

LEE'S SUMMIT

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: July 3, 2019 CONDUCTED BY: Michael K Park, PE, PTOE

SUBMITTAL DATE: May 21, 2019 **PHONE:** 816.969.1800

APPLICATION #: PL2018222 EMAIL: Michael.Park@cityofls.net

PROJECT NAME: STORAGE MART PROJECT TYPE: Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (Streets, Developments)

The proposed development is located along the west side of Raintree Drive, south of M-150 Highway. The development is the planned expansion of an existing mini-warehouse facility. Commercial property lies to the north, residential to the west, M-291 Highway to the east and undeveloped property to the south.

ALLOWABLE ACCESS

The proposed development will be accessed from an existing driveway. There another existing curb cut along the property in close proximity to the aforementioned driveway that will be removed.

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

Raintree Drive is a two-lane, undivided, uncurbed, collector with a 45 mph speed limit and paved shoulders in the vicinity of the development. Though generally described by the City's Unimproved Road Policy as an interim standard adjacent to the proposed development, the City Unimproved Road Policy does not apply to MoDOT facilities such as Raintree Drive adjacent to the proposed development. Between the development and M-150 Highway, Raintree Drive is a multilane urban collector with curb, sidewalk, median, turn lanes, etc. Raintree Drive is a MoDOT owned and maintained roadway from M-150 Highway to the Raintree Subdivision located nearly 1/2 mile south of the project. The intersection of Raintree Drive at M-150 Highway is traffic signal controlled. There are no sight distance concerns within the study area.

ACCESS MANAGEMENT CODE COMPLIANCE? YES NO

The proposed development plan and access is in compliance with the City's Access Management Code and MoDOT Access Management Guidelines.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	116	58	58
A.M. Peak Hour	7	4	3
P.M. Peak Hour	12	6	6

TRANSPORTATION IMPACT STUDY REQ	UIRED? YES	No 🖂	
	ent will not likely generate m given peak hour, a conditior Code.	•	_
Assessment, conducted be Generation Assessment. proposed development of factors such as access, the	study is not required, the apply CBB, dated March, 26, 20: Considering the minimal am luring peak hours and the exercise are no concerns regarding operations on the surroundi	18. Staff concurs with the sun ount of traffic likely general cisting roadway conditions, cong the impact of the propositions.	ubmitted Trip ted by the capacity and other
LIVABLE STREETS (Resolution 10-17)	COMPLIANT 🔀	[] Ехсертіс	ons 🗌
City's adopted Comprehe Plan attachments, and ele	y development plan includes ensive Plan, associated Green ements otherwise required l icy adopted by Resolution 10	nway Master Plan and Bicyc by ordinances and standards	le Transportation
RECOMMENDATION: APPRO Recommendations for Approval refer City Staff.	DVAL DENIAL DENIAL only to the transportation impo	N/A act and do not constitute an en	STIPULATIONS dorsement from

The trip generation shown above was determined based on the proposed development using

the ITE Trip Generation Manual, 10th Edition.

Staff recommends approval of the proposed preliminary development plan.