 5 spaces per 1,000 sq. ft. for retail uses) and the recommended parking ratio for low-rise multi-family apartments as published in the Institute of Transportation Engineers (ITE) Parking Generation Manual (i.e., 1.7 parking spaces per dwelling unit). The applicant actually exceeds the ITE’s recommended parking ratio for the apartments by providing parking at a ratio of 1.75 parking spaces per dwelling unit. Approval of the subject preliminary development plan establishes the ITE parking ratio as the governing standard for apartments in the development. The same recommended ITE parking ratio has been approved and used for recent apartment projects throughout the city such as Elevate 114 in downtown and Trilogy located in Summit Orchards West.

Setbacks¹ (Perimeter) – Phase 2

| Yard | Building / Parking Proposed |
|-------|---|
| Front | 15' (Building) / 20' (Parking) ² |
| Side | 10' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected) |
| Rear | 20' (Building) / 0' (Parking – interconnected); 6' (Parking – disconnected) |

¹ – PMIX setback standards are established per approved plan.

² – Except that the applicant requests a modification for Lots 14-18 to be allowed a minimum 10' parking lot setback from South M-291 Hwy right-of-way.

Structure(s) Design – Phase 2

| Lot Number | Proposed Use | Proposed Building Height | Proposed Stories |
|------------|--------------------------|--------------------------|------------------|
| 14 | Drive-through restaurant | 24' | 1 |
| 15 | Drive-through restaurant | 24' | 1 |
| 16 | Drive-through restaurant | 24' | 1 |
| 17 | Restaurant | 26' | 1 |
| 18 | Drive-through restaurant | 24' | 1 |
| 19 | Drive-through restaurant | 24' | 1 |
| 20 | Multi-Family | 62'3" | 4 |
| 21 | Townhomes | 43'-3" | 3 |
| 22 | Park/open space | N/A | N/A |

4. Unified Development Ordinance (UDO)

| Section | Description |
|-------------------------|-----------------------------------|
| 2.240,2.250,2.260 | Rezoning |
| 2.040,2.260,2.300,2.320 | Preliminary Development Plans |
| 4.240 | Zoning Districts (PMIX) |
| 9.260 | Signs (Permitted Permanent Signs) |

Unified Development Ordinance

The proposed PMIX District is intended to permit a mixture of uses which, with proper design and planning, will be compatible with each other and with surrounding uses or zoning districts and will permit a finer-grained and more comprehensive response to market demand. As a customizable zoning district, the land uses allowed under the PMIX zoning district are typically not pre-determined but rather are established at the time of preliminary development plan approval. A portion of the associated East Village Phase 1 is located within the LS Arts and Entertainment Area of the EnVision LS overlay. Said overlay and overlay sub-area do have pre-determined permitted land uses under UDO Section 5.650.A and Section 5.650.D that allow

all office, retail and service uses allowed under the CP-2 zoning district, as well as multi-family residential. All of the proposed uses within the subject Phase 2 are allowed uses within the EnVision LS overlay.

Additionally, the applicant came before the City Council on July 1, 2025, seeking approval of an appeal to consider allowing certain prohibited uses within the boundaries of the EnVision LS Development Area overlay as part of a future preliminary development plan application for the subject East Village development project. Specifically, the applicant appealed the prohibition of automotive/truck related uses; retail – big box in excess of 80,000 sq. ft. on one level; car wash – indoor, outdoor or automated; day care facilities; and drive-through restaurants. On July 1, 2025, this appeal was granted by the City Council thereby making these uses now available and permitted within this subject area.

| Neighborhood Meeting |
|---|
| <p>The applicant hosted a neighborhood meeting for the overall East Village development from 6pm to 7pm at the Summit Park Church Ministry/Office Building (401 SW Oldham Pkwy) on September 18, 2025. Six (6) members of the public attended the meeting. City staff has not received any questions or comments from the public regarding the proposed development.</p> <p>As described in the meeting notes from the applicant, discussion topics included the following:</p> <ul style="list-style-type: none"> • Fate of the Zoetis building; • Project timeline; • Utility and street improvements to 16th Street; and • Impact on schools. |

5. Comprehensive Plan

| Focus Areas | Goals, Objectives & Policies |
|---------------------------------------|--|
| Strong Neighborhoods & Housing Choice | Objective: Increase business activity by designing mutually supportive neighborhoods. |
| Resilient Economy | Objective: Diversity Lee’s Summit economy. Objective: Increase business retention and grow business activity. |
| Land Use & Community Design | Objective: Plan for purposeful growth, revitalization and redevelopment. |

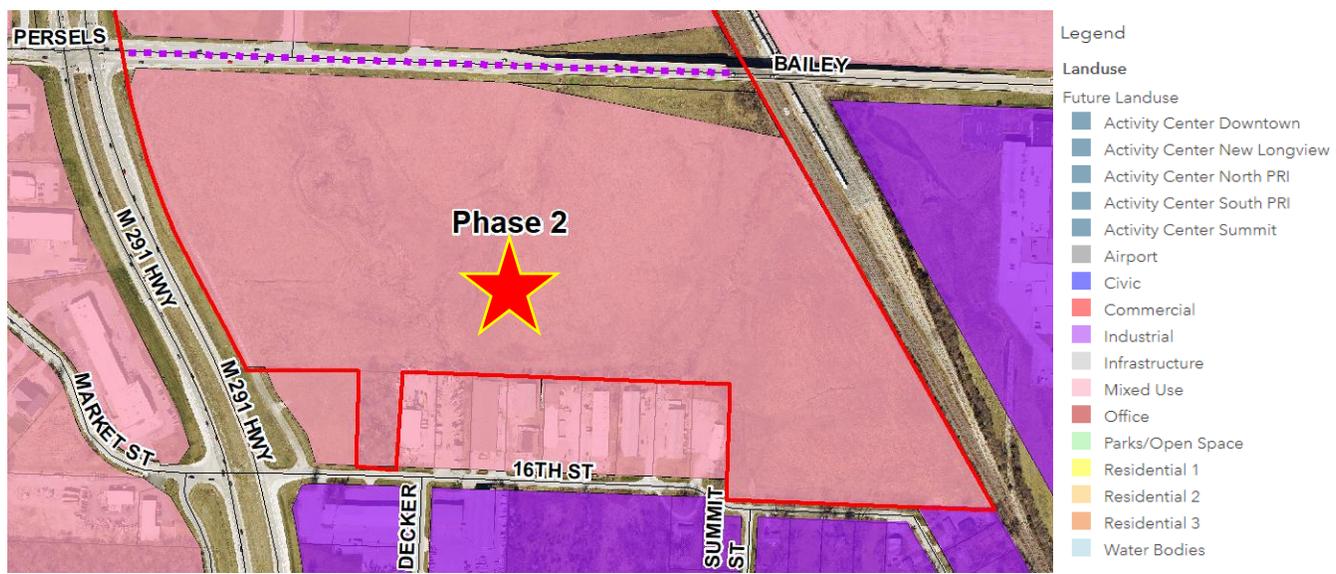
Comprehensive Plan

The proposed commercial and multi-family residential uses are consistent with the Mixed-Use land use designation under the Ignite Comprehensive Plan for the project site, as is the proposed rezoning from PI to PMIX. The proposed PMIX zoning also brings East Village Phase 2 in line with the existing PMIX zoning of East Village Phase 1. The Mixed-Use land use designation “is intended to accommodate in low-rise buildings a mix of retail, office, service and public uses with a complementary mix of residential development of varying densities to provide for the greatest amount of flexibility.” The proposed East Village development will serve

as a major commercial node at the intersection of US 50 Hwy and South M-291 Hwy offering a range of complementary retail and service uses to serve area travelers and residents.

Development of the subject project site as proposed is consistent with the Mixed-Use land use designation under the Ignite Comprehensive Plan. The location of the proposed commercial and residential uses at the intersection of major highway and commercial corridors is appropriate and compatible with area uses. Development and redevelopment of the overall East Village site supports a healthy economic environment at a major commercial node by providing additional retail and service uses to area residents and travelers along the abutting highway corridors. The inclusion of a multi-family residential component in the East Village development brings additional rooftops to the area to help drive the economic engine needed to grow, support and retain business activity in the area.

Development and redevelopment opportunities on the subject site also support stated Ignite Comprehensive Plan goals and objectives that call for maximizing the use of existing infrastructure, services and amenities to increase efficiencies in said systems. The proposed development will tie into and extend existing area utilities found along the periphery of the site to serve the needs of the proposed commercial and residential users.



6. Analysis

Background and History

- November 3, 2016 – The City Council approved a City-initiated rezoning (Appl. #PL2016-158) from CP-2, PI and PMIX to PMIX and approved a conceptual development for approximately 237 acres generally bounded by the Pine Tree Plaza shopping center, US 50 Hwy, the former Adesa site, SW Jefferson St, SE 16th St, Union Pacific Railroad and South M-291 Hwy by Ordinance No. 8012.
- November 17, 2016 – The City Council approved a preliminary development plan (Appl. #PL2016-165) for The Grove development on approximately 73 acres located at the intersection of SE Bailey Rd and South M-291 Hwy by Ordinance No. 8021.

- June 21, 2022 – The City Council approved a rezoning (Appl. #PL2022-122) from PMIX to PI and a preliminary development plan for approximately 50 acres at the southeast corner of SE Bailey Rd and South M-291 Hwy for LS Industrial by Ordinance No. 9433.
- October 17, 2023 – Staff voided a final development plan application (Appl. #PL2022-075) for LS Industrial on approximately 50 acres at the southeast corner of SE Bailey Rd and South M-291 Hwy due to inactivity on the application by the applicant.

Signage

The proposed development will be generally subject to the PMIX sign standards, except that the applicant seeks approval for one (1) oversized monument sign to serve as the shopping center’s primary identification signage at the southernmost development boundary of Phase 2 along South M-291 Hwy. It should be noted that the applicant made a similar request for three (3) other oversized monument signs within the boundaries of East Village Phase 1, namely at the following locations: the northeast development boundary along US 50 Hwy; the intersection of SE Oldham Pkwy and South M-291 Hwy; and the intersection of SE Bailey Rd and South M-291 Hwy. Staff supported the three (3) oversized monument signs in Phase 1 and similarly supports the one (1) oversized monument sign in Phase 2.

The table below outlines the characteristics of the proposed monument sign that will provide primary identification for the proposed commercial center at the southern boundary of Phase 2.

Proposed Monument Signs – Primary Shopping Center Identification

| Sign Type | Number of Signs | Sign Area | Sign Location | Max. Letter Height |
|--------------------------------------|-----------------|--|---|------------------------|
| Primary Identification Monument Sign | 1 | 224 sq. ft. sign face area; and 312 sq. ft. overall sign structure area | Southwestern project boundary along South M-291 Hwy | 30’ (Structure Height) |

The applicant proposes an allowance for an oversized monument sign, as described above, along its South M-291 Hwy frontage to provide a primary means of identification and wayfinding for the development near the development’s south boundary. The City Council relatively recently approved two (2) identical oversized signs for the Oldham Village development on the west side of South M-291 Hwy for the intersection of the South M-291 Hwy and SW Oldham Pkwy, and for the northwest boundary of the development facing US 50 Hwy. The City Council also relatively recently approved two (2) oversized monument signs for a similar commercial development (Summit Orchards North) having a height of 45’ and an overall sign structure size of 637.5 sq. ft. along the project site’s I-470 highway frontage. Staff supports the applicant’s proposal for taller and larger monument sign along the Phase 2 highway frontage as depicted below.

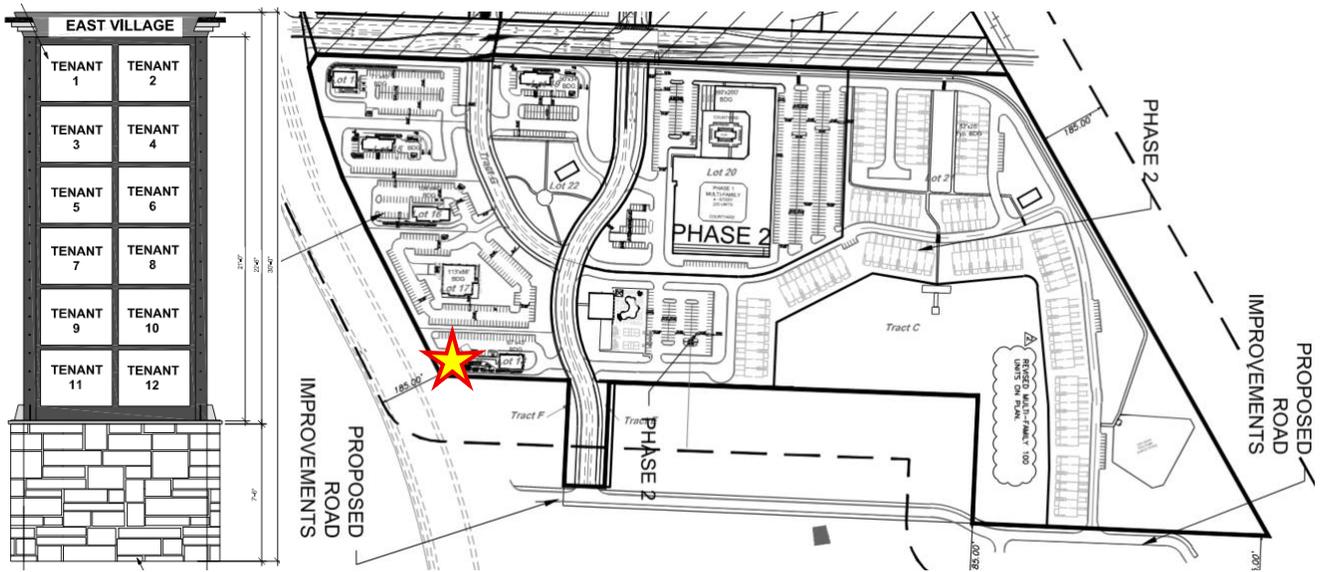


Figure 4 - Proposed Phase 2 monument sign location.

The table below outlines the characteristics of the governing PMIX sign standards for Lots 2-13 of the proposed development.

Existing UDO Sign Standards – PMIX zoning district (Lots 14-22)

| Sign Type | Number of Signs | Sign Area | Sign Location | Max. Height |
|------------|---|--|------------------|------------------------|
| Wall signs | 3 per building (single-tenant bldg.); or 2 per tenant (multi-tenant bldg.) | 10% max. of façade area | Any façade | 6' (Letter Height) |
| Monument | 1 per building | 72 sq. ft. sign face; and 96 sq. ft. overall sign structure area | Private property | 12' (Structure Height) |

Compatibility

East Village Phase 2 is composed of undeveloped acreage at the southeast quadrant of the intersection of SE Bailey Rd and South M-291 Hwy. The subject site is at the intersection of a major highway and a minor arterial just ½ mile south of the US 50 Hwy/South M-291 Hwy highway interchange that serves as the southern gateway to Lee’s Summit historic downtown. The highway interchange is currently anchored by the Pine Tree Plaza shopping center and Harris Park at the northwest and northeast quadrants, respectively. Redevelopment of the former Adessa site at the southwest quadrant of the interchange is currently underway with Oldham Village, which has a similar horizontal mix of commercial and residential.

The proposed commercial uses that make up East Village Phase 2 are compatible and complementary with existing and future commercial and industrial development along the adjacent US 50 Hwy and South M-291 Hwy corridors, offering a range of retail and service uses typical of a high traffic corridor that can be supported by area travelers as well as area residents. Also, Phase 2's infusion of 320 total dwelling units adds to the area's population base to create a mutually supportive environment between commercial and residential that fosters sustainable economic growth.

Architectural Review

From an aesthetic standpoint, the proposed development's general architectural style and material palette establishes a baseline from which individual users can draw upon to address their particular needs and preferences as individual lots develop. Generally speaking, the development's material palette includes: masonry, EIFS, wood composite, glass and architectural metal features. Typical building elevations have been provided for the commercial lots, the apartment site and townhome area that make up Lots 14-21. No specific users have been identified to date for the commercial sites on Lots 14-19.



Figure 5 - Typical East Village Phase 2 commercial elevation example



Figure 6 - Typical East Village Phase 2 apartment example



Figure 7 - Typical townhome elevations.

Adverse Impacts

The proposed development is not expected to detrimentally impact the surrounding area. The proposed East Village Phase 2 develops approximately 50 acres at the southeast quadrant of the SE Bailey Rd/South M-291 Hwy intersection with a horizontal mixed-use development composed of retail/service uses and multi-family. The proposed mixed-use development provides a transition from the adjacent highway interchange to existing industrial development to the east and south, and provides access to retail/service uses near the intersection of two major highway corridors and to area residents.

Public and Private Infrastructure Services

The proposed development will not impede the normal and orderly development and improvement of the surrounding property. The subject property is a vacant site with access to existing area water and sanitary sewer that will be extended to serve the proposed development. Sanitary sewer will be extended north to the site via SE 16th St, which will allow existing industrial properties on SE 16th St that are currently on septic systems the ability to connect to the public sanitary sewer system. Water will also be extended north to the site via SE 16th St. Stormwater from the proposed development will be piped to a detention basin located at the south boundary of Phase 2.

The proposed development will have two points of connection to SE 16th St to the south. SE 16th St is currently an unimproved local roadway. The length of SE 16th St from SE Willow Rd on the east to South M-291 Hwy on the west will be improved to a full urban standard in accordance with the City's Unimproved Road Policy.

Traffic

A Traffic Impact Study (TIS) was prepared by BHC, Inc., evaluating the impact of the overall 130-acre East Village development on the area road network. The traffic study looked at each intersection for turn lane requirements based on roadway classification, operational capacity/queues, projected turning movements, and minimum standards in the Access Management Code. The available space and storage lengths were reviewed in coordination with the required turn lane lengths to provide recommendations for the subject development.

The study recommends construction of certain road improvements in a phased manner tied to sub-areas of the East Village development coming online. For the purposes of the TIS evaluation, the East Village development was divided into three (3) sub-areas. The northern sub-area (identified as Phase 1 in the TIS) lies north of the proposed SE Oldham Pkwy extension and is solely composed of the Costco site. The middle sub-area (identified as Phase 2 in the TIS) is composed of the area bordered by SE Oldham Pkwy on the north and SE Bailey Rd on the south. The southern sub-area (identified as Phase 3 in the TIS) is composed of the area bordered by SE Bailey Rd on the north and SE 16th St on the south. Generally speaking, road improvements to serve East Village will include, but are not limited to, the extension of SE Oldham Pkwy to serve as an east-west commercial collector street along the south side of Costco; construction of a north-south commercial collector street connecting SE Oldham Pkwy to SE Bailey Rd; construction of a north-south street connecting SE Bailey Rd to SE 16th St; signalized intersections along both SE Oldham Pkwy and SE Bailey; and turn lane improvements along SE Bailey Rd and M-291 Hwy. A full list of the specific road improvements are found in the TIS and Traffic Impact Analysis (TIA) prepared by staff and included as an attachment to the staff report.

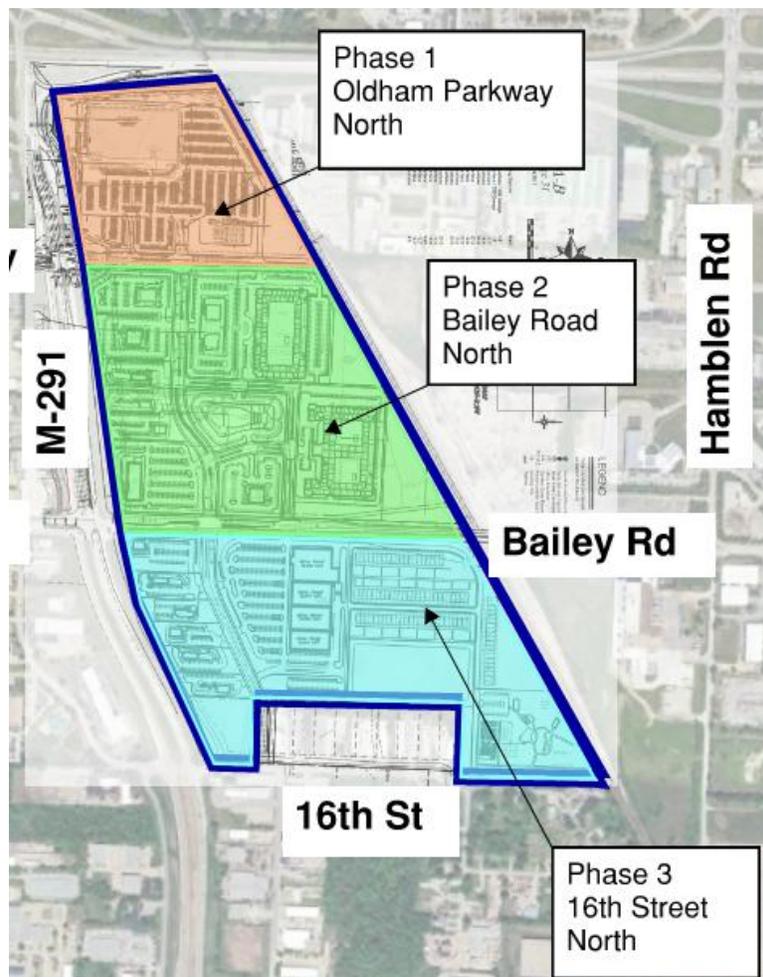


Figure 8 - Traffic Impact Study phase areas

Staff recommends approval of the proposed preliminary development plan subject to the conditions noted in the TIA. Any recommended public improvements in the TIA shall be substantially completed prior to issuance of any occupancy permit associated with the phase of development described therein.

Modifications

Parking Lot Setback (UDO Section 8.620.B.1). Staff has reviewed the request and supports the requested modification.

- Required – Minimum 20’ setback from the right-of-way.
- Proposed – 10’ along South M-291 Hwy for Lots 14-18
- Recommended – The areas with proposed reduced parking lot setbacks are along the South M-291 Hwy right of-way where there is an abundance of right-of-way width that provides ample separation between the parking lot boundaries and adjacent travel lanes. Along South M-291 Hwy, the proposed parking lot boundaries will maintain approximately 60’ of separation. The proposed parking lots with reduced setbacks will maintain similar or greater separation from the adjacent travel lanes than a typical commercial site. Staff recommends approval of the modification request.

Recommendation

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

7. Recommended Conditions of Approval

Site Specific

1. A modification shall be granted to the minimum 20’ parking lot setback from the South M-291 Hwy right-of-way, to allow parking lot setbacks of 10’ along South M-291 Hwy for Lots 14-18.
2. Development of East Village Phase 2 shall be in accordance with the preliminary development plan dated November 24, 2025; typical commercial building elevations dated November 24, 2025; apartment elevations dated August 8, 2025; and townhome elevations dated November 24, 2025.
3. Road improvements for East Village Phase 2 shall be constructed as recommended in the Transportation Impact Analysis prepared by City staff dated October 30, 2025.
4. To remain consistent with the associated East Village Phase 1, allowable land uses on the subject East Village Phase 2 property shall follow the EnVision LS permitted uses listed under UDO Section 5.560.A, 5.560.D (which include all office and retail uses permitted by right in the CP-2 zoning district under Table 6-1 of the UDO), and the following additional land uses for which an appeal to the EnVision LS land use regulations was previously granted by the City Council: automotive/truck-related uses; retail--big box in excess of 80,000 sq. ft. on one level; car washes; daycares; and drive-through restaurants.
5. Approval shall be granted for one (1) oversized, primary identification monument sign in East Village Phase 2 with an overall height of 30’, 224 sq. ft. sign face area and 312 sq. ft. overall sign structure area to be located at the southwest project site boundary along South M-291 Hwy as depicted on the preliminary development plan November 24, 2025, and monument sign detail dated August 7, 2025.

6. No occupancy permits can be issued for any portion of East Village Phase 2 until downstream sanitary sewer capacity improvements have been completed. The City has planned for an excess flow holding basin to be designed in 2028 depending on available funding to address these capacity issues.

Standard Conditions of Approval

7. Extension of public sanitary sewer was shown extending to Lot 9 Maddox Acres along 16th St. on the Preliminary Development Plan dated Nov. 24, 2025. Public sanitary sewer shall be extended east of this point to the end of the required 16th St. road improvements.
8. 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.
9. All Engineering Plan Review and Inspection Fees shall be paid prior to approval of the associated engineering plans and prior to the issuance of any site development permits or the start of construction (excluding land disturbance permit).
10. All subdivision-related public improvements must have a Certificate of Final Acceptance prior to approval of the final plat, unless security is provided in the manner set forth in the City's Unified Development Ordinance (UDO) Section 7.340. If security is provided, building permits may be issued upon issuance of a Certificate of Substantial Completion of the public infrastructure as outlined in Article 3, Division V, Sections 3.540 and 3.550 and Article 3, Division IV, Section 3.475 of the UDO, respectively.
11. A Land Disturbance Permit shall be obtained from the City if groundbreaking will take place prior to the issuance of a site development permit, building permit, or prior to the approval of the Final Development Plan / Engineering Plans.
12. All permanent off-site easements, in a form acceptable to the City, shall be executed and recorded with the Jackson County Recorder of Deeds prior to the issuance of a Certificate of Substantial Completion or approval of the final plat. A certified copy shall be submitted to the City for verification.
13. 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.
14. Private parking lots shall follow Article 8 of the Unified Development Ordinance for pavement thickness and base requirements.
15. All ADA sidewalk ramps shall be constructed by the developer at the time the street is constructed.
16. All sidewalks adjacent to a common area tract, unplatted land or any land where no structure is intended to be built, and is required, shall be constructed by the developer at the time the street is constructed.
17. Driveway throat lengths shall be adjusted to meet the City's Access Management Code (AMC) requirements.
18. Plans shall clearly indicate that 16th Street Road Improvements will be included with the subject preliminary development plan.
19. Stuyvesant St will be treated as a local street rather than a collector and the right turn lane requirements will be adjusted appropriately.

20. All issues pertaining to life safety and property protection from the hazards of fire, explosion or dangerous conditions in new and existing buildings, structures and premises, and to the safety to fire fighters and emergency responders during emergency operations, shall be in accordance with the 2018 International Fire Code.

21. IFC 503.3 - Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING—FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.

All roads fronting the townhomes shall be posted “No Parking” to allow parking on one side of the street only. All of the turn arounds shall be posted.

22. 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.

The applicant shall work with Water Utilities to provide a water model for the area to meet fire flow requirements.

23. 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.

In consultation with the Fire Department, the applicant shall provide a hydrant plan that provides accessible coverage to all buildings.

24. Sign permits shall be obtained prior to installation of any signs through the Development Services Department. All signs proposed must comply with the sign requirements as outlined in the sign section of the Unified Development Ordinance.

25. A final plat shall be approved and recorded prior to any building permits being issued.