



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: November 16, 2016 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: November 7, 2016 **PHONE:** 816.969.1800
APPLICATION #: PL2016199 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: CO-WORK LEE'S SUMMIT **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed re-development is located between SW Jefferson Street and SW Market Street, north of SW 3rd Street, within downtown Lee's Summit.

ALLOWABLE ACCESS

The proposed re-development will be accessed from existing sidewalks and driveway(s) along SW Market Street and SW Jefferson Street. The driveway locations are existing. One of the existing driveways along SW Jefferson Street will be removed to improve traffic circulation and access management. The existing one-lane mail drop aisle will be reconstructed for two-way traffic with parking modifications in support of the land use changes and enhance traffic circulation.

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

SW Market Street is a two-lane collector within the downtown area. It has a 25 mph speed limit, on-street parking and sidewalks. SW Market Street has intersections with SW 3rd Street to the south and SW 2nd Street to the north. The intersection at SW 3rd Street is an all-way stop. The intersection at SW 2nd Street is traffic signal controlled. Due to the constraints of a downtown environment, there are no turn lanes on SW Market Street. Sight distances at the existing driveway locations are adequate.

ACCESS MANAGEMENT CODE COMPLIANCE? Yes No

All criteria in the Access Management Code have been satisfied. No new access is proposed.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	0	0	0
A.M. Peak Hour	0	0	0
P.M. Peak Hour	0	0	0

The daily and peak hour trip generation from the proposed uses within the building (e.g. office, medical-office, and coffee shop) will likely generate significantly less traffic than the prior use (i.e. United States Post Office). The trip generation shown above is in consideration of the net trip impact comparing proposed use and prior use of the same building square footage.

TRANSPORTATION IMPACT STUDY REQUIRED?

Yes

No

The proposed re-development will not likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour as a minimum condition for a transportation impact study. Furthermore, the net difference in trip generation expected between the proposed use and the existing use suggests less traffic is projected on the nearby road network than previously experienced. The proposed uses will have more private parking supply on-site than needed.

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 shared public/private parking, sidewalk, landscaping, 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.