

Traffic Impact Study

The project involves a 4.67 acre site divided into three (3) lots located near the intersection of Terminal Avenue and Amelia Street. The project area is zoned for Light Industrial usage which will have minimal traffic trips generated. The estimated trips per day for each lot will be twenty-four (24) for a total of seventy-two (72). Per Section B.1.2.B.1.2 of the ECM, a traffic impact study is not required based on the following criteria:

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.
- (7) There is no change of land use with access to a State Highway.

Pedestrian Traffic: The proposed use will not generate any new pedestrian traffic.

Bicycle Traffic: The proposed use will not generate any new bicycle traffic.



The 10th edition ITE trip generation manual identifies light industrial at an average of 5 trips per 1000 sq ft of the structure. Based on the estimate of 24 trips per lot, that would limit the total building size for each lot at approximately 4,800 sq ft. The Land Development Code allows a maximum lot coverage of 35% for the I-2 zoning. Revise the traffic study to reflect the maximum potential trips for each lot.

Markup Summary

dsdgrimm (1)

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