



LEE'S SUMMIT
MISSOURI
DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: October 17, 2018 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: September 18, 2018 **PHONE:** 816.969.1800
APPLICATION #: PL2018079 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: ARTISAN POINT APARTMENTS **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located along the north side of Blue Parkway, east of Blackwell Road. The surrounding area includes an elementary school and single family residential to the north/northeast, single family residential beyond adjacent undeveloped property to the west, agricultural and large lot residential property to the east (east of Lee's Summit City Limit), and undeveloped property to the south/southwest.

ALLOWABLE ACCESS

The proposed development will be accessed from several driveways along a new public collector street extending northeast and eastward from Blue Parkway in general alignment shown on the Thoroughfare Master Plan. There is also an emergency point of access along Blue Parkway that will meet the requirements for access in the Fire code, but not serve residents of the project. The proposed street intersection with Blue Parkway will be roundabout controlled consistent with and similar to surrounding roundabouts and roadway geometries along Blue Parkway, Shenandoah Drive and Blackwell Road. The proposed street and driveway locations meet the Access Management Code criteria and have adequate sight distance.

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

Blue Parkway is a two-lane undivided east-west commercial collector owned and maintained by MoDOT, near the site and towards the east, and City owned and maintained towards the west near the intersection of Blackwell Road. The section of MoDOT owned Blue Parkway has shouldered edges, roadside ditch storm drainage. The section of City owned Blue Parkway has an urban standard with curbs, sidewalks, lighting, etc. Blue Parkway from the proposed roadway north of Blue Parkway having a roundabout intersection, including the proposed roundabout, to the existing urban section will be improved from its rural context to exhibit the same urban elements (e.g. curbs, sidewalks, etc.) in association with the proposed development and compliant with the City's Unimproved Road Policy. Blackwell Road is a multi-lane minor arterial with a 35 mph speed limit and grade separated interchange at US 50 Highway. Blackwell Road exhibits raised medians, turn lanes, sidewalks, paths, lighting, curbs and additional roundabouts at the highway junction. The intersection of Blue Parkway (formerly Shenandoah Drive) and Blackwell Road also has roundabout control. Sight distance is adequate all the aforementioned street intersections.

ACCESS MANAGEMENT CODE COMPLIANCE? YES NO

All provisions of the Access Management Code are satisfied.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	3,760	1,880	1,880
A.M. Peak Hour	298	60	238
P.M. Peak Hour	348	227	121

The trip generation noted above represents full build of the proposed development (Phase 1 and Phase 2).

TRANSPORTATION IMPACT STUDY REQUIRED?

YES

NO

The proposed development will likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour based on industry standard methods for trip generation estimates, a minimum requirement for traffic impact study in the Access Management Code. A traffic impact study was prepared by TranSystems, dated March 2018, for the proposed development.

The traffic study assessed existing conditions, proposed development conditions (full build), and future conditions that considers assumed community growth and development of surrounding undeveloped property based on previous work and traffic models for the US-50 and Blackwell Road Interchange. Development phases as depicted on the plan were not assessed independently. The analysis included morning and evening commuter peak hours at the intersections of Blue Parkway (formerly Shenandoah Drive) at Blackwell Road and any proposed intersections/driveways along Blue Parkway. An analysis of the Blackwell Interchange at US 50 Highway was not completed since that interchange was designed and constructed within the last year to accommodate significantly more traffic than currently exists or would be present if the proposed development is built.

The traffic study reports adequate level of service in all scenarios at all intersections studied based on the adopted level of service goal for traffic operations without any off-site improvement recommendations beyond those depicted on the plans and described above (i.e. proposed collector roadway, roundabout intersection of proposed roadway at Blue Parkway and improvement of Blue Parkway from the proposed roundabout to Blackwell Road). Level of service is a standardized measure of performance based on vehicle delay characterized similar to a grade card, with A representing free-flow movement, uncongested operations, and F representing failure or gridlock. The City's adopted goal for adequate performance is level of service C.

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 proposed public improvements generally described and included in the applicants plan submittal (i.e. roundabout at the proposed public street intersection with Blue Parkway, public collector street north/northeast of Blue Parkway, and Blue Parkway improvements from the proposed roundabout towards Blackwell Road).