

After further discussion with Public Works Staff and Administration the following are our comments on the East Village PDP.

1. A signal at the Costco entrance will only be allowed under the following conditions;
  - MoDOT supports a signal at this location
  - Warrants are met in the Traffic Impact Study
  - Turn Lanes are properly accommodated
  - LOS Policy is met (LOS C or better)
  - The Gas Station circulation is revised to encourage more EB through traffic and minimize the single entrance congestion of the left turns. A good example of what staff would be looking for is the Costco at 152 and Platte Purchase.
2. Oldham Pkwy may need to be widened to accommodate overlapping WB to SB and EB to Costco left turn lanes in order to service the capacity of both intersections.
3. Staff would suggest singles lane roundabouts at the intersections of Street 1 and Street 2 as well as Street 2 and Street 4. This would increase overall site safety for vehicles and pedestrians, change the through traffic movement towards the full access point, and provide an opportunity for landscaping and green space in the islands.
4. The signal at Bailey and Street 1 will not be supported by staff. Staff has been firm since conceptual discussions that the closest staff would allow a signal is at the intersection of Street 4 and Bailey. The intersection of Street 1 and Bailey will need to be a Right In Right Out access with a median. South bound Street 1 will need to be reduced to a single lane right out only and an east bound and west bound right turn lane will need to be provided.
5. The location of the signalized intersection will need to be adjusted accordingly to allow for sufficient turn lanes.
6. The throat on the south side of Street 4 and Bailey will need to be long enough to accommodate the addition of left and right turn lanes onto Bailey.
7. The entrance to the townhomes on the north side is too close to the intersection of Street 4, especially if this is a signalized intersection. Staff would suggest getting rid of the parking lot south of the strip retail and shift the entire Strip Retail site to the south and extending a street through the parking lot to Street 1.
8. If the street to the park is to remain, the Unimproved Road Policy will apply for the entire length of 16<sup>th</sup> Street to MO 291. Staff would suggest making this street a cul-de-sac or a

gated emergency access only since this is not meant to be a public park but an amenity for the town homes.

9. Staff would suggest realigning Street 1 to intersect with MO 291 at the current 16<sup>th</sup> Street and have 16<sup>th</sup> Street tie into Street 1.

10. In terms of the restaurant space in Phases 2 and 3, there needs to be a greater mix of restaurant styles. Staff would like to see some High-Turnover (Sit-Down) and Fast Casual. This will create a more realistic traffic count and can be changed with a traffic memo when final agreements have been made. Staff would prefer to defer to the more conservative (i.e., higher) traffic numbers and dial back, rather than the other way around.

