



LEE'S SUMMIT MISSOURI DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: March 15, 2016 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: February 29, 2016 **PHONE:** 816.969.1800
APPLICATION #: PL2016013 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: CHAPEL RIDGE 4 PLEX (FAIRWAY VILLAGE) **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT *(Streets, Developments)*

The proposed development is located west of NE Ralph Powell Road south of NE Woods Chapel Road along NE Akin Circle. This proposed 4-plex residential development is surrounded by commercial development to the north, east and west. Multi-family residential is located nearby to the southeast. Chapel Lakes Elementary School is located to the immediate south.

ALLOWABLE ACCESS

The proposed development will be accessed from a driveway along NE Akin Circle. NE Akin Circle provides access to Ralph Powell Road via NE Akin Drive.

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

NE Akin Circle is an undivided two-lane commercial local cul-de-sac street with a 25 mph speed limit. NE Akin Drive is a 2-lane, 25 mph, commercial street serving adjacent commercial and multi-family development. NE Akin Circle is stop controlled at the intersection of NE Akin Drive. The intersection of NE Akin Drive with NE Ralph Powell Road is full access with a stop sign on NE Akin Drive. NE Ralph Powell Road is a median divided 4-lane commercial collector, with turn lanes and a 35 mph speed limit. Sight distances at the proposed intersections with NE Akin Drive and NE Akin Circle are adequate.

ACCESS MANAGEMENT CODE COMPLIANCE? Yes No

All criteria in the Access Management Code have been satisfied.

TRIP GENERATION

| Time Period | Total | In | Out |
|----------------|-------|----|-----|
| Weekday | 152 | 76 | 76 |
| A.M. Peak Hour | 14 | 2 | 12 |
| P.M. Peak Hour | 15 | 10 | 5 |

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 expected trip generation is so minor in consideration of the surrounding transportation network capacity and existing levels of service that any operational impact is negligible.

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 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.