

May 24, 2010

Mr. Randy Clement, AICP
Slidell Planning Director
P.O. Box 828
Slidell, LA 70459-0828

Re: Traffic Letter of No Significant Impact
Green Complex, 381-387 US 190 (West Gause Boulevard)
Slidell, LA
USI Project # 10-044

Dear Mr. Clement:

K.B. Kaufmann and Co., Inc. has retained our services to issue this letter to your office regarding traffic impacts for the above referenced project. Based on the provided site plan, the project includes a 7,800 square foot office building on the south side of West Gause Boulevard across from Magnolia Street. The subject site is currently vacant.

The Institute of Transportation Engineers, *Trip Generation Manual*, 8th Edition was used to determine peak hour trip generation estimates. Land Use 710 (General Office building) has been identified as the most appropriate land use description for the development. The Trip Generation Manual defines Land Use 710 as:

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or building may contain a mixture of tenants including professional services, insurance companies, investment brokers and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities.

When performing trip generations for a general office, the *Trip Generation Manual* offers the following guidance:

Some of the regression curves plotted for this land use may produce illogical trip and estimates for small office buildings. When the proposed site is significantly smaller than the average sized facility published in this report, caution should be used when applying these statics.

The average sample size used in the manual is over 200,000 square feet. The site plan for the development indicates approximately 7,800 square feet of office space. Based on engineering judgment, the average rates were applied rather than the fitted curve equations. The resulting trip generation is twelve (12) vehicles during the AM peak period and twelve (12) vehicles during the PM peak period. As stated in the City of Slidell ordinance 2941, the minimum trip generation threshold that would require a limited traffic impact analysis is fifty (50) peak hour trips.

An assessment of the site was undertaken to determine any potential adverse impacts that may affect the adjacent roadway network. The site plan indicates a single driveway on West Gause Boulevard, which is a two lane roadway with a center two way left turn lane in the vicinity of the subject site. Existing driveways along West Gause Boulevard in the area of the proposed driveway could result in conflicting turning movements within the center two way left turn lane. These types of conflicts are expected by drivers in center two way left turn lane with multiple driveways in the area.

The minimum trip generation threshold for traffic impact studies by the City of Slidell is not expected to be exceeded by the proposed development and impacts to the adjacent roadway network are anticipated to be insignificant. Please call if you have any questions or require additional information.

Sincerely,



Nicole H. Stewart, P.E.
Transportation Engineer

Cc: Mr. Dave Kaufmann

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