



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

**DATE:** April 10, 2025      **CONDUCTED BY:** Erin Ralovo, PE, PTOE  
**SUBMITTAL DATE:** December 17, 2024      **PHONE:** 816.969.1800  
**APPLICATION #:** 2024319      **EMAIL:** Erin.Ralovo@cityofls.net  
**PROJECT NAME:** 150 & WARD APARTMENTS      **PROJECT TYPE:** Prel Dev Plan (PDP)

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

The proposed development is located on the northwest corner of MO 150 Highway and SW Ward Rd. The land to the north, east and west is primarily residential. The land on the south side of MO 150 highway is largely undeveloped.

**ALLOWABLE ACCESS**

The proposed development will be accessed from two access points along SW Arborwalk Boulevard and will have a future connection to a commercial development to the south. The first access point on Arborwalk will be at the existing roundabout just west of Ward road. The second entrance on Arborwalk Boulevard will be a full access point at the southwest edge of the development. The commercial development will have a right-in-right-out access on Ward Parkway.

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

Ward Road is generally a four-lane divided north-south Major Arterial. Ward Road has been built to full urban standards with curb and gutter, shared use path on the west side and sidewalk on the east side of the road. There is an existing southbound right turn lane and a northbound left turn lane at Arborwalk Boulevard. The speed limit on Ward Road is 45 mph. Arborwalk Boulevard is a two-lane commercial/industrial collector with a 25-mph speed limit. There is curb and gutter and sidewalk on the north and west side.

**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**

| Time Period    | Total | In  | Out |
|----------------|-------|-----|-----|
| Weekday        | 1838  | 108 | 139 |
| A.M. Peak Hour |       | 26  | 87  |
| P.M. Peak Hour |       | 82  | 52  |

Trip generation shown was provided in the Traffic Impact study provided by the applicant. the trip generation was calculated for the proposed development based on ITE Code 220 - Multifamily Housing (Low Rise). The development is a mixture of Low and Mid-Rise units, but because the developer did not know the number of each type of unit, the more conservative land use was used for trip generation purposes.

**TRANSPORTATION IMPACT STUDY REQUIRED?**YES ☒NO ☐

The proposed development will likely generate more than 100 peak hour trips meeting the minimum condition in the Access Management Code for Traffic Impact Studies. A Traffic Impact Study was provided by Kimley Horn and dated February 2025.

The study area included four intersections surrounding the development, MO 150 and Ward Road, MO 150 and Arborlake Drive/Stoney Creek Drive, Ward Road and Arborwalk Boulevard, and Arborwalk Boulevard and Arborway Drive. Turning movement counts were collected at the four study intersections on Thursday, November 17, 2022, and were adjusted for current volumes by applying a 2% per year growth rate. The warrants for right and left turn lanes were evaluated and no new turn lanes are recommended with this development. The existing intersections as well as the existing plus development meet the Level Of Service (LOS) required both by the City and MoDOT.

A signal analysis was performed for the intersection of Ward and Arborwalk Boulevard. The study shows that a signal is not currently warranted and will not be warranted with the addition of the apartments. It does show that volumes will warrant a signal in the future, perhaps with the addition of the commercial development to the south. The existing development agreement requires a signal to be built at the intersection of Ward and Arborwalk, however since the report shows that it is not warranted with the apartments, staff is in agreement that the development is not required to construct the signal at this time and a new development agreement should be drafted stating the signal warrants should be reevaluated with future phases.

**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 without any transportation improvement stipulations.