

**ADMINISTRATIVE CODE  
BOARD OF COUNTY COMMISSIONERS**

**CATEGORY:**

Development/Planning/Zoning

**CODE NUMBER:**

AC-13-17

**TITLE:**

Traffic Study Guidelines for  
Planned Development Rezoning

**ADOPTED:**

4/15/92

**AMENDED:**

**ORIGINATING DEPARTMENT:**

Community Development/DOT

**PURPOSE/SCOPE:**

**GUIDELINES FOR ZONING TRAFFIC STUDIES**

The scope of the Zoning Traffic Study (ZTS) is dependent upon vehicle trips generated, existing road network, location within Lee County, access points, and proposed facilities. It is recommended that these criteria be discussed with representatives of Lee County's Department of Transportation and Engineering (DOT&E), Department of Community Development (DCD), Division of Development Review (DDR) and other Lee County personnel (hereinafter Staff) as applicable prior to starting the preparation of the ZTS.

This administrative code replaces Chapter 1 of the Guidelines for Traffic Impact Statements written on December 11, 1989.

**POLICY/PROCEDURE:**

These guidelines are intended to be used by transportation professionals for determining impacts of non-DRI zoning applications only. The ZTS' are not applicable for Development Orders or Concurrency determinations. The applicant should be aware that the ZTS is utilized for a general impact analysis for the proposed project and not as a basis for a traffic mitigation plan. Modifications of specific requirements contained within these guidelines may be approved by the Director of Zoning or his/her designee only after a written request by the applicant stating the reasons for said modifications. An approval of a request for modification of these guidelines must be in writing and rendered within 30 calendar days of receipt of a fully documented written request.

**Trip Generation**

Trip generation calculations are necessary to determine the degree of analysis necessary for a given project; therefore, they are the minimum requirement for all projects required to produce a ZTS. Calculation of trip ends shall be made using the sources listed below in the order of preference:

- 1) Institute of Transportation Engineers (ITE) current edition of Trip Generation;  
or
- 2) Generation rates derived from observation of trips at similar developments as outlined in the Independent Fee Calculation Administrative Code; or

- 3) Trip generation as approved by Staff in a methodology meeting as requested by the applicant.

Trip generation rates shall be calculated using the linear regression equation, unless it can be shown using ITE's "Guidelines for Determining Whether to Use Trip Generation, Rates or Equations" that average trip generation rates provide a more accurate estimate of project impacts. Trip ends shall include annual daily traffic (ADT's) and peak hour traffic (PHT's) for a typical week day. Weekends should be included if applicable. The ADT is defined as the weighted average vehicle trip generation rate during the applicable 24-hour period. The peak hours (AM and PM) are defined as the highest one-hour weighted average vehicle trip generation rate between 7 and 9 AM or between 4 and 6 PM when the adjacent street traffic is at its peak.

Capacity calculations require the projection of peak hour, peak Season traffic volumes. Background traffic shall be calculated from DOT&E traffic counts, or traffic counts made in accordance with ITE guidelines or other methods approved by Staff, Growth projections shall be calculated in accordance with DOT&E guidelines or other methods as approved by Staff.

#### Analysis

All rezoning requested required to produce a ZTS shall provide the following, minimum information:

- 1) The intensity of development (number of units, gross floor area of each proposed use, etc.) and the projected build out date;
- 2 ) ADT's, AM PHT's, and PM PHT's for each proposed use category and for the total proposed project, along with the source and methods from which the figures were derived;
- 3) A graphic depiction locating the project's access point(s) and the location of all other access points within 660' for project entrances on an arterial roadway, 330' for project entrances on a collector roadway, and 125' for project entrances on a local roadway;
- 4) The existing and project background traffic on all roadway facilities accessed by the proposed project at time of build out; and
- 5) The traffic/directional splits entering and exiting the proposed project at the proposed access points.

For requests projected to generate 100 trip ends or more, the ZTS shall provide the following additional information:

- 1) Level of Service' (LOS) analysis shall be performed using methodology as listed below:
  - a) If the project generates between 100 and 300 peak hour trips, a link, level of service analysis for all links within the area of influence shall be made based upon the Lee County Generalized Peak Hour Service Volume Tables from the 1990 Lee Plan as amended. (Exhibit IX-1, Pages IX-3 through IX-7, -Traffic Circulation Element, Volume 1 of 3)  
  
The site accesses and all intersections within one quarter of a mile area shall be analyzed using the 1985 Highway Capacity Manual either as a signalized or unsignalized intersection.
  - b) If the project generates over 300 peak hour trips, an urban or suburban arterial analysis shall be made utilizing entrances and all other intersections and roadway links within the area of influence.
- 2) Should the LOS analysis result in service levels below adopted minimums, an analysis of the improvements necessary to offset the added traffic impacts; and

- 3) An exhibit showing the area of influence, defined as that **area in** which the **development-generated** traffic is found to have significant impact. **Significant** impact is defined as **10%** or more of the total peak hour intersection volume (the summation of all four approaches) and 10% of the LOS **"C"** service volumes for the **links at** build out.
- 4) **Any additional information or analysis which the applicant feels is necessary to fully** demonstrate the impacts of the proposed development.
- 5) A methodology **meeting** with members of Staff is required for a ZTS projecting more than 300 trips and is strongly recommended for a ZTS projecting less than 300 trips, but that is the option of the applicant.