



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	June 30, 2026	CONDUCTED BY:	Erin Ralovo, PE, PTOE
SUBMITTAL DATE:	March 21, 2026	PHONE:	816.969.1800
APPLICATION #:	2026078	EMAIL:	Erin.Ralovo@cityofls.net
PROJECT NAME:	BLACKWELL CONVENIENCE STORE	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located at the northwest corner of the interchange at US 50 Hwy and SE Blackwell Road. This development is surrounded by a residential development on the north, commercial development to the west, state highway right of way on the south, and undeveloped property to the east.

ALLOWABLE ACCESS

The proposed development will be accessed from two access points. The first is a Right-In-Right-Out (RIRO) access on SE Blue Parkway at approximately the mid-point between the roundabout at Blackwell and the roundabout at SE Shenandoah Drive.

The second access point will be full access at the future fourth leg of the roundabout at Shenandoah and Blue Parkway.

There will be no access from US 50 Highway or Blackwell Road.

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

US 50 Highway is a four-lane, median-divided freeway/expressway with a speed limit of 65 mph. SE Blackwell Road is a four-lane, north-south, median-divided Minor Arterial with a speed limit of 35 mph. The interchange at US 50 and Blackwell Rd includes two roundabouts to access the ramps to/from US 50. SE Shenandoah Drive is a two-lane east-west Commercial Collector with a speed limit of 35 mph. Shenandoah Drive has sidewalk and curb and gutter. SE Blue Parkway is a two-lane Commercial Collector with a posted speed limit of 35 mph that runs along the north and west sides of the site, then transitions to an east-west alignment parallel to US 50 farther west. Blue Parkway has partial sidewalk and curb and gutter. The intersection of Shenandoah and Blue Parkway is a single-lane roundabout with pedestrian facilities on all three constructed legs. The fourth leg of the roundabout is stubbed out and will provide access to the project site.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☒

No ☐

All intersection spacing, turn lanes and other applicable criteria required by the Access Management Code have been satisfied as shown on the development plans.

TRIP GENERATION

PHASE 1:	Total	In	Out
Weekday	4,963	N/A	N/A
A.M. Peak Hour	530	266	264
P.M. Peak Hour	485	244	241

PHASE 2:	Total	In	Out
Weekday	1,608	N/A	N/A
A.M. Peak Hour	122	77	45
P.M. Peak Hour	172	76	96

Trips were generated using ITE Codes in the ITE Trip Generation Manual 12th Edition using ITE codes 934 - Fast Food with Drive-Thru Window and 945 - Convenience Store/Gas Station for Phase 1 and codes 720 - Medical-Dental Office Building and 822 - Strip Retail Plaza for Phase 2.

TRANSPORTATION IMPACT STUDY REQUIRED? Yes ☒ No ☐

The proposed development likely will generate more than 100 peak hour trips, a minimum condition in the Access Management Code for Traffic Impact Studies. A Traffic Impact Study was prepared by McCurdy Engineers dated May 11, 2026, to assess the traffic impacts of the development on the existing infrastructure and provide public improvement recommendations for the subject development. The study made the following recommendations for the development:

1. Monitor traffic operations at the study intersections.
2. Construct the east leg of the roundabout to City of Lee's Summit Standards.
3. Construct a stop-controlled Right In Right Out (RIRO) access for the northbound approach and perform clearing and grading as necessary to provide a clear line of sight to the adjacent roundabout
4. Reserve sufficient right-of-way to accommodate potential future roadway improvements should traffic conditions deteriorate as traffic volumes through the corridor increase.

LIVABLE STREETS (Resolution 10-17) COMPLIANT ☒ EXCEPTIONS ☐

The proposed development plan will provide required sidewalks and all elements otherwise required by ordinances and standards, including but not limited to property landscaping, lighting, parking, and ADA accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 are requested.

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 conditions noted below and any such public improvements shall be substantially completed prior to any issued occupancy permit associated with Phase 1 of the development described therein:

1. Construct the east leg of the roundabout at SE Shenandoah Drive and SE Blue Parkway.

2. Construct a stop-controlled RIRO access for the northbound approach approximately 300 FT west of the roundabout at SE Shenandoah Dr and SE Blackwell Road.
3. Reserve sufficient right-of-way to accommodate potential future roadway improvements should traffic conditions deteriorate as traffic volumes through the corridor increase.