

**SCOTT FISCAL COURT  
ORDINANCE NO.00- 02**

**AN ORDINANCE RELATING TO THE AMENDMENT OF COUNTY  
ORDINANCE 94-006, ADOPTED JUNE 27, 1994 RELATED TO  
AGRICULTURAL CLUSTER REGULATIONS, CODIFIED AS ARTICLE X,  
SECTION 1000, ET. SEQ. OF THE SUBDIVISION AND DEVELOPMENT  
REGULATIONS**

WHEREAS: The Georgetown-Scott County Planning and Zoning Commission has reviewed the ordinance provisions regulating agricultural cluster development, codified as Article X, Section 1000, et. seq. of the Subdivision and Development Regulations and within the definitions of Agricultural Uses and Agricultural Residential Uses, set out in Section 2.1, Definitions, of the Zoning Ordinance. This review is the result of the Comprehensive Plan statistics, which demonstrate that the current regulations do not provide a reasonable alternative to the development of five acre tracts. As part of its review the Commission conducted public hearings August, September and October of 1999, during which public comment was received on the proposed changes to that ordinance; and

**WHEREAS:** At a special meeting held November 9, 1999, the Commission unanimously voted to recommend adoption of the agricultural cluster ordinance amendments set out below.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL FOR THE CITY OF GEORGETOWN, as follows:**

**SECTION ONE:** Section 1 of Scott County Ordinance 94-006 adopted June 27, 1994, pertaining to the repeal of:

1. Paragraphs c.1. through c.4. of Article X, Section 1000, F. Private Streets;
2. Subparagraph 1.b.iii. of Article X, Section 1000, Q. Street Access; and
3. Article X, Section 1020 - Cluster Subdivision;

is unchanged.

**SECTION TWO:** Section 2: Cluster Regulations, of Scott County Ordinance 94- 006 adopted June 27, 1994, is amended to read as follows: [New language is underlined. Repealed language is stricken. Remaining language is unchanged]

A. DENSITY: Cluster development density shall be one unit for every five (5) acres.

3. MINIMUM ACREAGE FOR CLUSTER: The ~~minimum acreage for cluster subdivision is 20 acres.~~ There is no minimum acreage required for a cluster development. Any acreage upon which the applicant can comply with these regulations may be utilized for a cluster development.

C. MINIMUM LOT SIZE: The minimum size of a cluster lot is one (1) acre with a maximum of two (2) acres. All applications for cluster residential development must receive approval by the Health Department prior to Planning Commission approval.

D. USE OF ACREAGE OUTSIDE CLUSTER LOTS: The remaining acreage, i.e. four (4) acres or less per cluster lot, must be preserved ~~used~~ for agriculture or open space. ~~The minimum dimension of this preserved acreage shall be 500, in any direction. This dimension may be varied according to standards described below.~~ The reserved area may be set aside in multiple lots, each lot shall be a minimum of 25 acres.

A note shall be placed on the Final Plat restricting future subdivision of the reserved ~~acreage~~ area or lots [Note: If the reserved area is set aside in multiple tracts, these tracts will count towards the total number of allowable development credits].

E. MAXIMUM NUMBER OF LOTS IN CLUSTER: The maximum cluster size shall be 5 units. There is no maximum number of cluster lots in any one group

F. MAXIMUM NUMBER OF CLUSTER LOTS IN ONE DEVELOPMENT; AND INDIVIDUAL LOTS STANDARDS: The maximum number of cluster lots Per property is 45 units. The maximum number of cluster lots is based on the acreage of the farm proposed or cluster development.

Individual lot standards are:

- a. One (1) acre minimum and two (2) acre maximum (outside floodplain);
- b. 125 One hundred fifty 150 feet minimum lot width, in no event to exceed a two to one (2:1) depth to width ratio;
- c. Fifty (50) feet front yard setback, except for corner or double frontage lots where the front yard setback along an existing public road shall be a minimum of seventy-five (75) feet from the edge of pavement;
- d. One hundred (100) feet rear yard setback. For lots that are adjacent to an adjacent farm under owned by someone other than the cluster proposal applicant, or principal of the applicant, see V., below.
- e. Twenty-five (25) feet side yard setback.

LOT DIAGRAM (including setbacks, landscape easements, etc....)

~~G. Agricultural preservation being the intent of these regulations, the premature subdivision of land shall not be encouraged. There shall be a maximum of 15 cluster units within one cluster approved in any 12 month period. No subsequent cluster shall be permitted until at least 1/2 of the cluster lots previously approved has been sold. The time limitations may be varied only upon developer's showing of need based upon insufficient availability to meet demand.~~

G. TRAFFIC STUDY AND ROAD IMPROVEMENTS: All cluster proposals that include more than thirty (30) lots, including cluster lots and preserved lots, shall submit a traffic impact study (TIS) per the attached guidelines and procedures. Upon recommendation of Commission staff, where the existing road upon which the cluster is proposed is adequate for the anticipated traffic, the required TIS may be waived. The TIS must be reviewed and approved prior to Commission final plat review and approval of the cluster proposal's thirtieth (30th) lot. Upon a Commission determination that the parent tract has been prematurely subdivided in order to avoid this requirement, the Commission may require a TIS based on the configuration of the parent tract and any existing lots at the time these regulations were adopted.

All cluster proposals will be subject to the road improvement policies established in the Comprehensive Plan - Transportation Element and subject to the carrying capacity of the existing roads based on the ITE Trip Generation Manual, 6th (or latest) Edition and the AASHTO Policy on Geometric Design of Highways and Streets, 1990 (or latest) Edition.

~~H.a. No cluster lot shall share a common rear lot line with any other. b. No cluster lot line shall be allowed within 500 feet of adjacent property lines and public rights of way. This dimension may be varied if screening, fencing, land form conditions, neighboring property owner approval or the nature of existing development of surrounding properties justifies to variance.~~

H. CLUSTER LOT LOCATION: a. Cluster lots may share a common rear lot line with c.her cluster lots. Proposed cluster lots may be located adjacent to the public road and existing property lines subject to the Planning Commission review and approval and subject to additional landscaping and buffering required in Section Two, paragraph M., below.

I. ~~Sufficiency of Infrastructure~~, SUFFICIENCY OF INFRASTRUCTURE: The Planning Commission shall deny approval of any proposed development for which infrastructure sufficient to serve the needs generated by the proposed development is neither available nor planned for construction as part of the development or as part of the capital improvement program of the providing agency. The developer shall demonstrate the adequacy of infrastructure, drainage, septic systems and other Physical impact controls. The Health Department shall approve each lot prior to final plat approval. Failure to demonstrate the above adequacy shall result in denial of the application.

~~5. B. New road construction is required at the following standards:~~

- ~~1. 50' right of way~~
- ~~2. 18' pavement~~

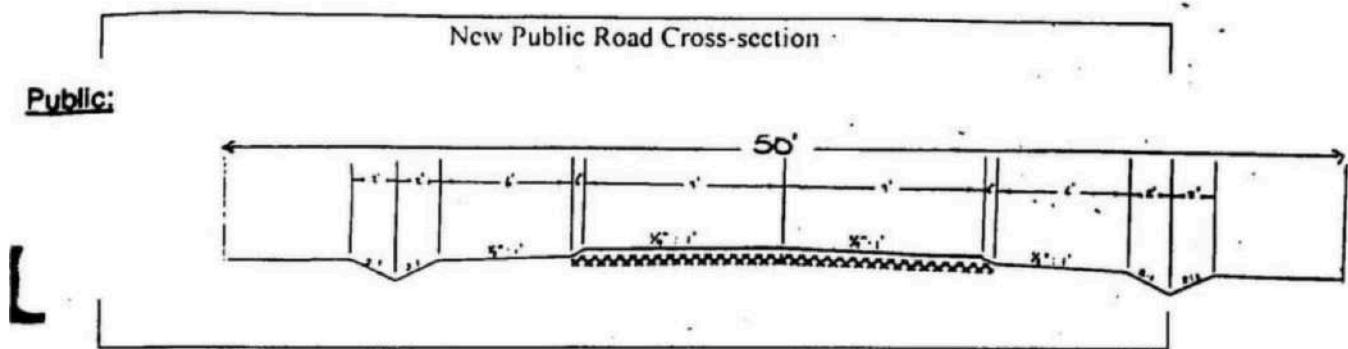
3. ~~2' shoulders each side~~
4. ~~appropriate ditches and cross drains available for either public dedication or private road~~
5. ~~This off set shall serve up to 45 units.~~

~~If the road is intended for private use, a homeowners association must be created for the maintenance and improvement, using a mandatory membership, lien-based assessment system and provided in the County course of law.~~

J. ROAD CONSTRUCTION STANDARDS: The minimum standards for cluster infrastructure are:

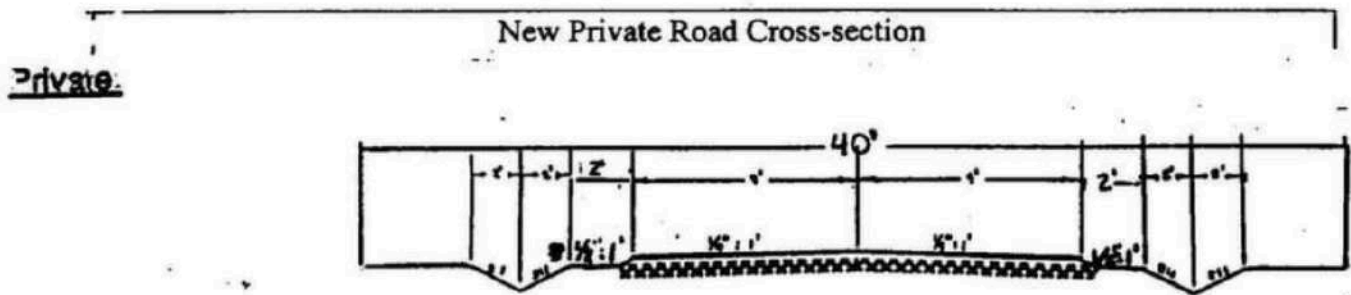
- a. New public roads intended for acceptance by Scott County shall have:
  - i. Right-of-way shall be fifty (50) feet in width;
  - ii. Pavement shall be eighteen (18) feet in width;
  - iii. Pavement depth shall include a base (rock) of eight (8) inches, a binder of two(2) inches and one(1) inch of asphalt;
  - iv. Shoulders on each side shall be six (6) inches of gravel with an overall six (6) feet of earthen shoulders.

All New county roads intended for acceptance by the County for public maintenance are subject to Scott County's Road Acceptance Policy. A Homeowner's Association is required for cluster developments. Until such time as Scott County accepts any roads designed to public road standards, the ownership and maintenance of the roads, right-of-ways, and any drainage structures shall be the responsibility of the homeowners association.



- b. New private roads shall have:
  - i. Right-of-way shall be forty (40) feet in width;
  - ii. Pavement shall be eighteen (18) feet in width;

- iii. Pavement depth shall include a base (rock) of eight (8) inches, a binder of two (2) inches and one (1) inch of asphalt:
- iv. Shoulders on each side shall be two (2) feet of gravel.



- c. Ditches and cross-drains shall be constructed to the same standard for both public and private roads. Both sides of the road shall be ditched at a two to one (2:1) slopes. Cross-drains shall be installed for driveways and roads (existing or new) to allow stormwater flow to the nearest drainage structure.
- d. Cul-de-sac length shall not exceed one thousand (1,000) feet. Cul-de-sac geometry shall conform to the requirements in Appendix VII. Alternative cul-de-sac designs may be allowed where approved by the Fire Chief and the Commission Engineer/Planning Director. Emergency vehicles shall have safe and effective access to all lots.
- e. Final Plats of cluster developments containing roads intended for dedication to the County for maintenance shall display a note which informs the public concerning Ser County's policy on road dedication and acceptance.
- f. Cluster developments containing private roads must have a homeowners association obligated and authorized to maintain those private roads. Final Plats of cluster developments containing private roads shall display a note, which informs the public concerning the homeowners association, ownership of the private roads and the mechanism for maintaining the private roads.
- g. All cluster lots shall have access to internal roads only. There shall be no direct access, i.e. driveways, onto the existing public road.
- h. Entrance improvements ~~or for county/state~~ county and state roads shall include fifty-five feet (55) radii at intersections and one hundred feet (100) taper for new street back to edge of public road. Turn lanes, acceleration lanes, deceleration lanes and secondary access points are required for cluster

developments containing one hundred (100) or more total lots.

- i. An approved entrance permit must be submitted for any access to a state road ic to final plan review and approval.

K. MOBILE HOME CLUSTERS: Clusters developments that ~~propose~~ include mobile homes shall be located within five (5) minutes response time of a fire station ~~and~~ have with adequate water pressure for fire protection, including the installation of fire hydrants pursuant to paragraph L, below. ~~These clusters that propose mobile homes must meet Landscape and Land Use Buffer Ordinance, Section 6.12, A.1 in addition to all other requirements.~~

L. MUNICIPAL WATER: All cluster lots shall have "city" municipal water. ~~Those areas in far northern Scott County will be reviewed as to the necessity of meeting this requirement. This requirement may be waived only in areas where this "city water" cannot be reasonably provided.~~ Fire hydrants shall be required where adequately sized water ines are reasonably available.

~~M. In order to minimize visibility of cluster lots from adjacent property or public roads. Where possible, lot layouts shall take advantage of natural screening from roads and adjacent property. Where this is not feasible, the Planning Commission may determine that screening must be provided and may require redesign of the lot layout or additional landscaping or vegetation.~~

M. LANDSCAPING, BUFFERING AND TREE PRESERVATION: For lots that abut an adjacent farm unde. ownership different than the cluster proposal applicant, or principal of the applicant, a tree preservation easement would be established adjacent to the common property line for a minimum of fi.y (50) feet of the required rear yard setback. In this tree preservation easement, no existing vegetation may be removed or disturbed unless demonstrated to be diseased or dead. This preservation area shall also include any required landscaping and/or buffering as determined by the following for.nu'a: There shall be a double row of evergreens/deciduous trees on forty (40) feet centers. The ratio of evergreens to deciduous trees shall not exceed two to one (2:1). For fencing requirements see N., above.

Cluster lots approved adjacent to a public road shall have trees placed on thirty (30) feet centers along the existing road frontage. The ratio of evergreens to deciduous trees shall not exceed two to one (2:1). Existing screening (e.g., trees) may be counted toward this requirement upon review and approval of the Planning Commission. In the event that no additional landscaping or screening is proposed, the cluster lots shall set back a minimum of two hundred (200) from the existing

property lines, unless waived by the affected adjacent property owner in writing, and two hundred (200) feet from the public road.

Where new landscaping is proposed adjacent to any property containing livestock, landscaping materials shall not include any species listed by the Scott County Extension Office as harmful to livestock.

N. FENCING: The perimeter of each cluster pod shall be fenced prior to final plat approval. The minimal fencing standard shall include number nine (#9) woven wire mesh or equivalent with posts spaced on twelve (12) feet on center. A note shall be placed on the final plat informing the public of this requirement. The note shall also inform the public that prospective owners of lots within the cluster development are subject to the Kentucky Fence Law codified at KRS 256.10 et. seq. The required perimeter fence may not be bonded.

O. RESERVATION OF ONE DWELLING CREDIT: One dwelling credit must remain with the preserved acreage.

P. WRITTEN NOTICE AND SIGNAGE: Written notice of this the cluster application shall be given to adjacent property owners by ~~both certified first class mail and by sign posted on the property 14, but not more than 21 days~~ prior to the Planning Commission meeting at which the cluster proposal is to be considered. The notices must be mailed and the sign installed at least fourteen (14) days, but not more than twenty-one (21) days prior to the Planning Commission's meeting at which the cluster proposal is to be considered. The day of the Planning Commission meeting shall be excluded when calculating the minimum number of days during which notice must be given. The sign and notice shall inform the recipient of the date, time and place of the meeting at which the cluster proposal is to be considered, of the nature of the proposal and the address and phone number of the Planning office where further information is available.

Q. OTHER APPLICABLE REGULATIONS: Compliance is required with ~~A~~all applicable standards of the Subdivision and Development Regulations, including, but not limited to, erosion control ~~and stormwater~~ drainage plans and construction plans.

R. FINAL PLAT NOTE ON USE RESTRICTIONS: The final plat of a cluster development ~~subdivision with preserved acreage the deed, if any, conveying the acreage reserved for agricultural use or open space shall provide a covenant which runs with the land restricting shall note all restrictions on~~ the use of the reserved acreage to agricultural use or open space. This restriction shall be by covenant running with the land. This covenant shall terminate at such time as the ~~property~~

preserved acreage is annexed into a city and approved by the legislative body of that city for a zone classification change to an urban use. The final plat shall also reference the existence of a homeowners association and the subjection of the development to the authority of that association.

The final plat shall note that the preserved area, i.e. that area not included within the cluster lots, shall not be further subdivided. All documentation restricting the land use and subdivision, including, but not limited to homeowners association restrictions, including preservation areas must be noted, including County Clerk's Office recording references.

S. FINAL PLAT NOTE ON COMMON LEGAL PRACTICES IN A-1 ZONE: The final plat shall include the following note: “Prospective purchasers of residential lots in agricultural cluster residential developments are placed upon notice that hunting and fishing within the accepted safety guidelines and agricultural use and production, including the use of machinery in the normal course of activity, are common and legal practices in the Agricultural A-1 zone. These activities and must be expected to occur in and around agricultural residential cluster developments. These practices, if conducted within accepted safety guidelines, shall not constitute a nuisance within the meaning of KRS 401.500 et seq. See the Kentucky Right to Farm Act.”

T. FINAL PLAT NOTE ON USE RESTRICTIONS: The developer shall ~~display by note upon~~ the preliminary and final subdivision plats the types of dwellings, e.g. mobile homes, conventional frame construction, manufactured homes, which shall be permitted within ~~on~~ the agricultural residential cluster development. This requirement shall avoid potential buyer misunderstanding of the consequences of his or her investment.

U. MISCELLANEOUS APPLICATION-RELATED REQUIREMENTS: All documentation restricting the land use and subdivision within the cluster development, including homeowners association documents, shall be reviewed and approved by the Planning Commission and recorded with the Scott County Clerk's Office.

The Planning Commission may require a master plan of the entire farm illustrating the overall layout of cluster and rural [agricultural and open space] lots, access, internal road system, fencing, landscaping and buffering.

Existing stone fences shall be documented with the application for a cluster development. Existing stone fences may not be removed or altered except where

reasonably necessary to provide for the construction of a proposed road and the required sight triangle.

All applicants for cluster residential subdivision approval shall provide a soils map or a soil certification from the USDA-NRCS office for the subject property prior to Planning Commission review and approval

V. Cluster/Residential Development may be developed in phases in accordance with Article 6 of these regulations.

#### W. DEFINITIONS/KEY TERMS:

AASHTO- American Association of State Highway and Transportation Officials.

ITE - Institute of Transportation Engineers.

TIS - Traffic Impact Study.

KRS - Kentucky Revised Statutes.

CLUSTER POD - The area, or a group of lots, shown on a preliminary and/or final plat that includes any lots between 1.0 and 2.0 acres in size. Any area identified as preserved acreage and that is a minimum 25 acres is not included in this definition.

PRESERVED ACREAGE - The area[s] designated on a preliminary and/or final plat as that area[s] to be preserved, i.e. that acreage remaining after deducting the acreage within each cluster lot from the Agricultural, A-1 tract, five (5) acre minimum, pursuant to Section Two, paragraph D, above, which acreage must be configured in tracts containing a minimum of twenty-five (25) acre tracts. Each tract within the preserved area shall contain one (1) dwelling unit.

**SECTION THREE:** Section 3 of Scott County Ordinance 94-006 adopted June 27, 1994, pertaining to customary agricultural practices in the Agricultural, A-1 zone is unchanged.

**SECTION FOUR:** Section 4 of Scott County Ordinance 94-006 adopted June-27, 1994, pertaining to the repeal of Scott County Ordinance 94-001 is unchanged.

**SECTION FIVE:** Section 5 of Scott County Ordinance 94-006 adopted June 27, 1994, pertaining to the incorporation of the substantive sections of Ordinance 94-006 into the Subdivision Regulations is unchanged.

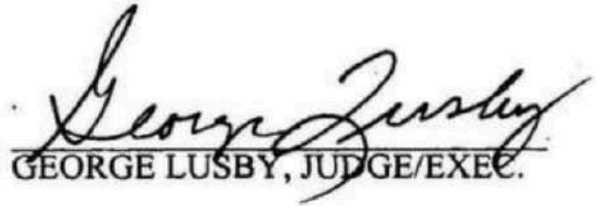
SECTION SIX: Section 6 of Scott County Ordinance 94-006 adopted June 27, 1994, pertaining to the amendment of the Scott County Zoning Ordinance, Agricultural Use Definition, Article II, General Regulations, 2.1 Definitions, is unchanged.

**SECTION SEVEN: EFFECTIVE DATE:** This Ordinance shall become effective upon passage and publication.

**SECTION EIGHT: SEVERABILITY:** Each section or, wherever divisible, subsection of this Ordinance is separable. The invalidity of a section or sub-section shall not be construed to affect the validity of the remaining sections or sub-sections.

The foregoing Ordinance was introduced and read for the first time at the Court's regular meeting January 27, 2000, and read for the second time, adopted and approved, at the Court's regular meeting February 11, 2000.

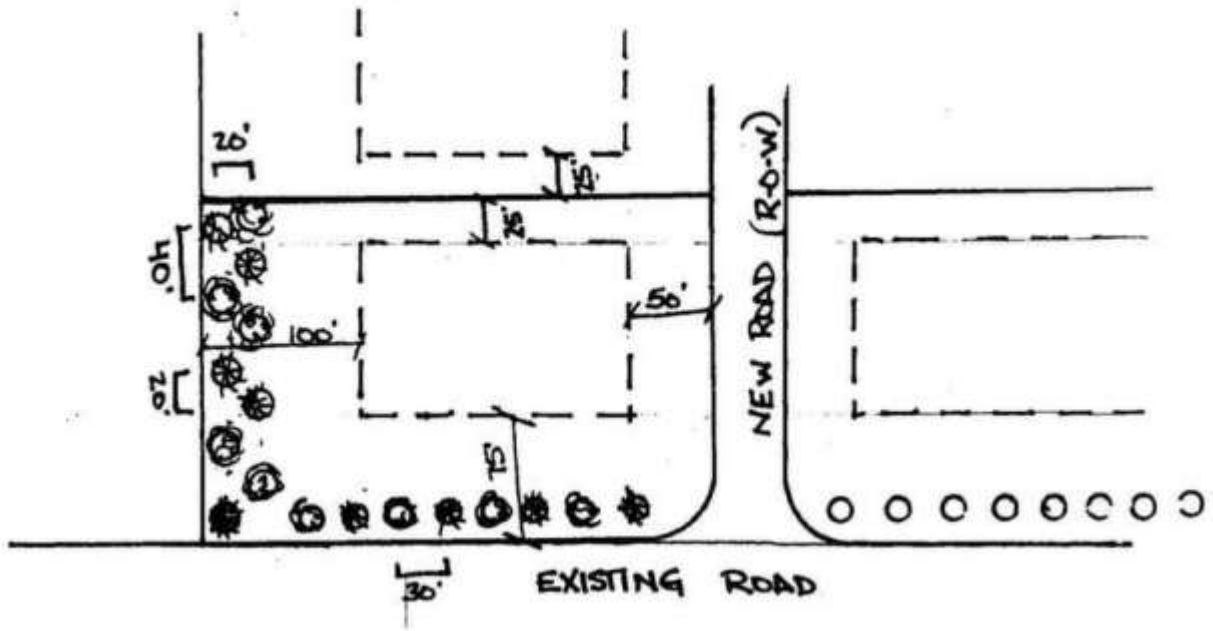
APPROVED BY:

  
GEORGE LUSBY, JUDGE/EXEC.

ATTESTED BY:

  
MARTHA NECLERIO, CLERK

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### **Traffic Access and Impact Study Guidelines & Procedures**

These traffic access and impact study guidelines and procedures define when proposed preliminary subdivision plans and development plans warrant a detailed traffic study and what information should be included in it. All applicants will be required to follow the Planning Commission guidelines and will be treated equally under the same or similar circumstances.

A. Purpose For Submission Of Traffic Access And Impact Studies The purpose of performing a traffic impact and access study, as defined by the Institute of Traffic Engineers (ITE), is to:

1. provide guidance for short and long range planning of site access;
2. provide guidance for on-site circulation and the interface between on-site circulation and off-site traffic;
3. provide guidance for off-site improvements needed to permit the roadway system to function satisfactorily so as to accommodate site and non-site traffic;
4. assist developers and land owners in making land use site planning decisions regarding traffic;
5. identify the contribution a particular development makes to roadway system traffic volumes;
6. provide a basis for estimating roadway improvement requirements attributable to a particular project;

7. assess the compatibility with local transportation plans (Transportation Element of the Comprehensive Plan);
8. enable staff to better evaluate zoning changes and development plans;
9. allow appointed and elected officials to know implications of their voting decisions.

B. Scope Of Required Traffic Access And Impact Studies

Three (3) levels of study have been identified based on the number of trips that a development is projected to generate in a 24-hour period:

**Level I** Studies require analysis of each access that the development has to an existing roadway. Access points to be analyzed include public roads, private roads, and nonresidential roads. This level of study is commonly required for larger residential subdivisions, office developments, and smaller commercial developments.

**Level II** studies require analysis of each access that the development has to an existing roadway, and to the first control point beyond those access points. A control point is an intersection controlled by a traffic signal or stop sign on the existing roadway onto which the development has access. For cases where a traffic control device does not exist, the Planning Commission staff will determine the extent of the study. If an interstate interchange is near the property to be developed and is not signalized, the Planning Commission staff will determine if the ramps need to be included in the study. This level of study is commonly required for moderately sized commercial developments and larger office complexes.

**Level III** studies require a complete traffic access and impact study, addressing each access point, the first control point beyond each access point, and the nearest collector/collector intersection or street of higher classification or as determined by the Planning Commission staff. The exact area to be studied will be determined by the Planning Commission staff with input from the study preparer. Level III studies are uncommon, as they are usually warranted only with very large mixed-use and commercial developments.

C. When Traffic Access And Impact Studies Are Required Traffic access and impact studies shall be submitted along with applications for Preliminary Subdivision Plan and Development Plan requests that fall within the following 24 hour trip generation ranges:

24 Hour Trip Generation	Traffic Study Scope
750-3,000 ADT*	Level I
3,501-6,000 ADT	Level II
6,001 + ADT	Level III

\* = Cluster Residential Subdivisions with 30 or more lots shall submit at least a Level I study per Item G of this ordinance.

Trip generation rates for proposed uses shall be calculated using the YTE Trip Generation Manual, 6<sup>th</sup> (or latest) Edition.

Upon proof by the applicant's traffic engineer that a lower level traffic impact study would be adequate for a proposed development, or that a traffic impact study is not warranted, the planning Director may reduce the level of the study or waive the requirement.

D. Submission And Review Procedures For Traffic Access And Impact Studies

1. Applicants should conduct a preliminary trip generation assessment of any proposed Preliminary Subdivision Plan or Development Plan to determine if a traffic study will be required. ***This preliminary assessment should be conducted well in advance of the actual submission of plans.***
2. If the preliminary assessment indicates that a traffic study will be required, the applicant should immediately consult with the Planning Commission staff to verify a development's projected trip generation, and to confirm whether or not a study will be required. If a study is required, the required level can be determined at that time.
3. The applicant shall then select a traffic or transportation engineer to prepare the study, who may need to consult with the Planning Commission staff periodically to review the collected data and any assumptions made in the draft report.

4. Three (3) copies of the completed craft traffic study shall be submitted along with the Preliminary Subdivision Plan or Development Plan application, and all other required materials.
5. The Planning Commission staff, along with local and state government, shall review the draft traffic study in conjunction with the other elements of the application. If the draft traffic study is not of the proper scope or is executed improperly, the applicant shall be notified of the deficiencies and be required to submit corrections on the same schedule that applies to the other elements of the application. Failure to submit corrections by the posted corrections deadline may lead to an automatic postponement of the application until the next regularly scheduled Planning Commission meeting.

Since a completed traffic study must be submitted at the same time as the application for a development, it is critical that the applicant conduct steps 1-3 early in their planning of a proposed development. Failure to submit a traffic study, or submission of an inadequate study, may lead to a postponement of the application.

- E. Required Qualifications For Preparers Of Traffic Access And Impact Studies
- Traffic access and impact studies shall be prepared under the supervision of a qualified engineer who has specific training in traffic and transportation engineering with experience in preparing traffic studies for existing or proposed developments. The ability to forecast and analyze traffic needs for smooth developments and the roadway system is essential. All traffic operations and design work shall be completed under the supervision of a registered professional engineer.

F. Required Specifications For Traffic Access And Impact Studies

1. Report Requirements - Level I & II Studies

I. Introduction

A. Description of site including a location map

B. Type of project

1. If residential, number and type of dwelling units

2. If commercial, industrial, or office, square footage and type of development

C. Other planning data that may be pertinent

II. Existing Conditions

A. Directional traffic counts on roads adjacent to property with access to development

1. Traffic counts shall not be more than one (1) year old

B. Level of service of intersection(s), if applicable

### III. Trip Generation Rates

- A. Listing of trip generation rates
- B. Listing of sources for rates used
  - 1. ITE Trip Generation, 5th (or latest) Edition
  - 2. IF the type of proposed development is not addressed in the ITE Manual, then other rates may be used as long as they are documented and have been approved by the Planning Commission staff.
- C. Calculation of trip ends by type of generator
  - 1. Traffic generated by phase
  - 2. 100% occupancy and development

### IV. Trip Distribution

- A. Assumptions as to the directional distribution of traffic to and from the development.
- B. Assumptions as the peak hour percentages
- C. Assumptions as the peak hour directional splits
- D. Assumptions as the pass-by trips, if applicable (must be approved by the Planning Commission staff).

### V. Analysis

- A. Level of Service (LOS) and capacity analysis for peak periods
  - 1. Compute the projected LOS and capacity analysis for each access point and control point to the adjacent road system based on the development by phase.
    - a. Highway Capacity Software is recommended (other nationally recognized software can be used)
  - 2. Compare LOS pre- and post- development, if applicable
  - 3. Link analysis, if applicable
- B. Intersection and roadway geometry- existing and proposed
  - 1. Distances from existing streets, driveways, and/or median cuts
  - 2. Alignment with existing streets, driveways, and/or median cuts
  - 3. Intersection layout
  - 4. Sight distance
  - 5. Right-of-way width(s)
  - 6. Lane width(s)
- C. Site Circulation
- D. Pedestrian facilities
  - 1. Sidewalks

2. School bus stops
3. Transit bus stops, when available

## VI. Recommendations

- A. Site access
- B. Intersection improvements
  1. Traffic control device(s) - modify existing or need for new
  2. Left and/or right turn lanes
  3. Acceleration and/or deceleration lanes
  4. Length of storage bays
- C. Off-site improvements
  1. Modification to existing traffic control devices
  2. Additional traffic control devices
  3. Additional lanes at major intersections
  4. Additional roads
- D. Improvements by phasing, if applicable

## VII. Appendix

- A. Raw traffic count data
- B. Documentation of analysis

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### Report Requirements - Level III Studies

In addition to the above noted information, the following, additional information on trip assignment shall be provided in the report prior to the Analysis and Recommendation sections:

- I. Trip Assignment
  - A. Show existing ADT's, proposed development traffic and total traffic for all effected links on the map that identifies the project and the surrounding roads.
  - B. Show a.m. and p.m. peak hour turning movements for the existing traffic, the proposed development traffic, and the combined traffic at all project entrance intersections, and effected intersections within the study area
  - C. Discuss the effects of phasing of the proposed project
  - D. Additional Technical Information On Traffic Access And Impact Studies  
Additional information of Traffic Access and Impact Studies can be obtained from Traffic Access and Impact Studies for Site Development - A Recommended Practice by ITE.