



**TRIP GENERATION**

<b>Time Period</b>	<b>Total</b>	<b>In</b>	<b>Out</b>
Weekday	252	126	126
A.M. Peak Hour	9	3	6
P.M. Peak Hour	12	7	5

The trip generation estimates noted above represent vehicle trips associated with the proposed senior apartments and do not consider trips previously assumed to realize from the property as approved with the surrounding commercial development (Langsford Plaza).

**TRANSPORTATION IMPACT STUDY REQUIRED?**      Yes       No

The proposed development will not likely generate more than 100 vehicle trips to the surrounding street system during any given peak hour as a minimum condition for a transportation impact study. The property upon with the development is proposed was previously studied under the Langsford Plaza commercial subdivision plan. A traffic impact study was completed by Wilbur Smith Associates dated June 18, 2007 for that approved plan. The traffic study evaluated existing conditions, existing plus proposed development conditions, and projected 2030 conditions for the AM and PM peak traffic hours at nearby intersections and site driveways. The study was completed assuming full build of all properties within the commercial subdivision. Several transportation improvements were required of the planned development and constructed. The traffic study and approved plan assumed a retail/office use of the same property. That use would generate more trips than the proposed senior apartments. All other properties within the commercial subdivision have been developed/re-developed. Therefore, the adequate transportation conditions expected for the overall development in consideration of constructed improvements should remain unchanged with fewer projected vehicle trips associated with the project.

**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, 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.