Chapter 21.76 Traffic Impact Standards

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21.76.010 Scope of chapter. This chapter applies to traffic impact analysis and traffic impact mitigation when required by other provisions of the Homer Zoning Code. (Ord. 08-29, 2008).

21.76.020 Traffic Impact Analysis – general. a. A traffic impact analysis must compute traffic generated by a development in accordance with the Institute of Traffic Engineers' Trip Generation Handbook (current edition). The City Planner will, in his or her discretion, require a traffic impact analysis based upon local traffic generation values. A traffic impact analysis must be prepared by an engineer licensed under AS 08.48 following guidelines approved by the City Planner and contracted by the City.
b. The analysis must be submitted to the City for review and comment under HCC § 21.76.200.
c. All Traffic Impact Analysis costs will be borne by the applicant. (Ord. 08-29, 2008).

21.76.030 Level of Service Analysis. Level of service (LOS) and operational analysis for a traffic impact analysis prepared under this section must be performed in accordance with the Transportation Research Board's publication Special Report 209, Highway Capacity Manual (current edition). (Ord. 08-29, 2008).

21.76.040 Level of Service Minimums. The minimum acceptable LOS at intersections and on road segments both on the development's opening date and in the design year is:
a. LOS C, if the LOS on the date of application is LOS C or better;
b. LOS C, if the LOS on the date of application is LOS D;
c. LOS D, if the LOS on the date of application is LOS E or poorer. (Ord. 08-29, 2008).

21.76.050 Traffic impact analysis – required elements. A traffic impact analysis prepared under chapter must include consideration of:
a. Intersections on streets or alleys where traffic on any approach is expected to increase as a result of the proposed development by at least five percent of the approach's capacity;
b. Segments of streets or alleys between intersections where total traffic is expected to increase as a result of the proposed development by at least five percent of the segments' capacity;
c. Intersections on streets or alleys where the safety of facilities will deteriorate as a result of the traffic generated by the development;
d. Each driveway or approach road that will allow egress or ingress to a street for the proposed development;
e. Parking and circulation routes within the proposed development, to the extent necessary to ensure that traffic does not back up onto a street; and
f. Pedestrian and bicycle facilities that are a part of the street or alley to which a permit applicant seeks access. (Ord. 08-29, 2008).

21.76.060 Required projections. a Except for a development expected to generate 250 or more vehicle trips during the peak traffic hour, a traffic impact analysis prepared under this chapter must include consideration of the following:

1. Projected traffic at the development's anticipated opening date, excluding the traffic generated by the development; and
2. Projected traffic at the development's anticipated opening date, including the traffic generated by the development.
b. A traffic impact analysis prepared under this chapter for a development expected to generate 250 or more vehicle trips during the peak traffic hours must, in addition to the projected traffic volumes before and after the completion of the proposed development, include consideration of:
1. The projected traffic in the design year for the proposed development, excluding traffic generated by the development; and
2. The projected traffic for the design year for the proposed development including the traffic generated by the development. (Ord. 08-29, 2008).

21.76.070 Identification and proposals for improvements and mitigation measures. A traffic impact analysis prepared under this chapter must include identification of, and proposals for traffic impact mitigation measures for, the following:
a. Locations where street improvements are necessary to mitigate traffic impacts, including locations where the LOS is less than acceptable under HCC § 21.76.040;
1. Due to the development at either the opening date or the design year; or
2. At either the opening date or the design year without the development and improvements are necessary to prevent the LOS from deteriorating further as a result of the proposed development;
b. Street improvement alternatives that will achieve an acceptable LOS or minimize degradation of service below an already acceptable LOS;
1. On the opening date of the development; and
2. In the design year of the development, for a development projected to generate 250 or more vehicle trips during peak hour on the opening date of the development;
c. Improvements necessary to mitigate any impact on bicycle and pedestrian traffic revealed by the traffic impact analysis; and
d. Improvements needed for internal circulation and parking plans. (Ord. 08-29, 2008).

21.76.080 Traffic Impact Mitigation. A conditional use permit may require traffic impact mitigation measures to protect public health, safety, and welfare. It shall include those mitigation measures required by this section.
a. Permittee shall make improvements to a street, alley or intersection to maintain an acceptable LOS if a street, alley or intersection has an:
1. Acceptable LOS without traffic generated by the development; and
2. Unacceptable LOS with traffic generated by the development:
a. At the opening date of the development; or
b. In the design year of the development, for a development expected to generate 250 or more vehicle trips during peak hour on the opening date of the development.
b. If a street, alley or intersection has an unacceptable LOS without traffic generated by the development, either at the opening date of the development or in the design year of the development, a permittee shall make improvements to the street, alley or intersection so the operation of the highway does not deteriorate in terms of delay time or other appropriate measures of effectiveness with the addition of the traffic generated by the development at the opening date of the development or in the design year. (Ord. 08-29, 2008).

21.76.200 Review of traffic impact analysis and mitigation proposals. a. The City Planner will review and comment upon a traffic impact analysis and mitigation proposals prepared and submitted under this chapter. The City Planner will, in his or her discretion, request clarification and further analysis of the impacts that the Planner considers necessary to adequately consider the risks presented to the traveling public by the proposed development.
b. If alternative means are proposed by an applicant for mitigation of the traffic impacts of a proposed development, the City Planner will consider the proposed alternatives that provide the greatest public benefit, at the least private cost, and that meets appropriate LOS on an impacted highway, road, street or alley.
c. The City Planner will provide a review and recommendations to the Planning Commission.
d. When a traffic mitigation plan is required, the plan must be approved by the Planning Commission as part of its approval of a conditional use permit prior to the issuance of a zoning permit. (Ord. 08-29, 2008).

21.76.210 Performance and Payment Bonds. The conditional use permit may require the posting of payment and performance bonds or other surety or collateral, approved as to form by the city attorney, to guarantee the satisfactory completion of all traffic impact mitigation required by the conditional use permit. (Ord. 08-29, 2008).

21.76.220 Standards applicable to implementation of traffic plan. a. A permittee for which a traffic impact analysis report and mitigation plan has been approved shall use, within the development, signs and markings on approaches to streets that conform with the Alaska Traffic Manual. The City adopts by reference the Alaska Traffic Manual, consisting of the Manual of Uniform Traffic Control Devices for Streets and Highways, current edition, including all revisions, issued by the United States Department of Transportation, Federal Highway Administration, and the State of Alaska Department of Transportation and Public Facilities Alaska Supplement, current edition.
b. Internal circulation and parking layout must provide sufficient queuing distance within the development between the street, alley or intersection and potential internal block points to ensure that no traffic backs up onto the street, alley, or intersection, including bicycle and pedestrian facilities. (Ord. 08-29, 2008).

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