

TRAFFIC IMPACT

The 5 proposed single family residential units will access proposed public Farmhouse Court, which connects to McClelland Road. The development is expected to generate a total of 47 trips per day (Average weekday trips ends) and 5 trips in the peak hour based on 9.44 trips per unit for Single Family Detached Housing (according to Trip Generation 10th Edition, 2017 by the Institute of Transportation Engineers). This number of trips is below the County threshold of 100 trips per day or 10 trips during the peak hour. Therefore, a Transportation Impact Study is not required for this project.

List each of the criteria in ECM Appendix B Section B.1.2.D and explain how they are satisfied.

Unresolved. Only vehicular traffic criteria 1 has been addressed. Explain how the other criteria are satisfied.

D. No TIS Required.

No TIS is required if all of the criteria below are satisfied:

- Vehicular Traffic: (1) Daily vehicle trip-end generation is less than 100 or the peak hour trip generation is less than 10; (2) there are no additional proposed minor or major roadway intersections on major collectors, arterials, or State Highways; (3) the increase in the number of vehicular trips does not exceed the existing trip generation by more than 10 peak hour trips or 100 daily trip ends; (4) the change in the type of traffic to be generated (i.e., the addition of truck traffic) does not adversely affect the traffic currently planned for and accommodated within, and adjacent to, the property; (5) acceptable LOS on the adjacent public roadways, accesses, and intersections will be maintained; (6) no roadway or intersection in the immediate vicinity has a history of safety or accident problems; and (7) there is no change of land use with access to a State Highway.
- Pedestrian Traffic: Paved pedestrian facilities exist or will be constructed on, or adjacent to, the site; or, the proposed use will not generate any new pedestrian traffic.
- Bicycle Traffic: Paved bicycle lanes or paths exist or will be constructed on, or adjacent to, the site; or, the proposed use will not generate any new bicycle traffic.