



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE:	October 19, 2023	CONDUCTED BY:	Susan Barry, PE, PTOE
SUBMITTAL DATE:	September 29, 2023	PHONE:	816-969-1800
APPLICATION #:	PL2023196	EMAIL:	Susan.Barry@cityofls.net
PROJECT NAME:	DOWNTOWN MARKET PLAZA	PROJECT TYPE:	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The subject development is generally located on the east edge of the downtown area. The development will be located in the block bordered by SE 2nd Street on the north, SE Green Street on the west, SE 3rd Street on the south, and SW Johnson Street on the east. The development has both public and private components, including a farmers market, event space, hotel, restaurant, and multi-family.

ALLOWABLE ACCESS

The proposed development is planned to be accessed from an alley off of Johnson (Drive 1) as well as 3rd Street (Drive 3). Drive 3 will be a one-way northbound alley and will provide a drop-off area on the west side of the alley. Drive 1 will be a two-way alley that connects Johnson Street with Drive 3. An additional access point will be gated at 2nd Street and mainly is used to access a small parking lot behind the farmer's market and event space. When the gate is closed, Drive 2 serves as parking lot access. Green Street will be permanently closed to vehicular traffic south of the parking garage access. Green Street will be two-way from the garage access to 2nd Street. The majority of the public improvements will be accessed on foot, with people parking at either the parking garage or street parking and walking through the plaza.

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

SE 2nd Street is a three-lane Minor Arterial with a 30-mph speed limit. There is a 5' sidewalk on the north side and an intermittent sidewalk on the south side.

SE Green Street is two-lane local road with a speed limit of 25 mph. There are sidewalks and on-street parallel parking on both sides of Green Street.

SE 3rd Street is a two-lane Minor Arterial with a 25-mph speed limit. There are sidewalks on both sides and on-street parking on the north side.

SE Johnson Street is an unimproved two-lane local road with a speed limit of 25 mph. There is intermittent sidewalk on the east side.

UNIMPROVED ROAD POLICY COMPLIANCE?Yes No

This development is subject to the Unimproved Road Policy (URP) considering the existing typical section and street classification of Johnson Street. The URP adopted by City Council by 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. An interim standard is generally defined as a minimum of two 12-foot travel lanes with six-foot paved shoulders. Based on the definitions provided in the URP, Johnson Street from 2nd to 3rd Street is an unimproved road. According to the URP, no commercial development shall be permitted on an unimproved roadway. A waiver is required to permit development on anything less than an urban standard. Staff recommends bringing Johnson Street to an urban standard from 2nd Street to 3rd Street, consistent with the rest of downtown.

ACCESS MANAGEMENT CODE COMPLIANCE?Yes No

While intersection spacing on 3rd Street between Green Street and Drive 3 is substandard according to Access Management Guidelines, staff is supportive of a waiver. The main concern with closely spaced intersections is that there are many conflict points. Drive 3 is one-way which reduces the number of conflicts, while still providing access to Pad Site 1.

The intersection of Drive 2 with 2nd Street does not meet AMC due to being too close to Green Street. Staff is supportive of this waiver because Drive 2 will be gated the majority of the time and only opened occasionally on large events.

The Traffic Impact Study identified several locations throughout the study area that warranted turn lanes. Due to the current development of the downtown area, with limited right-of-way and existing building setbacks, construction of these turn lanes is not feasible. Staff is supportive of this waiver since the study shows minimal queuing and acceptable levels of service.

TRIP GENERATION

PUBLIC IMPROVEMENTS

Time Period	Total	In	Out
Weekday			
A.M. Peak Hour	887	461	426
P.M. Peak Hour	113	104	9

PRIVATE IMPROVEMENTS

Time Period	Total	In	Out
Weekday	3,293	1,647	1,646
A.M. Peak Hour	339	156	183
P.M. Peak Hour	215	121	94

The trip generation above was estimated by using the ITE Trip Generation Manual, 11th edition. Codes 221 - Multifamily Housing (Mid-Rise) (190 units), 310 - Hotel (80 rooms), 932 - High-Turnover (Sit-Down) Restaurant (5,000 SF), 936 - Coffee/Donut Shop without Drive-Through Window (2,000 SF), 858 - Farmer's Market (50 vendors). Trip Generation for the event space

was calculated manually by using available parking spaces as a limit to attendance. Refer to TIS for additional information.

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 Olsson, dated September 2023. 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.

The traffic study evaluated existing conditions and proposed development conditions of the subject development. The study intersections included the following: 2nd Street and Southeast Alley (City Hall Alley), 2nd Street and Green Street, 2nd Street and Johnson Street, 2nd Street and Jefferson Street, 2nd Street and Market Street, 2nd Street and Main Street, 2nd Street and Douglas Street, 2nd Street and Independence Avenue, 3rd Street and Southeast Alley (City Hall Alley), 3rd Street and Green Street, 3rd Street and Johnson Street, 3rd Street and Douglas Street, Johnson Street and Cooper Street, Green Street and City Hall Parking Garage Access, and any proposed site driveways, as appropriate.

The development project is proposed to be built in two phases. The first phase, the public improvements, will include closure of a portion of Green Street, construction of a pedestrian plaza east of City Hall, a farmer's market, and an event space. The second phase, the private improvements, will include a multi-use development including residential, restaurant, and hotel uses.

The analysis included weekday AM and PM, and weekend PM peak periods and analyzed Existing Conditions, Existing Redistributed Conditions, Existing Plus Phase 1 Development Conditions, Build Year 2024 Plus Full Build Development Conditions, and Future Year 2043 Plus Full Build Development Conditions.

Traffic signal warrant analysis was conducted in the study area. No study intersections currently meet or are expected to meet signal warrants based on analysis conducted. Existing intersection traffic control is expected to be adequate.

Turn lane warrant analysis was conducted for the study area roadways following agency guidelines. Although turn lanes are warranted under existing conditions at several locations, the ability to add dedicated turn lanes is limited in the downtown area due to limited right-of-way and existing building setback. Consideration was also given to the level of pedestrian activity in the area and the impact of additional lanes to pedestrian crossing distances.

The study recommended restricting parking on the south side of 3rd Street west of Johnson Street due to concerns about intersection sight distance.

The Traffic Impact Study will be required to be updated or replaced with subsequent PDP submittal or significant changes in use.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT

EXCEPTIONS

The proposed development plan will provide required sidewalks and all elements otherwise required by ordinances and standards, including but not limited to property landscaping, lighting, parking, and ADA accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 would occur if the Unimproved Road Policy is upheld.

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 condition noted below:

1. Drive 2 access at 2nd Street is to be gated, with access only permitted northbound for large events.
2. Johnson Street from 2nd Street to 3rd Street will be improved to an urban standard, consistent with the rest of downtown.
3. No parking will be allowed on Green Street between 2nd Street and the parking garage entrance. One loading zone will be provided on the east side of Green Street.
4. On-street parking along the south side of 3rd Street west of Johnson Street will not be allowed due to sight distance concerns at the intersection.