



**DEVELOPMENT REVIEW FORM**  
**TRANSPORTATION IMPACT**

<b>DATE:</b>	July 21, 2021	<b>CONDUCTED BY:</b>	Brad Cooley, PE
<b>SUBMITTAL DATE:</b>	July 15, 2021	<b>PHONE:</b>	816.969.1800
<b>APPLICATION #:</b>	2021181	<b>EMAIL:</b>	Brad.Cooley@cityofls.net
<b>PROJECT NAME:</b>	CHIPOTLE PDP	<b>PROJECT TYPE:</b>	Prel Dev Plan (PDP)

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

The proposed development is located on the northwest quadrant of the US-50 Highway and SW 3<sup>rd</sup> Street intersection. The property is surrounded by commercial property to the northwest and southeast, along the outer road, and south across 3<sup>rd</sup> Street. The properties to the southwest are residential.

**ALLOWABLE ACCESS**

The proposed development will be primarily accessed by SW Oldham Parkway and SW 3<sup>rd</sup> Street via SW McClendon Drive. The lot has two existing driveways, one along SW Oldham Parkway and one along SW McClendon Drive, shared with Hardees Addition. The proposed street intersections will have adequate sight distance.

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

Oldham Parkway is a MoDOT facility and a two-lane undivided commercial collector with a 35-mph speed limit. SW 3<sup>rd</sup> Street is a four-lane undivided major arterial west of Oldham Parkway and two lane undivided minor arterial east of Blue Parkway. MoDOT owns 3<sup>rd</sup> Street from Oldham Parkway to Blue Parkway, through the US-50 interchange. The intersections of Oldham and Ward, US-50 Highway ramps and Blue Parkway with 3<sup>rd</sup> Street are all traffic signal controlled (Operated by MoDOT). SW 3<sup>rd</sup> Street from Pryor to Opal has recently been reconstructed to address capacity and signal demands (3<sup>rd</sup> and Murray). The annual curb and gutter replacement and overlay program will complete the portion between Opal to Oldham. Additionally, 3<sup>rd</sup> Street is in the current CIP to be reconstructed from Blue Parkway to Jefferson. Those approved improvements include; street lighting and address some access management concerns.

**ACCESS MANAGEMENT CODE COMPLIANCE?**      Yes       No

All intersection spacing, turn lanes and other applicable criteria required by the Access Management Code have been satisfied to the extent existing conditions and proposed development can reasonably achieve.

**TRIP GENERATION**

<b>Time Period</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	884	442	442
A.M. Peak Hour	65	33	32
P.M. Peak Hour	80	42	38

Trip generation shown above is for the proposed use (Fast Food w/ Drive Thru, no seating - ITE Code 935) alone and does not account for the previous use (Fast Food w/o Drive Thru - ITE Code 933)

**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. 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.