



**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 #:** PL2026046      **EMAIL:** Erin.Ralovo@cityofls.net  
**PROJECT NAME:** HAZEL GROVE ELEMENTARY      **PROJECT TYPE:** Prel Dev Plan (PDP)

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

The proposed development is located southeast of the intersection of NW Colbern Road and NW Blue Parkway at the end of NW Rosemary Court. North of the school property is an apartment complex, northwest and south of the property is commercial office and east of the school is undeveloped wooded park land.

**ALLOWABLE ACCESS**

The site will be accessed from two entrances - a right-in/right-out access north of the site off NW Colbern Road and a full access on the west side of the site as the east leg of Rosemary Court.

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

NW Colbern Road is a four lane Major Arterial with 12-foot lanes and a 45 MPH speed limit. There is a roundabout at the intersection with NW Blue Parkway. NW Blue Parkway is a Major Arterial with 12-foot drive lanes and a 40 MPH speed limit with southbound left turn lane to Rosemary Court. Both arterials have storm, curb and gutter, and lighting. Rosemary Court is a two-lane undivided local street with a speed limit of 25 MPH. There is storm and curb and gutter, but no sidewalks.

**UNIMPROVED ROAD POLICY COMPLIANCE?**      Yes       No

This development is not subject to the Unimproved Road Policy (URP) considering the existing typical section and street classification of the surrounding roadways. 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. The surrounding streets have all been brought up to full urban standards and are not in need of further improvement.

**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        | 776   | 388 | 388 |
| A.M. Peak Hour | 257   | 139 | 118 |
| P.M. Peak Hour | 154   | 71  | 83  |

Trips were generated using ITE Codes in the ITE Trip Generation Manual 11<sup>th</sup> Edition using ITE code 520 - Elementary School.

**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 Kaw Valley Engineering dated February 18, 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. The connection to NW Colbern Road is designed as a right-in/right-out access. The centerline of the drive shall be a minimum of 540 feet from the centerline of the Unity Villa Apartments access and 225 feet from the northwest property corner adjacent to NW Colbern Road to provide adequate spacing and intersection sight distance for vehicles entering and exiting the property. It is recommended that the northbound approach is stop-controlled.
2. If a right turn lane is required, the turn lane shall have a minimum full width length of 150 feet with a 12.5:1 taper. Recommended lane width shall be 11 to 12 feet as required by the City.
3. It is recommended that the school access drive tees into the shared access drive 165 feet south of the NW Colbern Road as illustrated on the development plan to meet the driveway throat separation requirements outlined in section 18 of the City of Lee's Summit Access Management Code. It is recommended that school access drive is stop-controlled.
4. It is recommended that the existing terminus of NW Rosemary Court is converted to a cul-de-sac meeting the design criteria as outlined in Section 5200 of the city of Lee's Summit Design and Construction Manual. The inscribed diameter of the cul-de-sac should be a minimum of 39 feet in accordance with the DCM Section 5203.13. It is recommended that the minor approaches are stop-controlled.
5. It is recommended that the LSR7 implements a traffic management plan to ease congestion and preserve mobility on campus and the adjacent street network during drop-off/pick-up periods.
6. It is recommended that separate loading zones are dedicated for buses and the car rider traffic line. The traffic management plan should incorporate 2,000 LF of pavement or excess parking should be dedicated to managing queuing during morning arrival and afternoon dismissal.

7. The street network within the subject property shall be designed to meet the minimum intersection sight distance requirements as outlined in this report based on a design speed of 20 MPH.

8. It is recommended the approach grade on all driveway should be limited to 3% or less within 25 FT of the roadway as practical. Care should be taken when placing landscaping or other site features such as monument signs near driveways to preserve sight lines.

9. LSR7 shall incorporate pedestrian connectivity to NW Colbern Road and NW Blue Parkway. Crosswalks should be well marked and signed. It is recommended that limited bicycle parking is provided.

**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:

1. Construct a Right-in/Right-out access on NW Colbern Road to provide adequate access spacing and sight distance.
2. Construct a 12 foot eastbound right turn lane with a minimum of 150 feet of storage length, plus taper.
3. The existing terminus of NW Rosemary Ct shall remain a traditional 4-way intersection.
4. It is recommended that the LSR7 implements a traffic management plan to ease congestion and preserve mobility on campus and the adjacent street network during drop-off/pick-up periods.
5. It is recommended that separate loading zones are dedicated for buses and the car rider traffic line. The traffic management plan should incorporate 2,000 LF of pavement or excess parking should be dedicated to managing queuing during morning arrival and afternoon dismissal.