



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: July 3, 2019
SUBMITTAL DATE: May 21, 2019
APPLICATION #: PL2018222
PROJECT NAME: STORAGE MART

CONDUCTED BY: Michael K Park, PE, PTOE
PHONE: 816.969.1800
EMAIL: Michael.Park@cityofls.net
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 multi-lane 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

The trip generation shown above was determined based on the proposed development using the ITE Trip Generation Manual, 10th Edition.

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, a condition that requires a traffic impact study based on the Access Management Code.

Although a traffic impact study is not required, the applicant submitted a Trip Generation Assessment, conducted by CBB, dated March, 26, 2018. Staff concurs with the submitted Trip Generation Assessment. Considering the minimal amount of traffic likely generated by the proposed development during peak hours and the existing roadway conditions, capacity and other factors such as access, there are no concerns regarding the impact of the proposed development to traffic safety or traffic operations on the surrounding street system.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT ☒

EXCEPTIONS ☐

The proposed preliminary 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. 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.