



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	August 29, 2023	CONDUCTED BY:	Erin Ralovo, PE, PTOE
SUBMITTAL DATE:	June 22, 2023	PHONE:	816.969.1800
APPLICATION #:	2023162	EMAIL:	Erin.Ralovo@cityofls.net
PROJECT NAME:	TAILORMADE LANDING	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is generally located on the west side of Hamblen Road across from SE Kingspoint Drive. It is generally surrounded by industrial development on the north and west, and undeveloped property on the east side of Hamblen Road.

ALLOWABLE ACCESS

The proposed development will access Hamblen Road directly across from Kingspoint drive.

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

Hamblen Road is a 2 lane, undeveloped, Minor Arterial roadway with a posted speed limit of 40 MPH. There are no sidewalk or storm facilities along this roadway.

UNIMPROVED ROAD POLICY COMPLIANCE? YES NO

This development is subject to the Unimproved Road Policy (URP) considering the existing typical section and street classification of Hamblen Rd. The URP adopted by City Council by resolution provides guidance for staff to use in consideration of development that impacts adjacent roadways which are not constructed to "urban standards". Per the URP, an unimproved road is narrow in width (< 22' of pavement) and consistent with a rural character. An interim standard is generally defined as a minimum of two 12-foot travel lanes with six-foot paved shoulders. Hamblen Road has a width of 30', but does not have paved shoulders, putting it somewhere between an unimproved road and an interim road. According to the URP, no commercial development shall be permitted on an unimproved roadway. A waiver is required to permit development on anything less than an urban standard. The applicant has proposed widening the road to 36', providing 2-12' lanes and 2-6' shoulders, from Bailey Road to the south edge of the entrance drive, bringing Hamblen Road to an Interim Road standard.

Since Hamblen Road has a low traffic volume and is in an industrial area, staff is in support of the waiver with the following conditions: removal of existing thermoplastic pavement markings, installation of a microsurfacing treatment, and installation of new pavement markings.

ACCESS MANAGEMENT CODE COMPLIANCE? YES NO

All Access Management Code requirements are met.

TRIP GENERATION

Time Period	Total	In	Out
Weekday			
A.M. Peak Hour	10	5	5
P.M. Peak Hour	120	60	60

A trip generation model was provided by the developer's engineer, however the engineer did not feel there was an appropriate category for this development in the ITE manual. The Engineer calculated the peak hour trips based on the number of fields available and the number of players on each team. 5 Fields X 12 players per field X 1 car per player comes out to 60 trips in the PM peak. There will also be 60 vehicles leaving the site totalling 120 total trips.

TRANSPORTATION IMPACT STUDY REQUIRED? Yes No

A Traffic Impact Study was submitted on July 24, 2023.

LIVABLE STREETS (Resolution 10-17) COMPLIANT EXCEPTIONS

Hamblen Road does not currently meet the Livable streets requirements as no sidewalks are provided. The applicant will be required to provide Payment in Lieu of sidewalks. As Hamblen Road develops in the future, sidewalks will be added through either development projects or a CIP project. Although this does not provide sidewalks, pedestrians and bicyclists can use the 6' wide paved shoulders to travel along Hamblen Road, which is an improvement over the existing roadway section.

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 with the following transportation improvement stipulations.

1. Hamblen Road shall be widened to 36 feet from Bailey Road to the south edge of the entrance drive.
2. After widening, any thermoplastic pavement markings shall be removed and a new microsurfacing treatment provided on Hamblen Road through the extent of the widening, followed by the replacement of all pavement markings.
3. A Payment-in-Lieu of for sidewalks is required for their property frontage only.