



# LEE'S SUMMIT

## MISSOURI

### DEVELOPMENT REVIEW FORM

#### TRANSPORTATION IMPACT

**DATE:** October 6, 2017      **CONDUCTED BY:** Michael K Park, PE, PTOE  
**SUBMITTAL DATE:** September 6, 2017      **PHONE:** 816.969.1800  
**APPLICATION #:** PL2017167      **EMAIL:** Michael.Park@cityofls.net  
**PROJECT NAME:** VILLAGE AT VIEW HIGH, 2<sup>ND</sup> PLAT      **PROJECT TYPE:** Prel Dev Plan (PDP)

#### **SURROUNDING ENVIRONMENT** (*Streets, Developments*)

The proposed development plan is located at the northeast corner of 3<sup>rd</sup> Street and View High Drive. The surrounding area consists of existing and planned single family residential subdivision to the east and south-southeast, approved high-density residential to the west, large lot residential/agricultural property to the north and undeveloped commercial mixed-use property to the southwest. The proposed development is located within a previously approved conceptual development master planned area.

#### **ALLOWABLE ACCESS**

The proposed lots within the development will be accessed directly by proposed local streets and those streets intersect Village Park Drive, a collector/local roadway serving a variety of land uses with associated changes in function and typical section corresponding to the surrounding context. Village Park Drive extends to View High Drive and includes an intersection at Kessler Drive. Kessler Drive connects to View High Drive and will extend to 3<sup>rd</sup> Street as development continues within the surrounding approved concept plan. All proposed streets, driveways and intersections associated with the proposed development are in compliance with the Access Management Code

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

View High Drive is a four-lane median divided, 45 mph major arterial owned and maintained by the City of Kansas City, MO. View High Drive south of 3<sup>rd</sup> Street is Longview Boulevard; a four-lane median divided major arterial within the corporate limits of Lee's Summit. 3<sup>rd</sup> Street is a four-lane major arterial with a 40 mph speed limit. There are raised medians and turn lanes along 3<sup>rd</sup> Street at various intersections, including Kessler Drive and View High Drive. Kessler Drive is a two/three lane, 25 mph, commercial collector. 3<sup>rd</sup> Street and Kessler Drive are within Lee's Summit corporate limits. The intersection of Kessler Drive and 3<sup>rd</sup> Street is full access with left and right-turn lanes. The intersection of Kessler Drive and View High Drive is pending, but includes left and right-turn lanes with full access as approved. Village Park Drive is also pending approved construction. It is a 2-lane, undivided, 25 mph street as previously described with right-in/right-out access at View High Drive (including planned right-turn lane along View High Drive) and extends into the adjacent subdivision. The intersection of 3<sup>rd</sup> Street and View High Drive is traffic signal controlled with multiple turn lanes upon each approach. Sight distance is adequate at all existing and proposed intersections.

**ACCESS MANAGEMENT CODE COMPLIANCE?**      YES       NO

The proposed development is in compliance with the Access Management Code (AMC).

**TRIP GENERATION**

<b>Time Period</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	382	191	191
A.M. Peak Hour	32	5	27
P.M. Peak Hour	37	25	12

**TRANSPORTATION IMPACT STUDY REQUIRED?**      Yes       No

The proposed development will not likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour. The surrounding street system has been planned, constructed and/or will be built to adequately accommodate the projected traffic impact of this development in consideration of the improvements required of adjacent development and the approved conceptual development plan. A traffic study was completed by TranSystems Corp., dated July 21, 2016 which included the proposed development. The traffic study was also submitted to the City of Kansas City, MO for review and concurrence.

The traffic study considered the following scenarios to assess the development impact and required improvements to mitigate inadequate infrastructure/operations: Existing Conditions, Existing Plus Approved Development Conditions (includes approved development in the area under construction such as Winterset Valley, Goddard School, Residences at Longview Apartments, NLV Commercial, Summit Church and Autumn Leaves), Existing Plus Approved Plus Proposed Development Conditions, and a Future Year 2040 Conditions analysis. The development scenario was considered in two phases; the first phase limited to the apartments already approved and pending construction and the second phase encompassing the remaining full development. Each scenario was evaluated for AM and PM peak hours at the intersections along View High Drive from Chipman Road to 3<sup>rd</sup> Street (existing and proposed) as well as intersections along 3<sup>rd</sup> Street at View High Drive, Kessler Drive, Bridlewood Drive and proposed driveways. The study also included an assessment of site circulation, design, and compliance with access management codes/criteria.

In comparison, the proposed development will generate fewer trips than conceptually planned and studied. Both plans being age restricted residential land uses; the former proposal had a higher density. In addition, no other development of significance has been approved in the immediate area since the study was completed.

The first phase of the approved conceptual development plan, the apartments to the west of this development proposal, is pending construction. This proposed development does not necessitate additional roadway improvements beyond those required in the aforementioned first phase. Additional roadway improvements, including the installation of traffic signal control are not required until the next phase of development, a commercial mixed-use, within the conceptual plan as stipulated in its approval and associated traffic study.

**LIVABLE STREETS (Resolution 10-17)**      **COMPLIANT**       **EXCEPTIONS**

The proposed development 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, shared-use path, network connectivity, landscaping, and accessibility. This

development will improve residential connectivity and access for existing and future residents. 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.