



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: September 3, 2020 **CONDUCTED BY:** Michael Park, City Traffic Engineer
SUBMITTAL DATE: March 4, 2020 **PHONE:** 816.969.1800
APPLICATION #: PL2019330 **EMAIL:** Michael.Park@cityofls.net
PROJECT NAME: WOODLAND OAKS **PROJECT TYPE:** Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed single family residential subdivision is located along the west side of Blackwell Parkway, south of Colbern Road. The existing undeveloped property is bordered by residential to the south, Legacy Park to the east, Prairie Lee Lake (and residential) to the west and Lake Jacomo to the north.

ALLOWABLE ACCESS

The proposed development will be accessed from a new residential street along Blackwell Parkway and the existing dead end neighborhood street, Lashbrook Drive, which was planned for extension in the abutting Woodland Shores subdivision. The proposed right-in/right-out intersection along Blackwell Parkway is approximately 500 feet south of Colbern Road and approximately 680 feet north of Woodland Shores Drive. There is a median opening along Blackwell Parkway without any intersecting streets approximately 100 feet south of the proposed intersection.

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

Blackwell Parkway is a four lane, median divided, arterial with a 40 mph speed limit. The area of proposed access is median controlled to right-in/right-out traffic. Colbern Road is a four-lane, undivided, arterial with a 45 mph speed limit. The intersection of Blackwell Parkway and Colbern Road is traffic signal controlled with various turn lanes. Lashbrook Drive is a 25 mph residential street. There are no sight distance issues at existing or proposed street intersections associated with this development.

ACCESS MANAGEMENT CODE COMPLIANCE? YES NO

All criteria in the Access Management Code criteria have been met.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	472	236	236
A.M. Peak Hour	32	8	24
P.M. Peak Hour	42	27	15

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

The proposed development will not likely generate more than 100 vehicle trips to the surrounding street system during a peak hour; the minimum condition for traffic impact study requirements.

An assessment of generated trip distribution was completed by the applicant that indicates a 60%/40% assignment north/south upon the surrounding street network. Staff reasonably concurs with the assessment given regional destinations, proximity to highway access and existing traffic volumes on Blackwell Parkway and Colbern Road. Assumptions were also provided regarding existing trip diversion from existing patterns by existing Woodland Shores residents considering proposed street connections and available alternate travel routes. The assumed peak hour(s) impact of use from 30 existing lots is likely overly conservative. However, these diverted trips in combination with trips generated by the proposed development were evaluated for necessary turn lanes in compliance with the Access Management Code; so a conservative approach is better than under estimation. No turn lanes are required given the total projected volume of right turns is less than 30 per hour, a minimum threshold, along Blackwell Road at the new intersection. The new intersection along Blackwell Parkway is limited to right-in/right-out by existing raised median. Therefore, no left-turn lane is required. U-turns can be safely accommodated just south of the new intersection and alternate routes to full access at Woodland Shores Drive along Blackwell Parkway are available for trips generated by the proposed development.

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, parking, 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.