



December 19, 2025

Development Services
City of Lee's Summit
220 SE Green
Lee's Summit, MO 64063

Re: Traffic Memo Letter for John Knox Village Hybrid Villas

BHC has been asked to review the traffic impact of a proposed development on the west side of the John Knox Village campus in Lee's Summit, MO. The development involves the construction of six new hybrid villa buildings, as well as adjusting the public street connection from the site to Pryor Road.

EXISTING CONDITIONS

The existing site is currently developed with a mix of duplexes and apartment buildings. The site is bordered by Chipman Road to the north and Pryor Road to the west. Both are major arterial streets. Within the site are several private streets. Peace Parkway currently provides right-in/right-out access to Pryor Road. The existing site access to Chipman Road is east of the existing project area and will not be impacted. The area to the west of the project area also consists of duplexes and apartment buildings. The land to the north is an existing commercial development. The land to the west of Pryor Road consists mostly of John Knox Village property that includes a care center. The land to the south consists of duplexes and single-family homes.

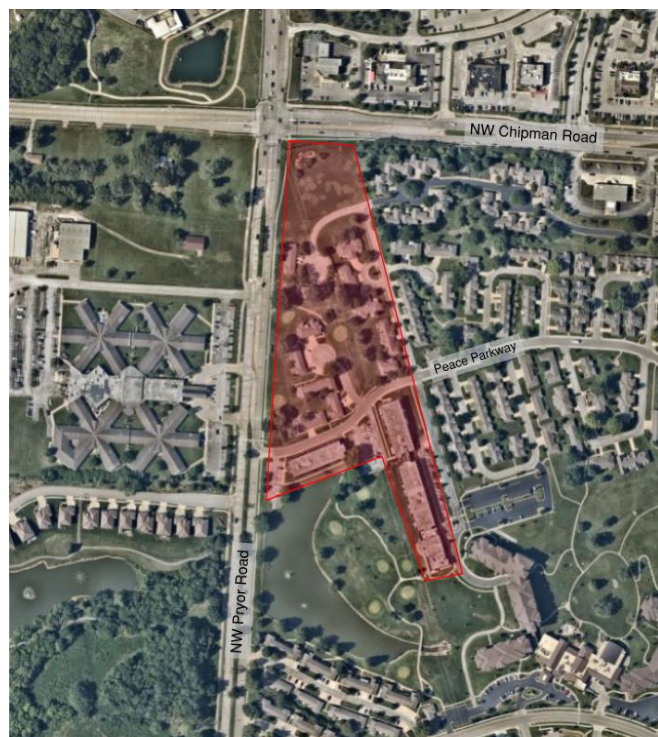


Figure 1: Project Location



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PROPOSED CONDITIONS

The proposed project area will include the construction of six new hybrid villa buildings. Each building will be 4-stories, with a level of parking garage and three levels of residential units. Each building will have a total of 15 units. It is planned that the villas will be built in phases. The second building from the north is planned to be constructed first. Followed by the two buildings adjacent to the first in a second phase. The final phase would include the three south villa buildings. The project will also include improvements to the golf course along the west side of the campus. The site layout can be seen below in Figure 2.

To accommodate the new building construction, the existing Peace Parkway connection to Pryor Road will be removed. A new proposed street connection will be provided at the general location of Faith Drive, which is located just north of Peace Parkway. This new street connection will align with the existing full access point on Pryor Road south of Chipman Road. To accommodate this new street connection, a southbound left turn lane will need to be constructed on Pryor Road.

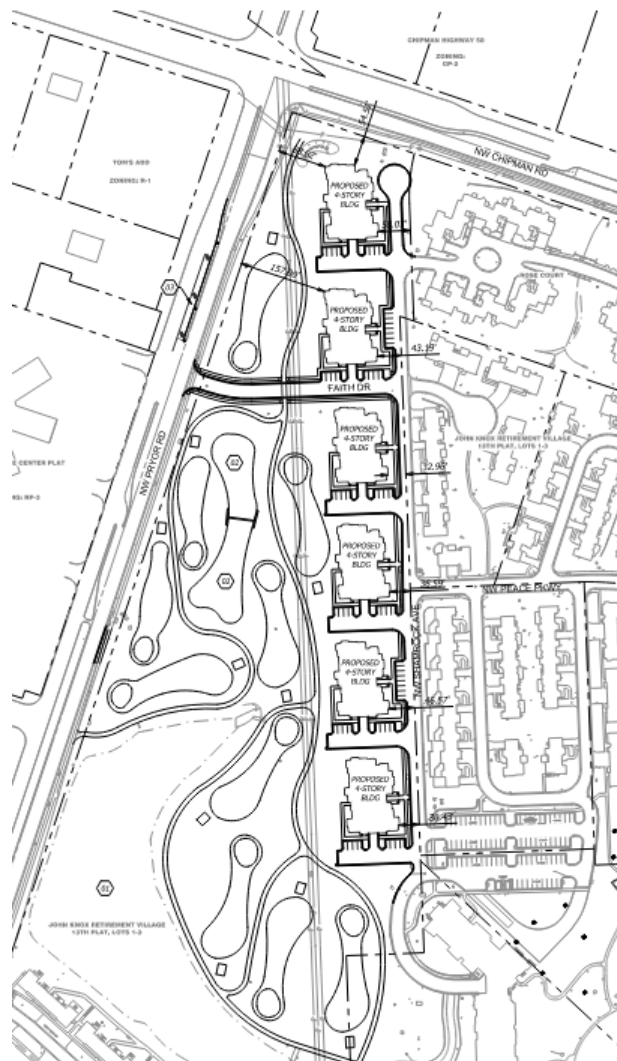


Figure 2: Proposed Site Layout



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TRIP GENERATION

To accommodate the construction of the new buildings, multiple existing structures will need to be removed from the property. Between the existing apartment buildings and duplexes, a total of 142 units will be removed to allow for the new construction.

The proposed project will include construction of six new buildings that will each have 15 units. This results in 90 units being constructed once all phases are complete. This ultimately results in a reduction of proposed units on the campus. Based on this reduction and with the building use remaining the same, no trip generation was performed as it would just show a reduction.

SITE ACCESS AND PUBLIC IMPROVEMENTS

As noted above, the public street access for this part of the campus will be adjusted from a right-in/right-out access point at Peace Parkway to a full access point at Faith Drive. This new access point will align with an existing full access point on the west side of Pryor Road. Per the access guidelines for a major arterial street, a connection should be separated by at least 660 feet. The distance between the centerlines of Chipman Road and the proposed access point at Faith Drive will only be 560 feet. While this is a shorter distance, there is already an existing access point across the street that is being aligned with. The connection will also be outside of the functional area of the Pryor and Chipman intersection.

To accommodate the new access point, a southbound left turn lane will need to be constructed on Pryor Road. There is sufficient space in the existing median to construct this. The access code requires a minimum length of 200 feet for the turn lane on arterial streets. The proposed taper will mirror the existing taper of the northbound left turn lane at the intersection of Pryor and Chipman. This results in a southbound left turn lane length of right at 200 feet. This is the same length of turn lane for the northbound left turn lane at Chipman and will have considerably less turns.

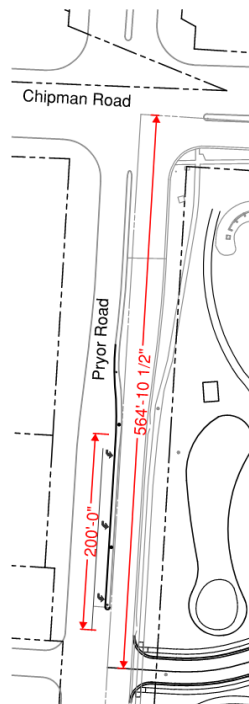


Figure 3: Pryor Road Turn Lane



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CONCLUSION

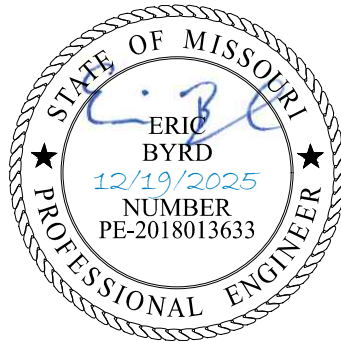
The proposed overall project will result in a reduction of residential units on the John Knox Village campus, thus resulting in a reduction in trips generated. However, the adjustment to the public street connection on the west side of the campus will result in the need for construction of a southbound left turn lane on Pryor Road. There is adequate space for the proposed turn lane to meet City requirements, as well as the anticipated traffic volume utilizing the turn lane.

If there are any questions regarding this traffic memo, please contact me at your convenience at 913-663-1900 or eric.byrd@ibhc.com.

Sincerely,



Eric Byrd, P.E.
Senior Project Engineer
BHC



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