



LEE'S SUMMIT MISSOURI

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: August 3, 2022
SUBMITTAL DATE: June 27, 2022
APPLICATION #: PL2022186
PROJECT NAME: ORCHARD WOODS

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PROJECT TYPE: Prel Plat

SURROUNDING ENVIRONMENT (*Streets, Developments*)

The proposed development is generally located in the northeast quadrant of MO 291 and NE Woods Chapel Road, with access from NE Lakewood Way from the west and internal access from the Park Ridge subdivision to the northeast. The property is bound by Woods Chapel to the south, Lakewood Way to the west-southwest, City property (water tower) to the west, unplatted land to the southeast, single-family homes (Park Ridge subdivision) to the east-northeast, and industrial park to the north.

ALLOWABLE ACCESS

The proposed development will be accessed primarily from NE Lakewood Way through a proposed collector street, approximately located where the existing water tower access is located. The proposed east-west collector will terminate at the east plat boundary, as required, with future plans to extend and intersect with Woods Chapel in conformance with the City's Thoroughfare Master Plan.

A second point of access is proposed by extending NE Piedmont Dr. from the adjacent development to a "T" intersection at the proposed road.

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

MO-291 is a four-lane median-separated highway that generally runs north-south with a posted speed limit of 65-mph. MO-291 is owned and maintained by MoDOT.

NE Woods Chapel is a four-lane median-separated arterial with turn lanes and a posted speed limit of 40-mph. The intersection of Woods Chapel and Lakewood way is signal-controlled. Woods Chapel east of Lakewood Way is built to a full urban standard with curb, gutter, and sidewalks on both sides. West of Lakewood way does not have sidewalk accommodations.

NE Lakewood Way is a two-lane collector with a center turn lane and a posted speed limit of 40-mph. Lakewood Way is not built with sidewalks and will be a requirement of this plat along the subject property's boundary as well as all internal streets.

ACCESS MANAGEMENT CODE COMPLIANCE?

Yes ☒

No ☐

All intersection spacing, turn lanes and other applicable criteria required by the Access Management Code have been satisfied as shown on the development plans.

The City's water tower property access is approximately 135 feet. While this spacing is typically not in compliance with the AMC, the property will only be accessed by authorized vehicles and the frequency will be minimal.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	320	160	160
A.M. Peak Hour	24	6	18
P.M. Peak Hour	32	20	12

Trip generation shown was estimated for the proposed development based on ITE Code 210 - Single-Family Detached Housing.

TRANSPORTATION IMPACT STUDY REQUIRED? Yes ☐ No ☒

The proposed development likely will not generate more than 100 peak hour trips; a minimum condition in the Access Management Code for Traffic Impact Studies.

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 development without any transportation improvement stipulations.