



**DEVELOPMENT REVIEW FORM**  
**TRANSPORTATION IMPACT**

<b>DATE:</b>	June 16, 2023	<b>CONDUCTED BY:</b>	Erin Ralovo, PE, PTOE
<b>SUBMITTAL DATE:</b>	June 12, 2023	<b>PHONE:</b>	816.969.1800
<b>APPLICATION #:</b>	2023111	<b>EMAIL:</b>	Erin.Ralovo@cityofls.net
<b>PROJECT NAME:</b>	DOUGLAS CORNER	<b>PROJECT TYPE:</b>	Prel Dev Plan (PDP)

**SURROUNDING ENVIRONMENT** (*Streets, Developments*)

The proposed development is generally located in the northeast quadrant of the NE Douglas Street and NE Tudor Road intersection. The proposed development is bound by the Summit Station Development on both the west and south. The surrounding property is zoned CP-2 and Planned Industrial.

**ALLOWABLE ACCESS**

The proposed development will be accessed from two existing driveways, one off of Douglas next to the gas station and the other off of Tudor.

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

Tudor Road is a four-lane median separated minor arterial with a 35-mph speed limit with several median breaks for turn lanes and full access. Tudor Rd. is built with sidewalk along both sides, curb and gutter.

Douglas Street is a four-lane major arterial with a 45-mph speed limit. Douglas is undivided south of Tudor and median separated north of Tudor. Douglas has sidewalk on both sides, north of Tudor and along one side south of Tudor. The intersection of Douglas and Tudor is signal-controlled.

**ACCESS MANAGEMENT CODE COMPLIANCE?**      Yes       No

Tudor Road is considered a minor arterial and access to a minor arterial is required to be separated by 400'. The Tudor Road access is 20' shy of this requirement. Since the development is accessed on an existing driveway and it is not anticipated to negatively impact the adjacent roadway, staff supports the design.

All other Access Management Code requirements are met.

**TRIP GENERATION**

Time Period	Total	In	Out
Weekday	434	217	217
A.M. Peak Hour	19	11	8
P.M. Peak Hour	53	26	27

Trip generation shown was estimated for the proposed development based on the 11th edition of the ITE Trip Generation Manual. The proposed development was estimated based on the ITE Code 822 - "Strip Retail Plaza (<40k)".

**TRANSPORTATION IMPACT STUDY REQUIRED?**      Yes       No

The proposed development likely will not generate more than 100 peak hour trips to the surrounding street system during a peak hour, the minimum condition in the Access Management Code for a Traffic Impact Study.

**LIVABLE STREETS (Resolution 10-17)**      **COMPLIANT**       **EXCEPTIONS**

Sidewalks are provided along both Douglas and Tudor and meet the requirements of Livable Streets ordinances. No additional infrastructure will be required with this development.

**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 without any transportation improvement stipulations.