



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: June 6, 2016 **CONDUCTED BY:** Michael K Park, PE, PTOE
SUBMITTAL DATE: June 3, 2016 **PHONE:** 816.969.1800
APPLICATION #: PL2016084 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: LEE'S SUMMIT SENIOR APARTMENTS **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is located at the southwest corner of Langsford Road and Todd George Parkway within the Langsford Plaza commercial subdivision. The property is bordered by residential properties to the west, north and south and commercial property to the east.

ALLOWABLE ACCESS

The proposed development will be accessed from within the planned commercial subdivision that has existing driveways along Langsford Road and Todd George Parkway. No new access is proposed.

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

Langsford Road and Todd George Parkway are four-lane undivided arterial streets with posted speed limits of 40 mph. The speed limit along Todd George Parkway changes from 40 mph to 35 mph north of Langsford Road. The intersection of Langsford Road and Todd George Parkway is controlled by a traffic signal. There are dedicated left-turn lanes at their intersection and at the fully access driveway along Todd George Parkway that provide access to commercial subdivision. There is adequate sight distance at the existing driveways.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☒

No ☐

All criteria in the Access Management Code have been satisfied to the extent reasonably applicable or otherwise waived in prior approvals of the surrounding commercial development. No new access is proposed. The commercial subdivision was planned and its associated traffic improvements have been completed on the adjacent roadways. Non-compliant conditions waived in prior project approval include the absence of a westbound left-turn lane and eastbound right-turn lane along Langsford Road at the existing commercial driveway. The eastbound right-turn lane would be in physical conflict with the culvert/bridge immediately to the west of such driveway requiring significant adverse impacts to the structure, roadway and stream way. The westbound left-turn lane would diminish needed capacity of the eastbound left-turn lane along Langsford Road at Todd George Parkway and have similar impacts to the structure, roadway and stream way west of the driveway as the aforementioned right-turn lane. The southbound right-turn lane along Todd George Parkway at the commercial driveway was also waived from the overall commercial redevelopment plan approval due to additional site constraints. The proposed development will most likely generate fewer trips than previously planned and approved; further described in the following report sections.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	252	126	126
A.M. Peak Hour	9	3	6
P.M. Peak Hour	12	7	5

The trip generation estimates noted above represent vehicle trips associated with the proposed senior apartments and do not consider trips previously assumed to realize from the property as approved with the surrounding commercial development (Langsford Plaza).

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 property upon with the development is proposed was previously studied under the Langsford Plaza commercial subdivision plan. A traffic impact study was completed by Wilbur Smith Associates dated June 18, 2007 for that approved plan. The traffic study evaluated existing conditions, existing plus proposed development conditions, and projected 2030 conditions for the AM and PM peak traffic hours at nearby intersections and site driveways. The study was completed assuming full build of all properties within the commercial subdivision. Several transportation improvements were required of the planned development and constructed. The traffic study and approved plan assumed a retail/office use of the same property. That use would generate more trips than the proposed senior apartments. All other properties within the commercial subdivision have been developed/re-developed. Therefore, the adequate transportation conditions expected for the overall development in consideration of constructed improvements should remain unchanged with fewer projected vehicle trips associated with the project.

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.