LEE'S SUMMIT
M I S S O U R I

DEVELOPMENT REVIEW FORM
TRANSPORTATION IMPACT

DATE:	July 9, 2015	**CONDUCTED BY:**	Michael K Park, PE, PTOE
SUBMITTAL DATE:	June 26, 2015	**PHONE:**	816.969.1800
APPLICATION #:	PL2015074	**EMAIL:**	Michael.Park@cityofls.net
PROJECT NAME:	JOHN KNOX VILLAGE MEADOWS	**PROJECT TYPE:**	Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT *(Streets, Developments)*

The proposed redevelopment project is located along the north side of O'Brien Road and south of Peace Parkway (Private Street) between Moore Street and Cherry Street (Private Street)/Craigmont Drive. The surrounding area includes developed property, predominately residential uses (single family homes and mixed density retirement village).

ALLOWABLE ACCESS

The proposed redevelopment project will be accessed from O'Brien Road and Moore Street from the south and Peace Parkway (Private Street) to the north. The existing private street, Shamrock Avenue, will be removed between O'Brien Road and Peace Parkway. The proposed driveway locations along O'Brien Road, Moore Street and Peace Parkway have adequate sight distance. These driveway locations are spaced and aligned in consideration of existing access to the practical extent possible in accordance with the Access Management Code.

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

O'Brien Road is a two lane, 25 mph residential collector. Moore Street is a two-lane, 25 mph local street. The intersection of O'Brien Road and Moore Street is two-way stop controlled; Moore Street has stop signs. O'Brien Road intersects Murray Road to the east, a commercial collector, with an all-way stop, and Pryor Road to the west, a major arterial with traffic signal control. Shamrock Avenue is a two-lane, 25 mph residential street (public) south of O'Brien Road and a private street north of O'Brien Road. Its intersection is currently an unwarranted all-way stop and will be revised such that O'Brien Road will not have stop signs after the redevelopment project occurs. The private street section of Shamrock Avenue will be removed between O'Brien Road and Peace Parkway as part of the redevelopment project. Peace Parkway is a two-lane 25 mph local street (private street) that intersects Moore Street and Pryor Road. Its intersection with Pryor Road is limited to right-in/right-out traffic.

ACCESS MANAGEMENT CODE COMPLIANCE?   **YES** ☒   **NO** ☐

TRIP GENERATION

Time Period	Total	In	Out
Weekday	-2	-1	-1
A.M. Peak Hour	-52	-18	-34
P.M. Peak Hour	-11	-8	-3

The trip generation noted above represents the net difference in redevelopment of the Meadows Project Area (Phase I and Phase II).

TRANSPORTATION IMPACT STUDY REQUIRED?   YES ☐   NO ☒

The proposed redevelopment will not likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour.   There is an expected decrease in trip generation by the proposed redevelopment project. However, due to the roadway network modifications (e.g. removal of Shamrock Avenue between O'Brien Road and Peace Parkway), a traffic study was completed.

A traffic study was completed by Olsson Associates, dated July 1, 2015. This study evaluated the impact of proposed redevelopment on the transportation network based on changes in land use and changes to the transportation network. This study concluded no adverse impact and no off-site transportation improvements are recommended. Staff concurs with the study findings. Although improved accessibility though well connected roadways is preferred (and future potential for additional street connections still exists), the proposed transportation network is capable of adequately accommodating the redevelopment impact as well as existing travelers.

LIVABLE STREETS *(Resolution 10-17)*   **COMPLIANT** ☒   **EXCEPTIONS** ☐

The proposed redevelopment 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. In addition, private trails and open space amenities exceeding requirements have been incorporated into the plan. 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.