



**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

**PLANNING REVIEW**

1. Sidewalks have been added a new sheet as C.106 to illustrate the full sidewalk layout. There will not be any sidewalk
2. Note has been added to C.106 stating this requirement and will be addressed at final plat layout
3. Phasing plan has been added as C.108
4. Building elevations are being complete and will be submitted with Phase 2 PDP

**ENGINEERING REVIEW**

1. Noted
2. The Developer will extend the sanitary sewer as necessary for the development of East Village but not believe an unnecessary extension to serve existing lots is the requirement of this project. Would like to discuss this with staff if this is necessary
3. Tract D is the private roadway north of Baily on the east side of the development
4. C.108 has been created to attempt to illustrate the phasing
5. Noted
6. Noted
7. Noted
8. Noted
9. Noted
10. Noted
11. Noted

**FIRE REVIEW**

6. Sheet C.302 has indicated Private and Public fire hydrants shown for review
7. Noted
8. Street Names have been updated

**TRAFFIC REVIEW**

1. Unable to complete review without the updated Traffic Study.
  - Updated traffic study has been provided
2. Turn lanes on Oldham are not shown as last discussed with MoDOT and Traffic engineers.
  - Turn lanes have been updated per the traffic study



3. Updated Traffic study does not match most recent Plan set. All plans and lot designations should match across both.
  - Plans match current study
  
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.
  - Analyses at the completion of the full Phase 2 and Phase 3 buildout indicate minimal queuing and Level of Service (LOS) B control delays for the left-turn movement. The team requests acceptance of the RIROLI for the duration of the Phase 2 buildout, with reevaluation prior to the commencement of Phase 3 construction.
  - The team is also reviewing alternatives to extend the proposed eastbound left-turn (EBLT) lane at Node 7 from 100 feet to 200 feet to meet the City of Lee's Summit AMC Left-Turn Lane Standards for arterial streets.
  
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 Restaurants 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.
  - Land uses have been updated on C.101 to reflect the traffic study table
  
6. TIS Shows lot 12a and 12b but this is not shown in the plan set.
  - This lot is intended to be one lot but the traffic study has utilized "a" and "b" to designate the two proposed uses of this lot
  
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 consistent between the study and plan.
  - Updated table on C.101
  
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.
  - Lot 22 is 1.31 acres and will be updated in the traffic study
  
9. Phase 3 should discuss the Unimproved Road Policy and the required improvements along 16th Street.
  - 16<sup>th</sup> Street improvements have been shown on the plan set
  
10. . Throat lengths need work. Adjusting the location where each pad site interacts with the drive would be advisable.
  - Throat lengths will be modified with the final plan. The current plan is a representation and the final plan will be submitted with the Final Development Plan
  
11. . Through lanes on Bailey must be maintained at 15 Feet wide from the bridge to MO 291
  - Lanes have been adjusted to 15 feet



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.

Page 23 of the TIS recognizes that the right-turn lanes are required on collector streets, per AMC, where the right-turn volume is at least 100 vehicles per hour. It also references that the four intersections meet the volume criterion during the Saturday peak hour only.

A review of Figure 25 (page 66) indicates that no peak hour volume higher than 88 vehicles per hour is anticipated at any of these intersections during the weekday AM or PM hours.

The team asks for leniency on this requirement as it is projected to be a 1-hour per week event.

13. First RO exit from Costco is shown as a RIRO drive on the site plan. This should be a RO only.

- Plan has been updated to reflect this

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.

Acknowledged. The Saturday WB right-turn movement is expected to queue into the exiting southbound right-turn lanes provided at Node 9 and Node 6 for Costco. These back up internal to the retailer, and the Oldham Parkway WB right-turn backs up internal to the development. This may provide a better overall low-speed solution, than introducing tight weave situations on the Highway.

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.

The HCM 2010 analyses on pages 483-485 of the study indicate Phase 3, Node 7 eastbound left-turn control delays of 8.8 seconds, 10.9 seconds, and 13.5 seconds for the AM, PM, and Saturday peak hours, respectively. These are LOS B.

The team is also reviewing alternatives to extend the proposed eastbound left-turn (EBLT) lane at Node 7 from 100 feet to 200 feet to meet the City of Lee's Summit AMC Left-Turn Lane Standards for arterial streets.

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.

- Noted

Please direct any questions or concerns to Matthew Schlicht at 816-623-9888 ext. 01