



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE: May 26, 2026 **CONDUCTED BY:** Erin Ralovo, PE, PTOE
SUBMITTAL DATE: February 3, 2026 **PHONE:** 816.969.1800
APPLICATION #: PL2026035 **EMAIL:** Erin.Ralovo@cityofls.net
PROJECT NAME: DILLON'S GROCERY STORE **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is generally located on the west side of NE Douglas Street south of NE Tudor Road. It is generally surrounded by zoned R4 property to the north, Planned Industrial to the west, AG to the south, and Lee's Summit North High School to the east on the east side of NE Douglas Street. A secondary pad site is located on the southwest corner of NW Tudor Road and NW Commerce Drive. This site is flanked by Industrial to the north and south, apartments to the east and the Lee Summit Police Department to the Northeast.

ALLOWABLE ACCESS

The proposed development has four points of access with three being full access and one partial access. Access #1 will be a signalized intersection lining up with the existing Lee's Summit North drive on the east side of Douglas. Access #2 will be a Right-In-Right-Out (RIRO) access located approximately 400 feet to the south of Access #1 on NE Douglas Street. Access #3 will be a full access on NW Main Street, approximately 350 feet south of Commerce Drive. Access #4 will be on Commerce Drive and will serve the secondary pad site.

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

Douglas Street is a four-lane major arterial with a 45-mph speed limit. Douglas is undivided south of Tudor. Douglas has curb and gutter and sidewalk on the east side. Sidewalk on the west side of Douglas will be built with the Evren apartment project just north of this development. Tudor Road is a four-lane Minor Arterial and has curb and gutter, sidewalk on the north side, and shared-use path on the south side. The speed limit on Tudor Road is 35 mph.

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: Time Period	Total	In	Out
Weekday	13,723	6,861	6,862
A.M. Peak Hour	607	337	270
P.M. Peak Hour	1,321	661	660

PHASE 2: Time Period	Total	In	Out
Weekday	1,525	762	763
A.M. Peak Hour	110	61	49
P.M. Peak Hour	176	88	88

Trips were generated using ITE Codes in the ITE Trip Generation Manual 12th Edition using ITE codes 850 - Supermarket, 822 - Strip Retail Plaza, and 944 - Gas Station for Phase 1 and code 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 Traffic Engineering Consultants dated April 2, 2026, to assess the traffic impacts of the development on the existing infrastructure and provide public improvement recommendations for the subject development.

Data collection showed that the AM peak hour occurred from 7:00 to 8:00 am and PM peak hour occurred from 4:15 to 5:15 pm. The development is projected to be completed in 2029 and 2027 was selected as the design period for Phase 1 full build-out analysis and 2029 as the design period for Phase 2 full build-out analysis. An average annual growth rate of 2.0% was used to adjust the 2025 traffic volumes.

The project is divided into two phases in the study, but plan sheets show three phases. Phase 1 includes the grocery store, gas station and the pad sites along Douglas. Phase 2 is a separate parcel that sits between Commerce and Main.

A traffic signal warrant analysis was completed for the intersection of Douglas Street and High School Entrance/Access #1. Turning movement counts, pedestrian activity, and speed data were evaluated against the applicable warrants. For this development, the 8-hour warrant was most applicable. Based on these findings, installation of a traffic signal is warranted in the 2027 build condition and is expected to enhance both safety and operations at the intersection.

The study made the following recommendations for the development:

1. Signalization of the full access drive and the Lees Summit North driveway.
2. Addition of a northbound and southbound left turn lane at the full access driveway.
3. Crosswalk for pedestrian connectivity across Douglas.
4. Access restrictions shall be installed at Access #2 to restrict traffic movements to right-in and right-out only.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT ☒

EXCEPTIONS ☐

The proposed development will comply with 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, landscaping, parking, 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 with the following transportation improvement stipulations.

1. Applicant shall construct a 5' sidewalk along the west side of NE Douglas Street to match the sidewalk to the north and to the property limits on the south.
2. Applicant shall install a traffic signal at Access #1/Lee's Summit North entrance prior to Phase 1 of development. Applicant shall construct a northbound left turn lane (200' plus taper) on Douglas Street into the development main drive.
3. Applicant shall construct a southbound left turn lane (200' plus taper) on Douglas Street into the high school drive. City will participate in cost of this turn lane construction unless the applicant is approved for incentives.
4. Applicant shall construct two southbound right turn lanes (150' plus taper) on Douglas Street at Access #1 (Main entrance) and Access #2 (RIRO).
5. Applicant shall construct a raised concrete median on Douglas Street at the RIRO drive. The median shall be a minimum of 4 feet wide and long enough to restrict left turn access either into or out of the drive.