PLANNING
ENGINEERING
IMPLEMENTATION

Date: October 15, 2021

To: City of Lee's Summit

From: Judd D. Claussen, P.E., Phelps Engineering, Inc.

Re: Market Street Center - Preliminary Development Plan
Traffic Memo
PEI # 210639

This memo provides estimated trips and general summary for the proposed development off Southwest Market Street north of Highway 150 and West of Missouri Highway 291. The proposed development includes three building:

1) 4,200 SF Retail (Medical Office)
2) 5,000 SF Retail (Medical Office)
3) 15,200 SF Home Improvement Center

The project will include two new curb cuts on the south side of SW Market Street. The westernmost curb cut is aligned with the existing Walmart Entrance to the north. Both new entrances shall be full access. SW Market Street is a 35 MPH two lane road. No new public road improvements are proposed with this project.

For evaluating the traffic generated by new development, the Institute of Transportation Engineers (ITE) has a manual called *Trip Generation Manual, 10th Edition.* This manual contains data for most of the anticipated commercial, residential, industrial and specialty types of land developments. This manual is used to estimate the number of trips a development will generate based on building size, number of dwellings, etc. Volumes were calculated as follows for the daily total and the AM and PM Peak Hours on a typical weekday.

Trip Generation Summary – Fairfield Office and Warehouse						
ITE Land Use	Size	Weekday Total	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
#1 720 – Medical-Dental Office	4,200	74	10	3	4	12
#2 720 – Medical-Dental Office	5,000	104	12	4	5	14
#3 812 – Bldg Materials and Lumber	15,200	274	15	9	14	17
TOTAL		452	37	16	23	43

The total peak hour number of trips generated in the AM is 53. The total peak hour number of trips generated in the PM is 66. Both peak hour trips generated are less than 100; therefore, a traffic study is not required.

The proposed entrance spacing is 224 feet as measured from center line of entrance to center line of entrance. This is less than the City's standard spacing requirement of 300 feet per the traffic access management code. A variance is being requested for the reduction in entrance spacing.

Based on the minimal number of trips generated by the development, the reduced entrance spacing is not expected to have a negative impact on the surrounding roads or developments.

Please feel free to contact me at (913) 393-1155 if you require additional information.

Sincerely,

Judd Claussen, P.E.

Phelps Engineering, Inc.