

Planning & Zoning Meeting 7/12/05

Re: Raintree Lake Village

Presentation made by Joseph Bauer, Archer Engineering.

Revised plan originally approved 12/2003.

Stated removal of convenience store and added fast food restaurant.

City Staff listed some recommendations:

- 1) Mutual agreement for street improvements (see attached)
- 2) Requested impact screen
- 3) Roof top units must be screened
- 4) Maximum height for pole lights 20'

Emphasis made by Planning & Zoning after our presentation and statements made by Archer Engineering

- 1) Strongly recommends that Archer/RACH LLC meet with Board and residents
- 2) Reduction in commercial retail from 99,000 sq. ft to 63,000 sq. ft.
- 3) Periodic cleaning of silt pond
- 4) They will continue with nautical theme although reduced from original plan
- 5) Will have 4 sided architecture
- 6) Street improvements included; continuation of right turn lane onto Regatta and signal at 150 hwy. and Regatta

Planning Commission approved all applications.

City Council meeting August 4th, 2005 at 6:15pm

Spoke with Joe Baucer today trying to coordinate presentation to Board on July 28th work session.



CITY OF LEE'S SUMMIT

DEVELOPMENT REVIEW FORM TRANSPORTATION IMPACT

DATE: July 7, 2005 CONDUCTED BY: Jeff D. McKerrow, PE, PTOE
 SUBMITTAL DATE: July 1, 2005 PHONE: 816.969.7569
 APPLICATION #: 2005-179 EMAIL: Jeff.McKerrow@lees-summit.mo.us
 PROJECT NAME: RAINTREE LAKE VILLAGE PROJECT TYPE: Prel Dev Plan (PDP)

SURROUNDING ENVIRONMENT *(Streets, Developments)*

The proposed development is located on the southeast corner of Ward Road and Route 150. The project is bordered by residential developments to the east and south, a church to the north and a planned but undeveloped commercial project to the west.

ALLOWABLE ACCESS

The access to the proposed development was approved in a similar previous development plan. The current application, which is approximately 30,000 square feet less than previous approved development, is proposing the same access points and off-site road improvements.

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

Route 150 is a two-lane highway with a speed limit of 45 mph on the north side of the site. Ward Road is an arterial on the west edge of the site with a 35 mph speed limit. Ward Road currently transitions from a four-lane facility on the north to a two-lane facility near the south edge of the proposed development project.

ACCESS MANAGEMENT CODE COMPLIANCE? YES NO

TRIP GENERATION

Time Period	Total	In	Out
Weekday	5,338	2,669	2,669
A.M. Peak Hour	125	76	49
P.M. Peak Hour	490	235	255

The proposed development is smaller than the previously approved plan and will generate approximately 1,400 fewer trips over the course of a weekday, 30 fewer trips in the A.M. peak hour and 132 fewer trips in the P.M. Peak Hour.

TRANSPORTATION IMPACT STUDY REQUIRED? YES NO

A transportation impact study was completed in June 2003, with updates in October of the same year. A new traffic study was not required as this proposed development was not projected to generate additional traffic and the developer has agreed to construct the same improvements previously agreed upon.

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 with the following stipulations.

- 1) Construct a raised median along Route 150 in front of site driveway. This median shall extend 100 feet in each direction from the outside curb radii of the new driveway. This improvement must be constructed at the time the proposed site driveway to Route 150 is constructed.
- 2) Construct an eastbound right-turn lane along M-150 at the proposed site driveway. This driveway shall be approximately 150 feet in length, plus taper.
- 3) Install a span-wire traffic signal at Route 150 and Regatta Drive.
- 4) Extend the second eastbound through lane on Route 150, which currently ends in front of this development, to Regatta Drive. This second eastbound through lane should terminate as a right-turn lane at Regatta Drive.

- 5) Construct eastbound and westbound left-turn lanes on Route 150 at Regatta Drive. These turn lanes should be approximately 200 feet in length, plus taper.
- 6) Per a previous development agreement between City and Developer, construct a median break along Ward Road at site access drive including a southbound left-turn lane. As a condition of the agreement, the City would pay the cost of this improvement.
- 7) The northbound approach at Regatta Drive should be designed and constructed to provide for two northbound lane extending from Route 150 south to Lemans Lane.
- 8) Reconstruct the north approach of Regatta Drive/Route 150 to align with south approach.
- 9) Construct a northbound right-turn lane along Ward Road at the proposed site driveway. This turn lane should be approximately 150 feet in length, plus taper.
- 10) Construct a second northbound left-turn lane along Ward Road at M-150 and modify the traffic signal to accommodate this second lane. This lane may be marked out until such time as Route 150 is widened to provide two westbound through lanes west of Ward Road.

Where applicable the design, engineering and construction of some of the road improvements shall be in accordance with MoDOT's design standards and as approved by MoDOT. MoDOT may modify the improvements or add additional improvements to their facilities to provide for the safe and efficient movement of traffic.