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B23D4707

Mr. Jack Hendrix
Development Director
City of Smithville, MO
107 W Main St
Smithville, MO 64089

**RE: NODAWAY VALLEY BANK
TRAFFIC LETTER
CONSTRUCTION DOCUMENTS REVIEW
FAIRVIEW DRIVE**

Dear Mr. Hendrix,

Nodaway Valley Bank intends to develop Lot 1 of the Fairview Crossing North subdivision in Smithville, Missouri into a drive-in bank. The site is located at the southeast corner of US-169 Highway and South Commercial Avenue. Proposed improvements include a building, parking lot, sidewalk, and accesses along Fairview Drive.

Because the site has a larger area than anticipated by the existing development plan, the three proposed lots on the west side of Fairview Drive from the development plan will be compared to two lots with new proposed uses. The land uses described in the development plan were strip retail plazas on Lot 1 and Lot 2, and a fast-food restaurant with drive-through window on Lot 3. The new proposed land uses are a drive-in bank and a larger fast-food restaurant with drive-through window.

The ITE Trip Generation Manual was used as the source for land use development trip generation data. See Table 1 for a comparison of generated trips for both the land uses described by the development and the new proposed uses on Lots 1, 2, and 3 of Fairview Crossing North.

Table 1: Trip Generation Comparison

ITE Trip Generation: 11th Edition - Development Plan Land Uses						ITE Trip Generation: 11th Edition - New Proposed Land Uses					
Land Use	GFA (1000)	ITE Code	Daily Traffic	AM Peak Hour Adjacent (7-9 AM)	PM Peak Hour Adjacent (4-6 PM)	Land Use	GFA (1000)	ITE Code	Daily Traffic	AM Peak Hour Adjacent (7-9 AM)	PM Peak Hour Adjacent (4-6 PM)
Strip Retail Plaza	6	822	483	21	54	Drive-In Bank	4	920	401	40	84
	Enter		241	8	27		Enter		201	23	42
	Exit		242	6	57		Exit		201	17	42
Land Use	GFA (1000)	ITE Code	Daily Traffic	AM Peak Hour Adjacent (7-9 AM)	PM Peak Hour Adjacent (4-6 PM)	Land Use	GFA (1000)	ITE Code	Daily Traffic	AM Peak Hour Adjacent (7-9 AM)	PM Peak Hour Adjacent (4-6 PM)
Strip Retail Plaza	6	822	483	21	54	Fast Food with Drive Through	4.5	934	2104	201	149
	Enter		241	8	27		Enter		1052	102	77
	Exit		242	6	57		Exit		1052	99	72
Land Use	GFA (1000)	ITE Code	Daily Traffic	AM Peak Hour Adjacent (7-9 AM)	PM Peak Hour Adjacent (4-6 PM)						
Fast Food with Drive Through	4	934	1870	178	132						
	Enter		935	91	69						
	Exit		935	87	63						
Totals			2836	220	240	Totals			2505	241	233

The proposed land uses approved with the development plan accounted for a total daily trip generation of 2836. The new total daily trip count will be a combination of trips generated from the known use of the bank and the assumed larger fast food land use. The daily trips generated by a drive-in bank with a gross floor area (GFA) of 4,000 square feet will be 401. The fast-food daily trips will increase with the increase in available developable area on that lot. While the fast-food restaurant will gain approximately 22,000 square feet of developable area, the building size will likely only increase to 4,500 square feet, as is the largest average building size among fast-food restaurants. With a building of this size, the daily trips generated will be 2104. The total of the bank and fast-food trips generated will be 2505, which is 331 less than the quantity estimated by the development plan land uses.

Access to the site will lead to a parking lot with enough spaces to comply with Smithville requirements. The off-street parking requirement for a financial business is 1 parking space per 300 square feet of floor area. There are expected to be 4,000 square feet of floor space, equaling 14 total parking spaces required, with 25 spaces provided.

Kaw Valley Engineering has evaluated the proposed development for Lot 1 of Fairview Crossing North.

As part of the development, the following are recommended:

- Care should be taken by the landscape architect/landscaper to not locate landscaping or signage within the sight triangles at each driveway.
- All signage should be mounted in accordance with the Manual of Uniform Traffic Control Devices.
- Ensure the traffic impact of future development of the larger southern lot is analyzed.

Respectfully submitted,
Kaw Valley Engineering, Inc.

Jacob E. Dobbs
EIT

Matthew A. Cross, P.E.
Project Manager