



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: February 19, 2021 **CONDUCTED BY:** Brad Cooley, PE
SUBMITTAL DATE: February 5, 2021 **PHONE:** 816.969.1800
APPLICATION #: PL2020342 **EMAIL:** Brad.Cooley@cityofls.net
PROJECT NAME: WESTVALE ADDITION - TRACT A LOTS 1-9 **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located within the Westvale Addition subdivision along the south side of Chipman Road. The adjacent properties are all multi-family duplexes surrounded by single-family residential subdivisions. The subject property is located about 1 mi. west of the Pryor Road intersection.

ALLOWABLE ACCESS

The property will be solely accessed by a private, shared-access drive, a private street that intersects NW Field Crest Drive to the east. The existing private drive/street is utilized by the residential buildings immediately north of the subject property. This development will extend access from the existing drive/street entrance, allowing access to the proposed residential buildings. The proposed private parking lot is designed with the necessary turnarounds for residents, fire response, trash service, etc. to maneuver within the property and exit without backing down the drive/street as there is only one point of access.

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

NW Fieldcrest Drive is a two-lane, undivided, 25 mph, local road and provides the only access to the site, approximately 200 feet south of NW Chipman Road. NW Chipman Road is a four-lane, undivided, 35 mph, major arterial at the intersection of NW Fieldcrest Drive. Chipman Road has turn lanes and sidewalks on both sides, while Fieldcrest Drive does not. There are no sight distance issues at any of the proposed or existing intersections.

ACCESS MANAGEMENT CODE COMPLIANCE? Yes No

All intersection spacing, turn lanes and other applicable criteria required by the Access Management Code have been satisfied and/or will be compliant as shown on the PDP.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	95	48	47
A.M. Peak Hour	9	2	7
P.M. Peak Hour	13	8	5

TRANSPORTATION IMPACT STUDY REQUIRED? Yes No

The proposed development will not likely generate more than 100 peak hour trips; a minimum condition in the Access Management Code for Traffic Impact Studies. The proposed development

trip generation is insignificant compared to existing traffic volumes on Chipman Road and any increase may not be measured considering daily volume fluctuations likely exceed that which the development is likely to generate.

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, including but not limited to sidewalk, street connectivity 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 development.