



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: December 3, 2020 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: November 16, 2020 **PHONE:** 816.969.1800
APPLICATION #: PL2020280 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: LOTS 1 & 2 STREETS OF WEST PRYOR **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed preliminary development plan is located within the Streets of West Pryor development along the west side of Pryor Road between Chipman Road and Lowenstein Drive. The property is surrounded by commercial use to north, east and south. The property is bordered by Lowenstein Park to the west.

ALLOWABLE ACCESS

Access to the site is proposed from Lowenstein Drive. Lowenstein Drive has been reconstructed to commercial collector standards with multiple turn lanes, access management and traffic signal control at the Pryor Road intersection. No direct access is proposed from Pryor Road or Chipman Road. There is no change in access associated with the proposed preliminary development plan in comparison to the approved preliminary development plan where such driveway along Lowenstein Drive has already been established.

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

Lowenstein Drive is an improved three-lane commercial collector with additional capacity, median restrictions and multiple turn lanes in proximity to Pryor Road; particularly near the subject property. Lowenstein Drive has full access along Pryor Road between Chipman Road and I-470 with traffic signal control. This roadway was improved in association with the previously approved Streets of West Pryor development. Lowenstein Drive continues east of Pryor Road as a private street/driveway into the Summit Woods Shopping Center. Lowenstein Drive also intersects Black Twig Lane, another two-lane roadway that has been improved to urban standards in association with the same Streets of West Pryor development. Pryor Road is a four-lane, median divided, major arterial with a 35 mph speed limit in the vicinity of the proposed development. Pryor Road extends north-south across the City with major junctions at Interstate 470 and M-150 Highway. It also intersects the nearest east-west major arterial, Chipman Road. There is adequate sight distance at the existing intersections and along Lowenstein Drive where site access exists.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes

No

No new access is proposed for the development. Access to the proposed development is consistent with the approved preliminary development plan for Streets of West Pryor and approved roadway plans that resulted in the reconstruction of Lowenstein Drive.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	778	10,542	10,542
A.M. Peak Hour	129	66	63
P.M. Peak Hour	41	15	26

Trip generation shown above reflects the net difference in trip generation from the proposed change in land use and approved land use on the same property associated with Streets of West Pryor (Lot 1 and Lot 2). The proposed land use changes an approved 6,500 s.f. high-turnover sit-down restaurant into a 3,200 s.f. fast-food restaurant with drive through window.

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

The proposed development will likely generate more than 100 vehicle trips during a weekday peak hour compared to the approved development; the minimum condition for traffic impact study requirements. A traffic impact study was completed by SKW/McClure, dated August 2018, with supplemental analysis for plan revisions dated October 2018. This study and associated site plan was compared to the proposed site plan. The comparison, analysis and assessment was summarized in a memorandum by McClure, dated October 14, 2020. The traffic study and recent site plan traffic comparison considered AM and PM Peak Hour traffic operations along Pryor Road at the intersections of Lowenstein Drive, Chipman Road, Summit Woods Xing, and I-470 Interchange as well as the intersections of Chipman Road at Black Twig Lane, Black Twig Lane at Lowenstein Drive, and all proposed commercial driveways. Analysis scenarios in the 2018 traffic study (with supplemental analysis) were completed for existing conditions and existing plus proposed development conditions with various increments of development phasing. The memorandum included these same scenarios, but focused on the differences and impacts of land use changes currently proposed. The memorandum comparing 2018 site plan to 2020 site plan not only reviewed Lot 1 and Lot 2, but other site plan changes within the Streets of West Pryor project subject to separate PDP application(s).

Level of service (LOS) is an industry accepted standard measure of performance (e.g. delay) for traffic operations rated A-F, similar to a grade card with A the best and F the worst condition. The City Council has adopted a LOS policy in which the acceptable condition is LOS C or better for traffic signal controlled intersections and where LOS D (or worse) may be acceptable for stop controlled minor street approaches and driveways at major streets as adequate infrastructure.

In summary, the difference in approved plan from 2018 and the current plan for Lot 1 and Lot 2 does not warrant any additional transportation improvements beyond those already required (and constructed) for the previously approved Streets of West Pryor development. Additional traffic likely generated by a proposed change of use on Lot 1 and Lot 2 does not create any level of service issues nor warrant any change of intersection control at any of the studied intersections. All intersections with the improvements required for the approved Streets of West Pryor development are expected to have adequate operations in consideration of the proposed changes in land use on Lot 1 and Lot 2.

LIVABLE STREETS (Resolution 10-17) COMPLIANT EXCEPTIONS

The proposed development 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 in full compliance

with the Livable Streets Policy adopted by Resolution 10-17. The project includes additional trails/shared use paths throughout and adjacent to the site.

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 plan subject to substantial completion of any remaining off-site transportation improvements approved in association with the Streets of West Pryor development.