

Persels Road farther to the north and from Winthrop Drive to the south. The intersection of 14th Street also does not have left-turn lanes. However, left-turn movements at 14th Street may be limited in the future by extending the existing median along Ward Road to create better separation of full access when necessary or in association with future improvements to the intersection of Persels Road and Ward Road (e.g. realignment, turn lanes, permanent signal, etc.) rendering left-turn lanes at 14th Street unnecessary. There is currently no known crash concern at this location. The intersection of Heartwood Drive does not have left-turn lanes along Scherer Road as required in the AMC either. However, the intersection of Heartwood Drive requires significant improvements to mitigate existing sight distance limitations. Furthermore, the City has a planned capital improvement project for Scherer Road. These improvements to Scherer Road at Heartwood Drive are subject to staff's recommendation of approval as noted below. At the time of intersection improvement, whether by the City or developer as a condition of approval, a left-turn lane should be constructed. Right-turn lanes at each of these intersections may or may not be warranted under the provisions of the AMC, but this development will not likely generate enough traffic on its own to meet those conditions. The existing operations along Ward Road and Scherer Road at these intersections do not indicate the necessity of right-turn lanes at this time based on a lack of congestion, crash history and traffic volume. These are all existing conditions that serve a small amount of development (and associated traffic volume) with imminent future changes along Ward Road and Scherer Road. At this time and in relation to this development, particularly the phase of development which impacts Heartwood Drive, staff recommends improvements to the intersection of Scherer Road and Heartwood Drive.

TRIP GENERATION

Time Period	Total	In	Out
Weekday	532	266	266
A.M. Peak Hour	50	11	39
P.M. Peak Hour	53	34	19

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 in the Access Management Code.

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 subject to the following conditions:

1. Prior to the issuance of building permits within any portion of the development adjacent to Heartwood Drive, or the connection of Heartwood Drive between the existing Heartwood Drive termini, improvements as generally described herein to the intersection of Heartwood Drive and Scherer Road shall be substantially completed. Road improvements to the intersection of Heartwood Drive and Scherer Road shall mitigate any areas of limited intersection sight distance such that Scherer Road at Heartwood Drive does not require stop signs and adequate visibility is provided for the existing speed limits. The improvements shall also include an eastbound left-turn lane along Scherer Road at Heartwood Drive with minimum dimensions described in the Access Management Code.