LEE'S SUMMIT
M I S S O U R I

DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: October 5, 2022   **CONDUCTED BY:** Brad Cooley, PE
SUBMITTAL DATE: July 12, 2022   **PHONE:** 816.969.1800
APPLICATION #: PL2022216   **EMAIL:** Brad.Cooley@cityofls.net
PROJECT NAME: MACADOODLES   **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT *(Streets, Developments)*

The proposed development is generally located in the southwest quadrant of MO 291 and SW Persels Road. The property is bound by SW Market St. to the west, MO 291 to the east, SW 16th St. to the south and existing development to the north. The proposed development will utilize a portion of the existing strip center. The subject property is zoned commercial and all adjacent development is zoned industrial.

ALLOWABLE ACCESS

The proposed development is planned to maintain and utilize all existing site access. The primary access to the site will be from Market St. There are three access points from the strip center onto Market St.; one approximately 250' west of MO-291, the second approximately 315' north of the first, and the third approximately 300' north of the second.

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

MO-291 Highway is a four-lane median-separated highway that generally runs north/south with a posted speed limit of 45-mph near the site. This section of MO-150 is constructed with paved shoulders. MO-291 is owned and maintained by MoDOT.

SW Persels Road is a four-lane undivided minor arterial with a 35-mph speed limit. The section of Persels near the subject development is currently built with curb and gutters and sidewalk along the south side. Persels is signal controlled at both MO-291 to the east and SW Jefferson St., west of MO-291.

SW Market Street is a two-lane local street with a 25-mph speed limit. Market Street is currently built with curb and gutter but does not have any sidewalk accommodations adjacent to the subject property.

SW Jefferson Street is a two-lane commercial collector with a 35-mph speed limit and a two-way left turn lane. Jefferson Street is built to a full urban standard in the vicinity of the proposed development.

ACCESS MANAGEMENT CODE COMPLIANCE?   **YES** ☒   **NO** ☐

All criteria in the Access Management Code criteria have been met.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	1287	644	643
A.M. Peak Hour	7	6	1
P.M. Peak Hour	199	100	99

Trip generation shown was estimated for the proposed development based on ITE Code 899 - Liquor Store based on a 12,000-sf building. The ITE manual - 11th edition was used to estimate trips.

TRANSPORTATION IMPACT STUDY REQUIRED?   YES ☐   NO ☒

The proposed development has prepared a Traffic Impact Study for the proposed development. After review of the study and discussions with the development team, a traffic signal is warranted at Persels and Market. However, due to close proximity with existing signals alternative modifications are required.

As a result of the proposed developments traffic and site restrictions, a median will be required to be constructed along Persels restricting Market to right-in-right-out.

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, parking, and accessibility. 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 subject to the conditions noted below:

1. Install a median along Persels to improve traffic movements, per the City's LOS Policy. The construction of this median shall be coordinated with MoDOT, as a portion will be in State right-of-way. Substantial completion shall be obtained for the public improvements prior to issuance of construction permits for the on-site improvements.