



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	June 14, 2021	CONDUCTED BY:	Brad Cooley, PE
SUBMITTAL DATE:	May 21, 2021	PHONE:	816.969.1800
APPLICATION #:	2021134	EMAIL:	Brad.Cooley@cityofls.net
PROJECT NAME:	OSAGE 3 RD PLAT	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located on the southwest quadrant of the MO 150 and SW Pryor Road intersection. The property is surrounded by agriculture to the north and west, with residential to the east and south.

ALLOWABLE ACCESS

The proposed development will be primarily accessed from Pryor Road and M-150 Highway through a proposed network of residential streets through Osage 1st Plat. Individual lot access within the subdivision will be from the proposed residential streets, not from surrounding arterials and highway. The proposed residential streets will have two lanes and a 25 mph speed limit. The proposed street intersections will have adequate sight distance.

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

Pryor Road is a two lane undivided major arterial with a 45 mph speed limit currently constructed to interim road standards with turf shoulders south of M-150 Highway to County Line Road and paved shoulders north of M-150 Highway to Longview Road. Future improvements to Pryor Road north of M-150 Highway included in the Capital Improvement Program will provide for a four-lane urban road section with turn lanes, sidewalks, trails, lighting, etc. consistent with the typical section of Pryor Road north of Longview Road. Improvements to Pryor Road south of M-150 Highway to County Line Road are currently being constructed in association with the Stoney Creek development. Those approved improvements include; turn lanes at its street intersections with Pryor Road and paved shoulders the length of Pryor Road. M-150 Highway is a four-lane median divided highway owned and maintained by MoDOT. The intersection of Pryor Road at M-150 Highway is traffic signal controlled. There are no existing sight distance concerns in the area of the proposed development.

ACCESS MANAGEMENT CODE COMPLIANCE? YES NO

All intersection spacing, turn lanes and other applicable criteria required by the Access Management Code have been satisfied and/or will be compliant as shown on the PDP.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	141	71	70
A.M. Peak Hour	12	3	9
P.M. Peak Hour	17	11	6

TRANSPORTATION IMPACT STUDY REQUIRED?

YES

NO

The proposed development will not likely generate more than 100 peak hour trips; a minimum condition in the Access Management Code for Traffic Impact Studies.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT

EXCEPTIONS

The proposed redevelopment plan will not make improvements to existing roadways, sidewalk, trails, etc. The project is located adjacent to and an extension of an approved subdivision. Elements otherwise required by ordinances and standards, including but not limited to property landscaping, lighting, parking, and ADA accessibility have been proposed. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 are requested.

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 development without any transportation improvement stipulations.