



LEE'S SUMMIT
MISSOURI
DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: September 20, 2018 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: September 4, 2018 **PHONE:** 816.969.1800
APPLICATION #: PL2018137 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: DEVELOPING POTENTIAL **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located along the east side of NW Executive Way between NW O'Brien Road and NW Blue Parkway. The surrounding area generally includes office uses to the south, west and north. The area east of the proposed development is residential with abutting elementary school.

ALLOWABLE ACCESS

The proposed development will be accessed from a driveway along NW Executive Way.

EXISTING STREET CHARACTERISTICS (*Lanes, Speed limits, Sight Distance, Medians*)

NW Executive Way is a two-lane commercial local street with a 25 mph speed limit, no median and sidewalks along both sides. NW Executive Way has intersections with NW O'Brien Road to the north and NW Blue Parkway to the south. NW Executive Way is stop controlled at these intersections. NW O'Brien Road is a two lane residential collector that has a 30 mph speed limit and nearby overpass of US 50 Highway. NW Blue Parkway is a two lane commercial collector that has a 35 mph speed limit with access to 3rd Street and Chipman Road, Major Arterials, approximately three-quarter mile and one-half mile north and south of NW Executive Way, respectively. Sight distances at the existing intersections and proposed driveway are adequate.

ACCESS MANAGEMENT CODE COMPLIANCE? Yes No

All criteria in the Access Management Code have been satisfied.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	400	200	200
A.M. Peak Hour	152	97	55
P.M. Peak Hour	NA	NA	NA

The peak hour trip generation described above was provided by the applicant for the proposed use in a traffic impact study using industry accepted standard methods. The proposed development is not open during the PM peak hour and similar permitted uses for the proposed facility for comparison purposes if it were to change use in the future would not likely generate more than 100 peak trips in an hour. Weekday projections were estimated from operational information and assumptions regarding mid-day activity.

TRANSPORTATION IMPACT STUDY REQUIRED?Yes No

The proposed development may generate more than 100 vehicle trips to the surrounding street system during any given peak hour as a minimum condition for a transportation impact study in the Access Management Code.

A traffic impact study was submitted by Bartlett and West, Inc., dated August 29, 2018, for the proposed development. The traffic study assessed existing AM and PM Peak Hour traffic operations at the nearest public street intersections of NW Executive Way (i.e. O'Brien Road and Blue Pkwy). The study assessed the impact of proposed development during both peak hours, but only the AM peak was determined to experience any traffic impact due to hours of operation of the development (which is closed during the PM commuter peak period). Existing operations and operations projected after development at the studied intersections exhibit adequate level of service. Levels of service (LOS) reported meet the City's adopted LOS performance standards. No improvements are recommended in association with the proposed development.

LIVABLE STREETS (Resolution 10-17)COMPLIANT EXCEPTIONS

The proposed development plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, and accessibility. The proposed project also enhances private transit options for its business clients with van/bus services and reduces the travel demand on the public roadway network. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

RECOMMENDATION:APPROVAL DENIAL N/A STIPULATIONS

Recommendations for Approval refer only to the transportation impact and do not constitute an endorsement from City Staff.

Staff recommends approval of the proposed preliminary development plan.