



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	February 12, 2026	CONDUCTED BY:	Erin Ralovo, PE, PTOE
SUBMITTAL DATE:	July 24, 2025	PHONE:	816.969.1800
APPLICATION #:	PL2025195	EMAIL:	Erin.Ralovo@cityofls.net
PROJECT NAME:	LEGACY RIDGE	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located on the southeast corner of NE Douglas Street (local) and NE Douglas Street (Arterial)/NW Lees Summit Road. It is bordered by the Lee's Summit Airport on the east, and commercial properties to the north and across NE Douglas Street (arterial) to the west.

ALLOWABLE ACCESS

The site will be accessed from two entrances - an access on the north side of the site off of Douglas Street (local) and on the west side of the site as the fourth leg of Discovery Park Drive.

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

NE Douglas Street (local) is a two lane unimproved local street with 11-foot lanes and a 25 MPH speed limit. It is stop controlled at the intersection of NE Douglas Street (arterial)/Lees Summit Road.

NE Douglas Street (arterial)/NW Lees Summit Road is a Major Arterial with 12-foot drive lanes and a 12-foot two way left turn lane. It has 6-foot paved shoulders and a speed limit of 45 MPH. There is continuous lighting and a 10-foot Shared Use Path on the east side.

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 NE Douglas Street (local). The URP adopted by City Council 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. NE Douglas Street (local) meets these specifications and will be required to be upgraded to Full Urban Standard with this project. This will include curb and gutter, storm sewer, and sidewalk on the south side from the intersection of NE Douglas Street (arterial)/NW Lees Summit Road to the north entrance on NE Douglas Street (local).

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☐

No ☒

The Access Management Code includes requirements for minimum spacing between street connections depending on street classifications, turn lanes, volume/capacity and queuing, intersection functional area, and the type of access. NE Douglas Street/NW Lees Summit Road is classified as a Major Arterial, requiring the spacing between intersections to be a minimum of 660 feet. The access points along NE Douglas Street (arterial)/NW Lees Summit Road have only 300 feet of sight distance, but requires 500 feet of sight distance. Warrants for a traffic signal are met with this development and all legs will be controlled with the exception of the Right Turn on Red. The developer shall install a No Right Turn on Red sign for westbound traffic to address this issue.

The north access on NE Douglas Street is located 400 feet from the intersection and meets all sight distance requirements.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	6,691	n/a	n/a
A.M. Peak Hour	605	305	300
P.M. Peak Hour	601	304	297

Trips were generated using ITE Codes in the ITE Trip Generation Manual 11th Edition using ITE codes 151 - Mini Warehousing, 899 - Liquor Store, 930 - Fast Casual Restaurant, 934 - Fast-Food Restaurant with Drive-Through Window, 938 - Coffee/Donut with Drive-Thru Window, 945 - Convenience Store/Gas Station. The total trips were determined based on the anticipated use for each pad site.

TRANSPORTATION IMPACT STUDY REQUIRED? Yes ☒ No ☐

The proposed development will likely generate more than 100 vehicle trips to the surrounding street system during a peak hour based on industry standard methods for trip generation estimates, a minimum requirement for a traffic impact study in the Access Management Code. A traffic impact study was prepared by McCurdy Engineers dated January 27, 2026. 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 that mitigate delay and/or meet minimum standards defined by City policies.

The traffic study evaluated existing conditions and proposed development conditions of the subject development. The traffic study looked at each intersection for turn lane requirements based on roadway classification, operational capacity/queues, projected turning movements, and minimum standards in the Access Management Code. The available space and storage lengths were reviewed in coordination with the required turn lane lengths to provide recommendations for the subject development. The study found that the following improvements would be required:

1. Update traffic signal timings as necessary at Colbern Road and Douglas Street.
2. Construct a northbound approach at NE Douglas Street and North Drive. This approach will be stop controlled.
3. Construct a northbound right turn lane with 150 feet of storage plus appropriate taper on NE Douglas Street/NW Lees Summit Road and NE Douglas Street.
4. Construct a northbound right turn lane with 150 feet of storage plus appropriate taper on NE Douglas Street/NE Lees Summit Road at West Drive.
5. Monitor the traffic volumes at West Drive for a traffic signal as the previously approved developments are constructed.
6. Construct a westbound approach onto NE Douglas Street with a shared left/through/right turn lane. This approach should be stop controlled.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT ☒

EXCEPTIONS ☐

The proposed development plan will provide required sidewalks, shared use path/trail, on-road bicycle accommodations and all elements otherwise required by ordinances and standards and comprehensive plan (i.e. Bicycle Transportation Plan and Greenway Master Plan) 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 the phase of development described therein:

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2. Construct a northbound approach at NE Douglas Street and North Drive. This approach will be stop controlled.
3. Construct a northbound right turn lane with 150 feet of storage plus appropriate taper on NE Douglas Street/NW Lees Summit Road and NE Douglas Street.
4. Construct a northbound right turn lane with 150 feet of storage plus appropriate taper on NE Douglas Street/NE Lees Summit Road at West Drive.
5. Construct the traffic signal at West Drive.
6. Construct a westbound approach onto NE Douglas Street with a shared left/through/right turn lane. This approach should be stop controlled.
7. Upgrade NE Douglas Street to full urban standards per the Unimproved Road Policy.