



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: December 4, 2018 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: November 19, 2018 **PHONE:** 816.969.1800
APPLICATION #: PL2018185 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: REECE NICHOLS PHASE 2 **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed redevelopment is located between Market Street and West Main Street, north of 3rd Street and south of 2nd Street in Downtown Lee's Summit. The surrounding area includes restaurants, retailers, and office use. The site where a building is proposed is currently undeveloped, but was previously developed as an office building with parking removed about 10 years ago.

ALLOWABLE ACCESS

The proposed redevelopment will be accessed from sidewalks and adjacent parking that has driveway(s) along the existing alleys to SW Market Street and SW 3rd Street. All existing driveways to SW Market Street will be removed. The east-west alley will be reconstructed.

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

SW Market Street is a two-lane collector within the downtown area. It has a 25 mph speed limit, on-street parking and sidewalks. SW Market Street has intersections with SW 3rd Street to the south and SW 2nd Street to the north. The intersection at SW 3rd Street is an all-way stop. The intersection at SW 2nd Street is traffic signal controlled. West Main Street is also a two-lane street within the downtown area. It has a 25 mph speed limit, parallels the UPRR with on-street parking and sidewalks on both sides. West Main Street has intersections with SW 3rd Street to the south and SW 2nd Street to the north (as well as an overpass of SW 2nd Street). The intersection at SW 3rd Street has limited access with stop control on West Main Street due to the proximity of the railroad crossing. The intersection at SW 2nd Street is also limited access with stop control on West Main Street due to the grade separated overpass elevation in relation to SW 2nd Street and acute angle of intersection at grade. Due to the constraints of a downtown environment, there are no turn lanes on SW Market Street or West Main Street. Alleys exist on the block bound by SW Market Street, West Main Street, 2nd Street and 3rd Street. The east-west alley will be reconstructed with an intersection located along SW Market Street at substantially the same as existing. The east-west alley does not extend to West Main Street, but rather continues south to SW 3rd Street. Likewise, the north-south alley does not extend to SW 2nd Street, but rather continues west to SW Market Street. The north-south alley would be changed to one-way traffic southbound, similar to the north-south alley that exists directly across 3rd Street. The east-west alley would accommodate two-way traffic. Sight distances at the existing intersections and proposed driveway locations are adequate.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes

No

All criteria in the Access Management Code have been satisfied. Turn lanes are not required in support of the redevelopment at existing intersections. No new access is proposed.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	130	65	65
A.M. Peak Hour	6	3	3
P.M. Peak Hour	8	4	4

The trip generation described above only represents the proposed redevelopment and does not consider trips previously attributed to development that existed on the site in the past. The trip generation conservatively assumes no pass-by (existing trips downtown that visit the retail use), a retail use in lieu of office, and two residential units, both with areas as depicted on the plans.

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

The proposed development will not likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour as a minimum condition for a transportation impact study.

The adjacent roadways within the surrounding downtown area are spatially constrained. Consequently if an existing or projected level of service issue were known or identified in a transportation impact study, no roadway widening is feasible without a significant change in downtown character.

The proposed development requires 14 parking spaces in accordance with the Unified Development Ordinance (UDO). There is sufficient availability of on-street and off-street public parking nearby to meet the parking requirements based on the City's most recent Downtown Parking Study and inventory within the permissible distance for shared parking described in the UDO. In addition, the compatibility of proposed retail and adjacent office uses approved to the east allows for the private parking between the two projects to be efficiently shared. The private parking lot has 48 spaces and its use is only limited to office demands during weekday business hours.

LIVABLE STREETS (Resolution 10-17) COMPLIANT EXCEPTIONS

The proposed development plan includes 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 shared public/private parking, sidewalk, landscaping, 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 preliminary development plan.