



DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	February 13, 2024	CONDUCTED BY:	Erin Ralovo, PE, PTOE
SUBMITTAL DATE:	December 7, 2023	PHONE:	816.969.1800
APPLICATION #:	PL2023339	EMAIL:	Erin.Ralovo@cityofls.net
PROJECT NAME:	SUMMIT ORCHARD NORTH	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is generally located on the northside of NW Ward Parkway from the ramp to I-470 on-ramp to approximately 450 FT west of NW Innovation Parkway. It is generally surrounded by commercial development to the south, interstate right of way to the west, and undeveloped property to the north.

ALLOWABLE ACCESS

The subject development is split into two phases, with Phase I including two car dealerships, and Phase II including two restaurants and low-rise apartments. The proposed development will be accessed by a full access drive at the existing intersection of NW Ward Parkway and NW Blue Parkway, as well as at NW Outerview Road and NW Missouri Road. They will also have a right in right out access midway between NW Blue Parkway and NW Missouri Road and a second right in right out approximately 450 FT west of NW Innovation Drive. Phase I will construct the three westernmost accesses from Ward Road. Access for Phase II will consist of the eastern two access points off Ward Road and the access from Outerview Road.

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

Ward Road is a four-lane divided road with curb and gutter and existing lighting. There is a signal at the intersection of NW Blue Parkway with right and left turn lanes to the south NW Blue Parkway. At the intersection of NW Missouri Road there are existing left and right turn lanes for both directions. NW Missouri Road is an unimproved 2-lane road extending to the north and is a paved entrance to the former Cerner Campus on the south.

ACCESS MANAGEMENT CODE COMPLIANCE?

YES

NO

The development plan and/or staff recommendations includes required turn lanes at several intersections along Ward Road. The AMC requires left-turn lanes at all intersections along an arterial and right-turn lanes when the projected volume meets the required turns per hour.

The proposed development has included left- and right-turn lanes at each intersection, as required by the AMC. All other spacing conditions, driveway throat lengths, sight distance, connectivity and site circulation required by the Access Management Code have been satisfied.

TRIP GENERATION

FULL BUILD: Time Period	Total	In	Out
Weekday	6751	N/A	N/A
A.M. Peak Hour	497	248	249
P.M. Peak Hour	536	286	250

Trip generation shown was estimated for the proposed development based on ITE Codes 840 - Automobile Sales (New), 220 - Multifamily Housing (Low Rise), 932 - High Turnover (Sit Down) Restaurant, and 934 - Fast-Food Restaurant with Drive Through Window.

TRANSPORTATION IMPACT STUDY REQUIRED? Yes No

The proposed development will likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour. A Traffic Impact Study (TIS) was completed by McCurdy Engineers, dated January 2024. The TIS analyzed the impact of the proposed development during the AM and PM commuter peak hours at the intersections along Ward Road/Blue Parkway from Tudor Road to the I-470 ramps.

LIVABLE STREETS (Resolution 10-17) **COMPLIANT** **EXCEPTIONS**

The development will be required to install sidewalk on the north side of NW Ward Road along the extent of their development.

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 following conditions:

Prior to the issuance of any occupancy permit within Phase I the requirement(s) below shall be substantially completed:

1. Construct sidewalk on the north side of NW Ward Road for the full extent of the development.
2. Construct an eastbound left turn lane (200 feet plus taper) at the signalized intersection of NW Ward Parkway and NW Blue Parkway.
3. Install the southbound signal mast arm and pole with pedestrian equipment and optimize/adjust signal timings as necessary at Ward Road and Blue Parkway. Reconfigure northbound leg of intersection to a left-turn, through, and right- turn lane configuration. The southbound leg of the intersection should be a left-turn lane (150 feet plus taper) and a shared through/right- turn lane.
4. Optimize signal timings at all study intersections.

5. Reconstruct the southbound Missouri Road and Ward Road intersection to consist of a left-turn lane and a shared through/right-turn lane.

Prior to the issuance of any occupancy permit within Phase II the requirement(s) below shall be substantially completed:

1. Construct a westbound right-turn lane (200 feet plus taper) at the intersection of Commercial Access and Ward Road (the RIRO at the east edge of the development).

2. The Traffic Impact Study submitted was for Residential Housing (Low Rise), but the plans refer to a possible 3-4 story building. A 3- to 4-story building would be considered Mid-Rise and would require a revised TIS.