



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: October 6, 2025 **CONDUCTED BY:** Erin Ralovo, PE, PTOE
SUBMITTAL DATE: May 9, 2025 **PHONE:** 816.969.1800
APPLICATION #: 2025098 **EMAIL:** Erin.Ralovo@cityofls.net
PROJECT NAME: PATHWAYS AT KENSINGTON FARMS **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located at the southwest corner of SW Ward Road and SW County Line Road. The development is surrounded by residential development on all sides.

ALLOWABLE ACCESS

The proposed development will be accessed from two existing accesses along SW County Line Road, SW Rupard Road and SW Fenwick Road. On the west, the site is accessed from a new roadway connection on Prairie Lane to the west. The proposed site drive is located to provide adequate sight distance and/or spaced in accordance with the Access Management Code.

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

SW County Line Road is classified as a Minor Arterial with a speed limit of 35 MPH. SW County Line Road is a two lane, unimproved road with grass shoulders and no storm improvements, curb and gutter or sidewalk.

SW Ward Road is classified as a Major Arterial with a speed limit of 35 MPH. Ward Road is a two-lane undivided roadway with curb and gutter and a sidewalk on the east side and a 10-foot shared use path on the west side. There is both a southbound right and left turn lane, as well as a northbound left turn lane at the intersection with SW County Line Road.

SW Prairie Lane is a two-lane unimproved roadway with grass shoulders and no storm infrastructure or sidewalks. Prairie Lane is owned and maintained by Cass County and the City has no jurisdiction on the road. Prairie Lane connects to County Line Road 185 feet west of Pryor Road which does not meet access management standards.

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 SW County Line Road. 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. Based on the definitions provided in the URP, this portion of SW County Line Road was built to the previous interim standard defined as a minimum of two 12-foot lanes with six-foot grass shoulders. According to the URP, no residential subdivision shall be permitted on an unimproved roadway. Residential development may be permitted on an interim roadway subject to certain traffic volume thresholds (except that all new or reconstructed residential streets shall be built to an urban standard). Staff feels that due to the more rural nature of the area, in lieu of

adding paved shoulders a 10-foot shared-use path on the south side of SW County Line Road would provide pedestrian connectivity to the improvements along SW Ward Road and the surrounding area.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☐

No ☒

The intersection of Prairie Lane is only 185 feet from the intersection of Pryor Road on the north side of County Line Road. This does not meet the Access Management code and Prairie Lane will need to be realigned to intersect with County Line Road at the same location as Pryor Road.

TRIP GENERATION

Time Period	Total	In	Out
A.M. Peak Hour	315	79	236
P.M. Peak Hour	401	246	155

Trip generation shown was estimated for the proposed development based on ITE Codes 210 - Single-Family Detached Housing and 215 - Single-Family Attached Housing.

TRANSPORTATION IMPACT STUDY REQUIRED?

Yes ☒

No ☐

The proposed development will likely generate more than 100 peak hour trips; a minimum condition in the Access Management Code for Traffic Impact Studies. A traffic study dated October 2025 was provided by Merge Midwest Engineering. The traffic study was prepared to assess traffic impacts associated with the development and to provide public improvement recommendations or waivers requested by the development.

The study examined both existing and proposed conditions of the development. Counts were taken for study intersections in the existing conditions as well as examining the conditions after the proposed development.

The study looked at warrants for each of the study intersections and projected movements. The study found the following improvements would be required;

Phase 1

1. Construct a 10-foot Shared-Use path along the south side of SW County Line Road from SW Ward Road to SW Rupard Road.

Phase 2

1. Realign SW Prairie Lane to align with SW Pryor Road.
2. Construct left turn lanes with 250' of storage plus appropriate taper at each of the intersection approaches at SW County Line Road and SW Prairie Lane/Pryor Road.
3. Construct right turn lanes with 250' of storage plus appropriate taper for northbound and southbound approaches at SW County Line Road and SW Prairie Lane/Pryor Road.
4. Construct right turn lanes with 200' of storage plus appropriate taper for eastbound and westbound approaches at SW County Line Road and SW Prairie Lane/Pryor Road.

5. Construct a southbound left turn lane with 200' of storage plus appropriate taper on SW Prairie Lane at Site Drive.

Phase 3

1. Construct a 10-foot Shared-Use path along the south side of SW County Line Road from SW Rupard Road to SW Prairie Road.

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 development with the improvements recommended in the traffic study listed above.