



LEE'S SUMMIT
MISSOURI
DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: June 7, 2017
SUBMITTAL DATE: May 23, 2017
APPLICATION #: PL2017098
PROJECT NAME: ARBORWALK SOUTH

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PROJECT TYPE: Prel Plat

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed residential subdivision preliminary plat is within the previously approved preliminary development plan for Arborwalk, located north of M-150 Highway between Pryor Road and Ward Road. The surrounding area consists of single-family and multi-family residential subdivision to the east, a church, single family residential and commercial property to the south, and large lot rural residential or agricultural property to the west and north.

ALLOWABLE ACCESS

The proposed preliminary plat will be primarily accessed from Pryor Road, M-150 Highway and Ward Road via existing residential local and collector streets, the extensions of existing streets within the development and a proposed network of new residential local and collector streets within the proposed preliminary plat. Individual lot access within the subdivision will be from residential local streets, not from collector streets or surrounding arterials and highway. The proposed residential streets will have two lanes and a 25 mph speed limit. The proposed street intersections and proposed intersection with Pryor Road 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 north of M-150 Highway to Longview Road. Future improvements to Pryor Road will provide for a four lane urban road section with turn lanes, sidewalks, planned trails, lighting, etc. consistent with the typical section of Pryor Road north of Longview Road. M-150 Highway is a four lane median divided highway owned and maintained by MoDOT. Ward Road is a four lane median divided major arterial. The intersections of Pryor Road at M-150 Highway and Ward Road at M-150 Highway are traffic signal controlled. MoDOT has a planned traffic signal at the intersection of Arborlake Dr. and M-150 Highway. Additional road improvements along Pryor Road and potential traffic signal installations to support development within Arborwalk, including the area covered by the proposed preliminary plat, are included among the conditions of an executed development agreement for Arborwalk. There are no existing sight distance concerns in the area of the proposed plat.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes

No

All intersection spacing, turn lanes and other applicable conditions required by the Access Management Code have been satisfied and/or will be provided for as stipulated in the executed development agreement for Arborwalk.

TRIP GENERATION

| Time Period | Total | In | Out |
|----------------|-------|-------|-------|
| Weekday | 3,596 | 1,798 | 1,798 |
| A.M. Peak Hour | 276 | 69 | 207 |
| P.M. Peak Hour | 350 | 221 | 129 |

TRANSPORTATION IMPACT STUDY REQUIRED? Yes No

The proposed plat was previously studied as part of the Arborwalk subdivision preliminary development plan. The proposed plat is consistent with the previously approved subdivision with regard to street layout/network, connectivity and land use. The proposed plat has a residential density less than previously approved for the same area. The traffic improvements associated with the previously approved preliminary development plan will remain applicable to the proposed plat as a condition of staff recommendation. Most of those transportation improvements have been completed, but a few remain such as the turn lanes along Pryor Road at the proposed intersection of Arborwalk Blvd. The executed agreement also stipulates supplemental traffic study by the developer in consideration of additional transportation improvement needs prior to building permits for continued commercial growth and when a specified threshold of residential density is exceeded (which may or may not occur within the proposed preliminary plat).

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

The proposed preliminary plat 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, street connectivity and accessibility. The plan should be amended to include additional sidewalk/trail facilities surrounding the existing/proposed open space and park property; extending and connecting existing sidewalk/trail facilities. 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 plat subject to the following stipulations:

1. The executed development agreement pertaining to the approval of Arborwalk preliminary development plan shall be amended as necessary to maintain in effect all of those same conditions upon the proposed preliminary plat.
2. Sidewalk/shared use path shall be provided along the roads surrounding Tract B to connect with existing sidewalk/shared use path and surround pedestrian facility network.