



# LEE'S SUMMIT MISSOURI

## DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

**DATE:** May 16, 2022  
**CONDUCTED BY:** Brad Cooley, PE  
**SUBMITTAL DATE:** April 26, 2022  
**PHONE:** 816.969.1800  
**APPLICATION #:** PL2022119  
**EMAIL:** Brad.Cooley@cityofls.net  
**PROJECT NAME:** RAINTREE VILLAGE TIA  
**PROJECT TYPE:** Prel Dev Plan (PDP)

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

The proposed development is generally located in the northwest quadrant of MO 150 and SW Ward Road. The property is bound by SW Arborwalk Boulevard to the north, Arboridge Dr. to the west, existing commercial development to the east, and MO 150 to the south. The subject development is directly south of the Arborwalk development and the Holy Spirit Catholic Church is west, across Arboridge Dr. The existing and all adjacent property is zoned PMIX, north of MO 150. South of MO 150, there is a mix of commercial, agriculture, and residential zoning.

### **ALLOWABLE ACCESS**

The proposed development is planned to construct two new access points along SW Arborwalk Boulevard. Both access points are for this development alone and create a circle drive at the entrance of the development.

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

MO-150 is a four-lane median-separated highway that generally runs east/west with a posted speed limit of 35-mph. This section of MO-150 is constructed with sidewalk on both sides with the exception of a small gap across MO-150 from the development.

SW Arborwalk Boulevard and SW Arboridge Dr. are both a two-lane undivided commercial collector with a 25-mph speed limit. Both stretches of roadway do not have any sidewalk accommodations but will provide sidewalk along the subject property with this development.

**ACCESS MANAGEMENT CODE COMPLIANCE?**      Yes       No

The proposed development is proposed with access points that do not comply with the City's Access Management Code (AMC). SW Arborwalk Boulevard is classified as a commercial collector and is required to provide 300' spacing between driveway locations. The plan, as presented, provides approximately 215' between the subject properties west-most drive and the development to the norths drive and 200' between the proposed driveways to the site.

While the proposed plan is non-conforming to the City's AMC, City staff believes a waiver to the requirement is acceptable. In combination with the low trip generation and nature of surrounding development(s), City staff does not believe the spacing of driveways will pose and safety concerns to the adjacent street.

**TRIP GENERATION**

<b>Time Period</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	556	278	278
A.M. Peak Hour	39	23	16
P.M. Peak Hour	51	20	31

Trip generation shown was estimated for the proposed development based on ITE Code 254 - Assisted Living. The use, as identified with the development plan, is for 214 beds.

**TRANSPORTATION IMPACT STUDY REQUIRED?**      **Yes**       **No**

The proposed development likely will not 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 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.