

## Sec. 19-6.10. Traffic impact analysis.

19-6.10.1. *Purpose.* A traffic impact analysis assesses the effects of the projected traffic generation from a proposed development on the surrounding transportation network. These studies range in detail and complexity depending upon the type, size and location of the development. These studies are used to evaluate whether a development is appropriate for a site given its projected impact and the type of transportation improvements required to accommodate the development.

19-6.10.2. *Requirement for analysis.* A traffic impact analysis shall be submitted by a developer in support of an application if the administrator determines that a proposed development **will generate new trips as shown below, based on the classification of the street that the site fronts. For sites that front more than one street, the lower threshold shall govern.**

- **Arterial: 100 new trips**
- **Collector: 75 new trips**
- **Local residential: 50 new trips**
- **Local low volume: 25 new trips**

**A traffic impact analysis shall also be submitted by a developer in support of any application for re-zoning to PD or FRD, unless waived by the administrator. The completed traffic impact analysis shall be a component of the application to the Planning Commission. In instances where the administrator does not waive the traffic impact study, the applicant may petition the Planning Commission for a waiver due to “undue hardship”.**

~~involving new construction or addition will generate 100 or more traffic trips during the peak hour or if the administrator determines that a proposed development involving substantial improvement or change of use will generate 125 or more traffic trips during the peak hour (see also design and specifications manual). The administrator's determination shall be based upon reasonable expectations of time-of-day usage of similar developments; when developments are projected to have an intensity of usage which varies from day-to-day, week-to-week, or month-to-month, the administrator shall base the determination of peak hour upon maximum utilization. The analysis shall be prepared by a registered engineer licensed in the state; it shall utilize trip generation data reflected in the current edition of Trip Generation published by the Institute of Transportation Engineers provided (see also design and specifications manual); however, the administrator may approve the use of alternative data resulting from analysis deemed to be more consistent with the subject development.~~

19-6.10.3. *Required improvements.* Improvements to the existing transportation infrastructure by a developer will be required as a condition of permit issuance if the projected **delay level of service** for the build-out year of the development **increases by more than 10 percent of the existing delay.** ~~descends below level "D" for any intersection within the study area as a result of the proposed development. Improvements may also be required by a developer as a condition of permit issuance for any intersection within the study area already experiencing level of service "D" or less, which level of service is projected to worsen with the traffic impact projected to occur as a result of the development.~~

## **TABLE OF CHANGES**

Existing Text

**New Text**