

The trip generation noted above represents full build of the proposed development.

TRANSPORTATION IMPACT STUDY REQUIRED?

YES

NO

The proposed development will likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour based on industry standard methods for trip generation estimates, a minimum requirement for traffic impact study in the Access Management Code. A traffic impact study was prepared by TranSystems, dated March 2018, for the proposed development.

The traffic study assessed existing conditions, proposed development conditions (full build), and future conditions that considers assumed community growth and development of surrounding undeveloped property based on previous work and traffic models for the US-50 and Blackwell Road Interchange. Development phases as depicted on the plan were not assessed independently. The analysis included morning and evening commuter peak hours at the intersections of Blue Parkway (formerly Shenandoah Drive) at Blackwell Road and any proposed intersections/driveways along Blue Parkway. An analysis of the Blackwell Interchange at US 50 Highway was not completed since that interchange was designed and constructed within the last year to accommodate significantly more traffic than currently exists or would be present if the proposed development is built.

The traffic study reports adequate level of service in all scenarios at all intersections studied based on the adopted level of service goal for traffic operations without any off-site improvement recommendations beyond those depicted on the plans and described above (i.e. proposed collector roadway, roundabout intersection of proposed roadway at Blue Parkway and improvement of Blue Parkway from the proposed roundabout to Blackwell Road). Level of service is a standardized measure of performance based on vehicle delay characterized similar to a grade card, with A representing free-flow movement, uncongested operations, and F representing failure or gridlock. The City's adopted goal for adequate performance is level of service C.

LIVABLE STREETS (Resolution 10-17)

COMPLIANT

EXCEPTIONS

The proposed development plan includes all Livable Streets elements identified in the City's adopted Comprehensive Plan, associated Greenway Master Plan and Bicycle Transportation Plan attachments, and elements otherwise required by ordinances and standards, including but not limited to sidewalk, landscaping, parking, and accessibility. No exceptions to the Livable Streets Policy adopted by Resolution 10-17 have been proposed.

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 preliminary development plan subject to the proposed public improvements generally described and included in the applicants plan submittal (i.e. roundabout at the proposed public street intersection with Blue Parkway, public collector street north/northeast of Blue Parkway, and Blue Parkway improvements from the proposed roundabout towards Blackwell Road).