

By: Planning
Introduced: 02/10/09
Public Hearing: 02/10/09
Adopted: 02/10/09

**WASILLA PLANNING COMMISSION
RESOLUTION SERIAL NO. 09-07**

A RESOLUTION OF THE WASILLA PLANNING COMMISSION RECOMMENDING THE CITY COUNCIL ADOPT CODE AMENDMENTS FOR TRAFFIC IMPACT ANALYSIS AS FOLLOWS: WMC 16.04.070, DEFINITIONS; WMC 16.16.050, GENERAL APPROVAL CRITERIA TO AMEND (A) 7. TRAFFIC; AND ADD A NEW PROVISION "B" TABLE OF AVERAGE TRIP GENERATION FACTORS.

WHEREAS, the City of Wasilla ("City") supports a roadway network with adequate capacity and system management to carry increasing traffic volumes when development occurs; and

WHEREAS, the amendment to Title 16 improves upon prior language and to establish code language for traffic impact analysis in the City; and

WHEREAS, the Wasilla Planning Office published notice in local newspaper of general circulation; and

WHEREAS, the public hearing date and time was publicly advertised; and

WHEREAS, on February 10, 2009, the proposed code amendments were introduced to the Planning Commission; and

WHEREAS, on February 10, 2009, the Planning Commission held a public hearing on this request; and

WHEREAS, the Wasilla Planning Commission deliberated on this request taking into account the information and recommendations of the staff, public testimony, the applicable provisions of the Wasilla Comprehensive Plan, and other pertinent information brought before them; and

WHEREAS, on February 10, 2009, after due consideration, the Wasilla Planning Commission determined that the proposed code amendments and enactment of new code is consistent with the goals and policies of the City Comprehensive Plan; and

WHEREAS, WMC 16.04.070, Definitions, is hereby amended with the following definition added to read as follows:

“Traffic Impact Analysis” is a report which assesses the effects that a particular development’s traffic will have on the transportation network in the City of Wasilla and surrounding community. A traffic impact analysis consists of an executive summary; site plan indicating existing and proposed uses, access and circulation; trip generation rates and design hour volumes; trip distribution; traffic counts; capacity and level of service calculations; signal warrant analysis; and summary with recommended mitigation measures.

WHEREAS, WMC 16.16.050 (A), General approval criteria, is hereby amended as follows:

7. Traffic. The proposed use shall not overload the street system with traffic or result in unsafe streets or dangers to pedestrians. **When development is proposed and the volume of traffic is expected to exceed 100 vehicles during the peak hour as estimated by the City Planner, a licensed professional engineer shall conduct an analysis of the vehicle trip generation characteristics of the development. The engineer may use the average trip generation factors in Table (WMC 16.16.050(B) which are based upon the Institute of Transportation Engineers Informational Report, Trip Generation, 3rd Edition, to determine anticipated traffic for**

establishing the number, size, and design of driveways, access roads and intersection improvements needed to accommodate the development.

WHEREAS, WMC 16.16.050, General approval criteria, is hereby amended to add a new provision as follows:

B. Table of Average Trip Generation Factors*

<u>Apartments and other residential units</u>	<u>1.00 trips per dwelling unit</u>
<u>Hotels and motels</u>	<u>1.00 trips per room</u>
<u>Schools (All)</u>	<u>0.25 trips per student</u>
<u>Industrial facilities</u>	<u>0.50 trips per employee</u>
<u>Hospitals</u>	<u>1.36 trips per bed</u>
<u>Nursing homes</u>	<u>0.36 trips per bed</u>
<u>Clinics</u>	<u>2.48 trips per 1,000 sf*</u>
<u>General office buildings</u>	<u>2.00 trips per 1,000 SF</u>
<u>Medical office buildings</u>	<u>3.90 trips per 1,000 SF</u>
<u>Civic centers</u>	<u>2.85 trips per 1,000 SF</u>
<u>Post offices, motor vehicle offices and other high-turnover public services</u>	<u>11.00 trips per 1,000 SF</u>
<u>Discount stores</u>	<u>6.97 trips per 1,000 SF</u>
<u>Hardware stores</u>	<u>5.20 trips per 1,000 SF</u>
<u>Shopping centers, per feet squared</u>	

<u>0-50,000 SF</u>	$Trips = 110 \sqrt{\frac{\text{Size of Shopping Center in sf}}{1,000}}$
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<u>50,000-1,500,000 SF</u>	$Trips = 3.22 \left[\frac{\text{Size of Shopping Center in sf}}{1,000} \right] - 614$
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<u>Service stations (two hoses)</u>	<u>6.00 trips per pump</u>
<u>Car wash</u>	<u>132.00 trips per site</u>
<u>Truck stop</u>	<u>88.00 trips per site</u>
<u>Supermarket</u>	<u>15.7 trips per 1,000 SF</u>
<u>Convenience market</u>	<u>47.0 trips per 1,000 SF</u>
<u>Wholesale markets</u>	<u>0.52 trips per 1,000 SF</u>
<u>Furniture stores</u>	<u>0.10 trips per 1,000 SF</u>
<u>Banks</u>	<u>30.00 trips per 1,000 SF</u>
<u>Savings & Loan offices</u>	<u>9.70 trips per 1,000 SF</u>
<u>Insurance offices</u>	<u>2.40 trips per 1,000 SF</u>

*** Average number of one-way trips generated (or attracted) by a given facility during the peak generating (or attracting) hour of the facility. This peak may or may not coincide with peak traffic flow on the adjacent street. Where the average time of the motorist at the generator (or attractor) is less than one hour, the flow is half into the facility and half out. (Example: Truck stops with 88 peak hour trips per site would represent 44 inbound and 44 outbound trips.) Trips based on area are based on gross leasable floor area.**

NOW, THEREFORE BE IT RESOLVED, that the Wasilla Planning Commission approves of these code amendments and enactment of the proposed new code and hereby forwards their support for adoption of this code to the Wasilla City Council.

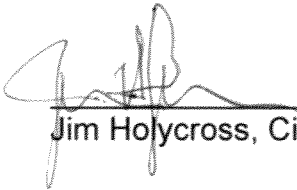
ADOPTED by the Wasilla Planning Commission on February 10, 2009.

APPROVED:



Stan Tucker, Chairman

ATTEST:



Jim Holycross, City Planner

VOTE: Passed Unanimously