



Re:
Application Number: PL2025275
Application Type: Commercial Preliminary Development Plan
Application Name: East Village Phase 2 - PDP
Location:

PLANNING REVIEW

1. **SIDEWALKS.** Provide pedestrian sidewalk connections between the sidewalks along the public and private streets into the building sites. The sidewalk plan only illustrates the proposed sidewalks along the private and public streets. **ADDED NOTE.**

The actual sidewalk connections from the streets into each individual lot shall be required and reviewed at the time of final development plan for each lot. **ADDED NOTE TO C.103.**

2. **DEVELOPMENT STANDARDS.** Unless proposed and denoted otherwise, the governing development standards (i.e., setbacks, FAR, density, allowable building height, etc.) for the commercial lots are assumed to be governed under typical CP-2 standards. Similarly, the residential lots are assumed to be governed under typical RP-4 standards, except that the Lot 20 density is shown at 30.2 versus the 25 dwelling unit/acre maximum for the RP-4. **UPDATED TO 220/7.96=27.6.**

This previously made comment is being kept for documentation purposes only. No further action required.

3. **OPEN SPACE--MULTI-FAMILY.** A minimum 30% useable open space is required to be provided for each multi-family residential development. The development data table indicates a maximum impervious site coverage of 20%, which conflicts with the minimum 30% useable open space requirement. **REVISED TABLE.**

4. **PARKING LOT DESIGN.** 1) There are several areas on the site plan showing parking stall depths of less than 19' when there is no minimum 6'-wide landscape or open area at the head of the spaces. For example, Lot 20 shows head-to-head spaces having a total depth of 36' (i.e., 18' depth per space). Lots 14 and 19 similarly have deficient head-to-head stall depths of 17' and 18'. 2) Additionally, areas with 6'-wide open spaces at the head of spaces are shown with 16.5'-deep stalls, which is less than the minimum 17' depth required for said areas. 3) As previously commented upon, dimension the setbacks from all public right-of-way width and edge of private street pavement to ensure that parking lots maintain a minimum 20' setback from each per UDO requirements. **REVISED PARKING SPACES. ADDED DIMENSIONS.**

5. **DEVELOPMENT DATA TABLE.** The number of townhome dwelling units listed in the table for Lot 21 still doesn't appear to match what is shown graphically. There appear to be 97 units versus 100 listed in the table. Revise and also update the listed Lot 21 density in the table accordingly. **REVISED TO 100 UNITS IN PLAN.**



6. BUILDING ELEVATIONS. 1) The building elevations from Klover Architects still do not scale correctly. **Scale issue has been corrected**
- 2) As previously commented upon, the percentage makeup of each exterior material (including glazing) shall be broken out for the primary (i.e., front) facade of each typical commercial building to ensure that it complies with the requirement that no less than 1/2 of the facade area is comprised of 3 different Class 1 or 2 building materials identified under UDO Section 8.060, Table 8.I-1. **Material percentages have been provided**
- 3) Dimension the key plans on each of the commercial building elevation sheets for staff to review for compliance the depths (2' minimum) of the projections or recesses required to meet the wall articulation requirements under UDO Section 8.050.B.3.a. **Dimensions have been added to the key plan to show 2' - 0" Plan modulation**
- 4) All commercial buildings shall have roofline articulation no less than once every 100 linear feet on all sides of the building. Articulation methods are listed under UDO Section 8.050.B.3.b. **Dimensions have been added to each façade elevation to show roofline articulation to be no greater than 100'-00" Apart**
- 5) Provide a proposed color schedule/palette for all of the exterior building materials for the townhome elevations from NSPJ Architects. **Color palette has been provided**
- 6) Specify the specific material type (e.g., cement fiber board, wood, wood composite, vinyl, etc.) for the Board and Batten and Lap Siding style material on the townhome elevations from NSPJ Architects. See UDO Section 8.060, Table 8.I-1 for the list of allowable materials and UDO Section 8.070, Table 8.I-2 for material usage requirements. **Materials have been provided**
- 7) Color elevations for all four sides of the townhome elevations from NSPJ shall be submitted to review for compliance with the residential building material requirements of UDO Section 8.070, Table 8.I-2. **PROVIDED UPDATED ARCHITECTURAL PLANS FOR BOTH COMMERCIAL AND RESIDENTIAL AREAS**

7. AMENITY/OPEN AREAS. 1) Provide dimensioned, color building elevations with material callouts for the clubhouse building on Lot 21. 2) What do the rectangular shapes in the vicinity of the northeast corner of Lot 21 and the open area south of center on Lot 22 represent? Are these buildings or shelters? **CLUBHOUSE ELEVATIONS HAVE BEEN UPDATED. ADDED SHELTER LABELS TO LOTS 21 AND 22 C.104.**

Engineering Review

1. Sheet C301: See previous applicant letter. Sanitary sewer was not extended to Lot 10, 11, and 12 Maddox Acres as requested. Extend the sanitary sewer to serve these three (3) lots within Maddox Acres. See subsequent comments below for additional extension requirements to tie-into the SE portion of the project where the two (2) southeasternmost townhomes are located. These townhouses are currently draining toward this area. **THE DEVELOPMENT HAS EXTENDED THE SANITARY TO THE SOUTH PORTION OF THE SITE AND DOES NOT REQUIRE AN EXTENSION ACROSS THE FRONT OF LOTS 10 - 12**
2. General Sanitary Sewer Comment: It appears the two (2) southeasternmost townhouse units shown along the SE portion of the project would be better served with sanitary sewer along 16th St. This could be tied-into the sanitary sewer serving lots 10, 11, and 12 Maddox Acres discussed in previous comment letter. Recommend showing this extension along the road adjacent to the SE townhomes and 16th St. to the plat boundary depending on grade, most likely the "bend" in the road where 16th St. becomes SE Willow Rd. **EXTENDED SANITARY SEWER TO PLAT LINE.**



3. Sheet C.300: a. Sanitary sewer lines were difficult to read, and become pixelated upon zooming-into the document. Revise the sheet to make it clear where the sanitary lines are located and where they flow, and remove the pixelation. b. New water main needs to be extended to the bend in 16th St. where it changes to Willow Rd. This would appear to be the plat boundary. **MADE SANITARY LINES BOLDER. FIXED PIXELATION. EXTENDED WATER TO WILLOW ROAD.**
4. Sheet C.301: a. Sanitary sewer serving the townhomes in the SE portion of the project appear to be better served from 16th St. to the south rather than extending to the north. This should be connected to the sanitary sewer discussed previously along 16th St. To achieve compliance with extending to the plat boundary for sanitary sewer, it would appear the termination point would be the bend in 16th St. where it becomes Willow Rd. b. Road improvements should be better defined on its own sheet. The road improvements should be designed with curb and gutter and storm sewer improvements, and should be extended from M-291 to the bend in 16th St. where it becomes Willow Rd. **EXTENDED SANITARY LINE TO THE SOUTHERN PLAT BOUNDARY**
5. General Comment on All Utility Sheets: Show the proposed line sizes, or alternatively, provide sufficient labeling stating the sizing will be provided during the final design. **ADDED NOTE.**
6. Have preliminary profile views been prepared and examined to determine whether the sanitary sewer alignment is compliant with the maximum 20 foot depth rule, utility conflicts, etc.?
PRELIMINARY PROFILES HAVE BEEN CREATED AND NO SANITARY WILL EXCEED THE 20 FOOT MAXIMUM DEPTH
7. Recommend submittal of preliminary profile views for the alternate alignment described above.
UTILITY PLANS ARE BEING WORKED ON
8. Missing an off-site sanitary sewer plan. **SEE SHEET C.402.**
9. Sheet C101 a. This sheet becomes pixelated and illegible while zooming-in, Please fix.
REMOVED DIMENSIONS C.101. DIMENSIONS ON C.102.

Fire Review

2. 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. **ACKNOWLEDGED.**

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. **ADDED NOTE TO C.102**

3. 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. **ACKNOWLEDGED.**

Work with Water Utilities to provide a water model for the area to meet fire flow requirements



4. 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 hydrant plan. **ADDED FH PLAN C.302.**

Traffic Review

1. Right turn lane at Stuyvesant looks very short. Access Management Code calls for 150' plus taper. **The east bound right turn at Stuyvesant is a full lane right turn that begins at 291 so it is 415 feet in length.**

2. MoDOT has provided comments, but they focused mostly on Phase 1 in their review. Need to address comments prior to PC or a condition will be added allowing for all MoDOT comments to be addressed. **Noted**

3. Several throat lengths do not meet AMC minimums. **Throat lengths will be modified with the Final Development Plan submittal**

4. As stated in the TIS, several locations warrant right turn lanes but these haven't been shown in the plans. **The traffic study page 24, identifies 4 locations (Node 11, 12, 21 & 22) for right turn lanes as well as Node 7. Nodes 7, 21 and 22 are in phase 2 and as noted in Phase 1**

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.

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