



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

<b>DATE:</b>	April 27, 2026	<b>CONDUCTED BY:</b>	Erin Ralovo, PE, PTOE
<b>SUBMITTAL DATE:</b>	March 11, 2026	<b>PHONE:</b>	816.969.1800
<b>APPLICATION #:</b>	2026070	<b>EMAIL:</b>	Erin.Ralovo@cityofls.net
<b>PROJECT NAME:</b>	RUSH FUNPLEX	<b>PROJECT TYPE:</b>	Prel Dev Plan (PDP)

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

The proposed development is located at the northwest corner of NW Tudor Road and NW Ward Road. This development is surrounded by commercial development on the south and east. Directly south and to the east are existing apartments.

**ALLOWABLE ACCESS**

The proposed development will be accessed from two access points along NW Ward Road. The north most access will be a right-in/right-out access approximately 490 feet south of NW Outerview Road. The main entrance will be full access and create the fourth leg of the intersection of NW Ward Road and NW Tudor Road. NW Outerview Road is directly to the west of the development but there will not be any access from NW Outerview to this development.

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

NW Tudor Road is a generally four-lane divided Minor Arterial roadway with a speed limit of 35 MPH. NW Tudor Road has sidewalk, shared-use path, curb and gutter, a dividing median, and turn lanes at NW Ward Road. NW Ward Road is generally a four-lane divided Major Arterial roadway with a speed limit of 35 MPH. Ward Road has sidewalk, shared-use path, curb and gutter, a dividing median, and turn lanes at NW Tudor Road and NW Outerview Drive. There is no sidewalk on the east side of Ward north of Tudor Road as this is mostly undeveloped land. Outerview Drive is a private undeveloped road. Outerview Drive does not have any improvements and a speed limit of 20 MPH. Outerview Drive has right-in/right-out access at Chipman Road.

**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**

<b>PHASE 1: Time Period</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	N/A	N/A	N/A
A.M. Peak Hour	0	0	0
P.M. Peak Hour	257	144	113

PHASE 2: Time Period	Total	In	Out
Weekday	746	N/A	N/A
A.M. Peak Hour	79	58	21
P.M. Peak Hour	88	30	58

Trips were generated using ITE Codes in the ITE Trip Generation Manual 12<sup>th</sup> Edition using ITE code 435 - Multipurpose Recreational Facility for Phase 1 and codes 710 - General Office Building and 932 - High-Turnover (Sit-Down) Restaurant for Phase 2. No trips are generated for the AM peak in Phase 1 since the Rush Funplex does not open until 10:00 am.

**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 April 7, 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. Construct a southbound right turn lane with a minimum storage Length of 150 feet plus taper on NW Ward Road at the right-in/right-out access. Maintain a minimum driveway throat length of 75 feet.
2. Lengthen the northbound left turn lane on NW Ward Road at NW Tudor Road to provide a minimum of 200 feet of storage plus taper. Maintain a minimum driveway throat length of 75 feet.
3. Construct a westbound left-turn Lane on Tudor Road with minimum length of 250 feet plus taper.
4. Convert the existing east leg of the Tudor Road intersection to three lanes, a left, through, and right.
5. The west leg of the Tudor Road intersection should be configured with one receiving lane and two exiting lanes consisting of a left-turn lane and a shared through/right turn lane.

**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:

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