

TRAFFIC ANALYSIS REPORT

Legacy Park – Spac 1 Port St. Lucie, FL

Prepared for:
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Prepared by:



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EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from Legacy Park – Spac 1. The project is located at the northeast corner of Becker Road and Village Parkway, Port St. Lucie, Florida. The applicant proposes 168,000 SF Regional Distribution Center.

The proposed project is expected to generate the following net new external trips and driveway trips:

- 235 daily, 13 AM peak hour (10 in/3 out), and 17 PM peak hour (5 in/12 out) trips.

The project is located within the approved Southern Grove DRI. The property meets concurrency because the Southern Grove has satisfied its transportation conditions to date.

Sansone Boulevard is projected to become a north-south road collector for the area and has posted speed limit of 40 miles per hour (MPH). Further, Sansone Boulevard is the expected truck route within this area of Southern Grove. Therefore, we recommend that the developer construct left-turn lanes or two-way left-turn lanes on front of the site on Sansone Boulevard at all driveways for both safety and capacity.

Additionally, all truck driveways and intersections (e.g. Sansone Boulevard & Legacy Park East-West Road intersection) are recommended to use 50-foot radii.

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EXHIBIT

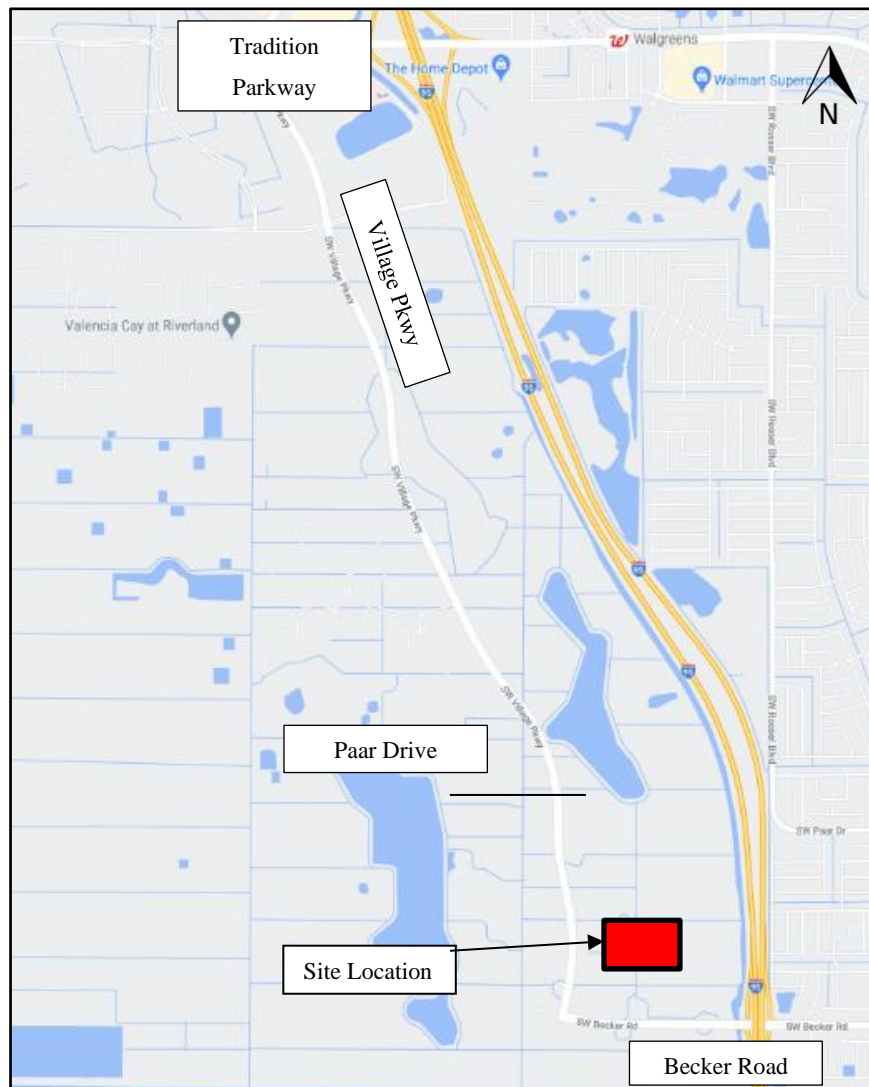
Exhibit 1A. Trip Generation – Summary
Exhibit 1B. Trip Generation – BTS
Exhibit 1C. Trip Generation – FedEx
Exhibit 1D. Trip Generation – Legacy Park – Spec 1
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INTRODUCTION

MacKenzie Engineering & Planning, Inc. was retained to prepare a traffic impact analysis for Legacy Park – 1. This document presents the methodology used and the findings of the traffic impact analysis. The analysis was conducted in accordance with the requirements of the City of Port St. Lucie.

This analysis has been prepared to evaluate traffic impacts resulting from 168,000 SF Regional Distribution Center. The project is located at the northeast corner of Becker Road and Village Parkway. The project is located within the approved Southern Grove DRI. The property meets concurrency because the Southern Grove has satisfied its transportation conditions to date.

Figure 1. Site Location Map



PROJECT TRAFFIC

Trip Generation

The study uses trip generation rates for High-Cube Transload & Short-Term Storage Warehouse (ITE Land Use 154) published in the Institute of Traffic Engineers' (ITE) report, *Trip Generation (10th Edition)*.

Approved Use

- 245,000 SF FedEx (ITE Land Use 156)
- 219,000 SF BTS
- 520,000 SF Reginal Distribution Center/Warehouse (Sansone Lot 4) (ITE Land Use 154)

Proposed Use

- 168,000 SF Regional Distribution Center/Warehouse (ITE Land Use 154)

Internal Capture

The site contains no internal capture.

Pass-by Trip Capture

The pass-by trip capture rate is 0.

The proposed project is expected to generate the following net new external trips and driveway trips:

- 235 daily, 13 AM peak hour (10 in/3 out), and 17 PM peak hour (5 in/12 out) trips.

Table 1. Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour			
				Total	In	Out	Total	In	Out	
Proposed Site Traffic										
High-Cube Transload & Short-Term Storage Warehouse	Legacy Park – Spec 1	168,000	1000 SF	235	13	10	3	17	5	12
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)				235	13	10	3	17	5	12
NET CHANGE IN DRIVEWAY VOLUMES				235	13	10	3	17	5	12
Note: Trip generation was calculated using the following data:										
				Pass-by	AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Unit	DailyRate	Rate	in/out	Rate	in/out	Equation		
High-Cube Transload & Short-Term Storage Warehouse	154	1000 SF	1.4	0%	77/23	0.08	28/72	0.1		

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TRAFFIC DISTRIBUTION

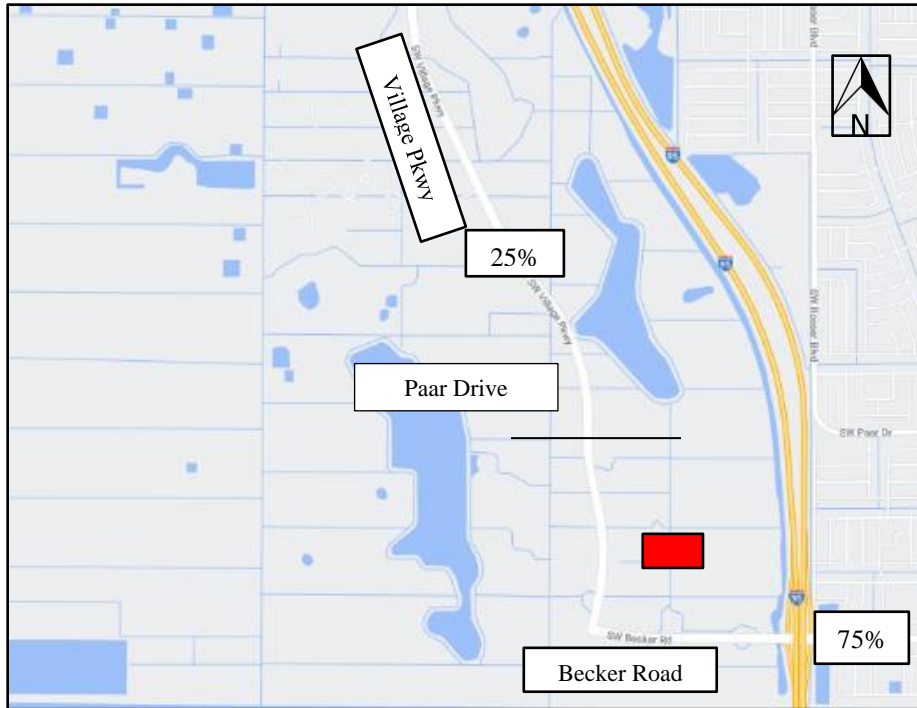
Traffic distribution and assignment was determined using engineering judgment, trip lengths, surrounding uses and review of the roadway network. The overall distribution is summarized by general directions and is depicted below:

NORTH	-	25 percent
SOUTH	-	0 percent
WEST	-	0 percent
EAST	-	75 percent

TRAFFIC ASSIGNMENT

The distributed external trips for the project were assigned to the roadway network within the radius of influence. The project assignment is shown in Figure 2.

Figure 2. Traffic Assignment



INTERSECTION ANALYSIS

Paar Drive & Village Parkway

The Paar Drive and Village Parkway intersection is currently not constructed. The traffic volumes on Village Parkway are currently too low to warrant a traffic signal based on existing traffic volumes. A traffic signal is expected to be warranted in the future.

The following are recommended initially:

1. Restripe the southbound left-turn with left-turn arrows.
2. Install stop signs on the side street approach(es).

The intersection should be monitored for signalization in the future.

Legacy Park East-West Road & Village Parkway

The Legacy Park East-West Road and Village Parkway intersection is currently not constructed. The traffic volumes on Village Parkway are currently low.

The following are recommended initially:

1. Restripe the southbound left-turn with left-turn arrows.
2. Install stop signs on the side street approach(es).

Legacy Park North-South Road & Becker Road

The Legacy Park North-South Road and Becker Road intersection is currently not constructed. The traffic volumes on Becker Road are currently low. The west driveway is projected to have 29 peak hour right-turning vehicles.

A right-turn lane is constructed at this location. At such time, as the Legacy Park North-South Road is constructed, the following are recommended:

1. Remove the existing hatching and stripe a right-turn lane.
2. Install stop signs on the side street approach(es).

Sansone Boulevard & Becker Road

The Sansone Boulevard and Becker Road intersection is currently not constructed. The traffic volumes on Becker Road are currently low. The west driveway is projected to have 79 peak hour right-turning vehicles. A right-turn lane is constructed at this location. A signal is recommended at this location upon satisfaction of Traffic Signal Warrants.

DRIVEWAYS

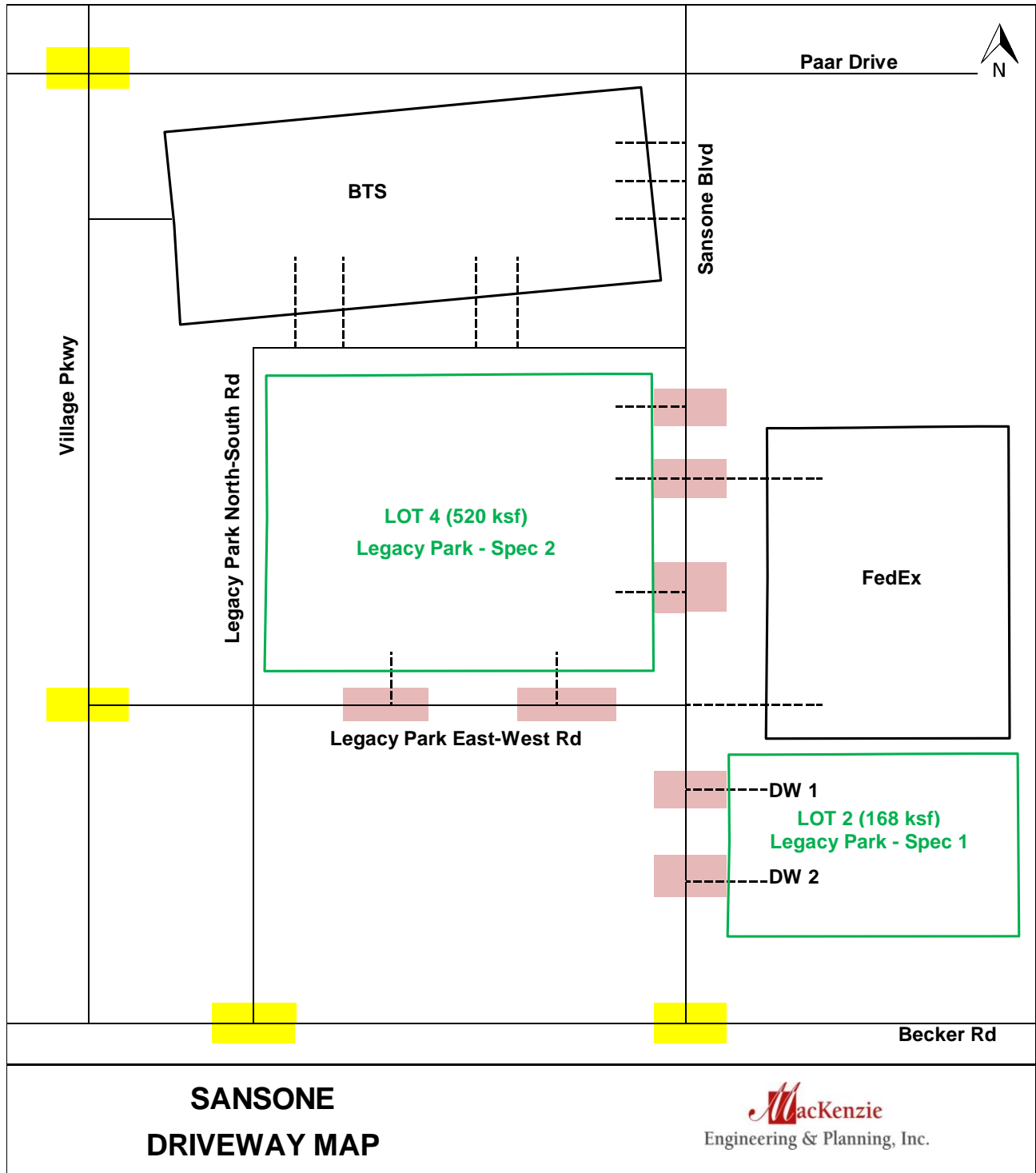
Proposed Access

The site proposes two points of access:

- DW 1 (North) – Full Opening
- DW 2 (South) – Full Opening

Figure 3 shows the driveway map. Exhibit 2C displays the proposed driveway volumes. Exhibit 2E displays the projected driveway volumes in Legacy Park based on the currently approved development.

Figure 3. Driveway Map



Driveway 1 (North) & Sansone Boulevard

Driveway 1 (North) is a full opening, only a small amount of traffic will be destined to the north in the future. The volumes at this driveway are relatively low and do not warrant turn lanes. However, Sansone Boulevard will become a north-south road for the area and has posted speed limit of 40 miles per hour (MPH). Further, Sansone Boulevard is the expected truck route within this area of Southern Grove. Therefore, we recommend that the developer construct left-turn lanes or two-way left-turn lanes on front of the site on Sansone Boulevard for both safety and capacity.

Driveway 2 (South) & Sansone Boulevard

Driveway 2 (south) is a full opening. The volumes at this driveway are relatively low and do not warrant turn lanes. However, Sansone Boulevard will become a north-south road for the area and has posted speed limit of 40 miles per hour (MPH). Further, Sansone Boulevard is the expected truck route within this area of Southern Grove. Therefore, we recommend that the developer construct left-turn lanes or two-way left-turn lanes on front of the site on Sansone Boulevard for both safety and capacity.

Additionally, all truck driveways and intersections (e.g. Sansone Boulevard & Legacy Park East-West Road intersection) are recommended to use 50-foot radii.

CONCLUSION

MacKenzie Engineering and Planning, Inc. performed an analysis of the traffic impacts resulting from Legacy Park – Spac 1. The project is located at the northeast corner of Becker Road and Village Parkway, Port St. Lucie, Florida. The applicant proposes 168,000 SF Regional Distribution Center.

The proposed project is expected to generate the following net new external trips and driveway trips:

- 235 daily, 13 AM peak hour (10 in/3 out), and 17 PM peak hour (5 in/12 out) trips.

The project is located within the approved Southern Grove DRI. The property meets concurrency because the Southern Grove has satisfied its transportation conditions to date.

Sansone Boulevard is projected to become a north-south road collector for the area and has posted speed limit of 40 miles per hour (MPH). Further, Sansone Boulevard is the expected truck route within this area of Southern Grove. Therefore, we recommend that the developer construct left-turn lanes or two-way left-turn lanes on front of the site on Sansone Boulevard at all driveways for both safety and capacity.

Additionally, all truck driveways and intersections (e.g. Sansone Boulevard & Legacy Park East-West Road intersection) are recommended to use 50-foot radii.

**EXHIBIT 1A
SANSONE
TRIP GENERATION**

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Proposed Site Traffic									
FedEx	245.000	1000 SF	1,899	118	59	59	91	62	29
BTS	219.000	1000 SF	2,196	3	1	2	136	91	45
High-Cube Transload & Short-Term Storage Warehouse Legacy Park - Spec 2	520.000	1000 SF	728	42	32	10	52	15	37
High-Cube Transload & Short-Term Storage Warehouse Legacy Park - Spec 1	168.000	1000 SF	235	13	10	3	17	5	12
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			5,058	176	102	74	296	173	123
NET CHANGE IN DRIVEWAY VOLUMES			5,058	176	102	74	296	173	123
Note: Trip generation was calculated using the following data:									
Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour		
					in/out	Rate	in/out	Equation	
High-Cube Transload & Short-Term Storage Warehouse	154	1000 SF	1.4	0%	77/23	0.08	28/72	0.1	
High-Cube Parcel Hub Warehouse	156	1000 SF	7.75	0%	50/50	T = 1.37 (X) - 218.14	68/32	T = 1.41 (X) - 254.12	
BTS	BTS	1000 SF	10.03	0%	33/67	0.01	67/33	0.62	

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**EXHIBIT 1B
SANSONE - BTS (APPROVED)
TRIP GENERATION**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
BTS	219.000 1000 SF	2,196	3	1	2	136	91	45
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		2,196	3	1	2	136	91	45
NET CHANGE IN DRIVEWAY VOLUMES		2,196	3	1	2	136	91	45

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
BTS	BTS	1000 SF	10.03	0%	33/67	0.01	67/33	0.62

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**EXHIBIT 1C
SANSONE - FEDEX (APPROVED)
TRIP GENERATION**

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
FedEx	245.000 1000 SF	1,899	118	59	59	91	62	29
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		1,899	118	59	59	91	62	29
NET CHANGE IN DRIVEWAY VOLUMES		1,899	118	59	59	91	62	29

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
High-Cube Parcel Hub Warehouse	156	1000 SF	7.75	0%	50/50	T = 1.37 (X) - 218.14	68/32	T = 1.41 (X) - 254.12

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EXHIBIT 1D
SANSONE - Legacy Park - Spec 1
TRIP GENERATION

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	
Proposed Site Traffic									
High-Cube Transload & Short-Term Storage Warehouse	Legacy Park – Spec 1	168,000 1000 SF	235	13	10	3	17	5	12
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			235	13	10	3	17	5	12
NET CHANGE IN DRIVEWAY VOLUMES			235	13	10	3	17	5	12

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour		PM Peak Hour	
					in/out	Rate	in/out	Equation
High-Cube Transload & Short-Term Storage Warehouse	154	1000 SF	1.4	0%	77/23	0.08	28/72	0.1

**EXHIBIT 1E
SANSONE - Legacy Park - Spec 2
TRIP GENERATION**

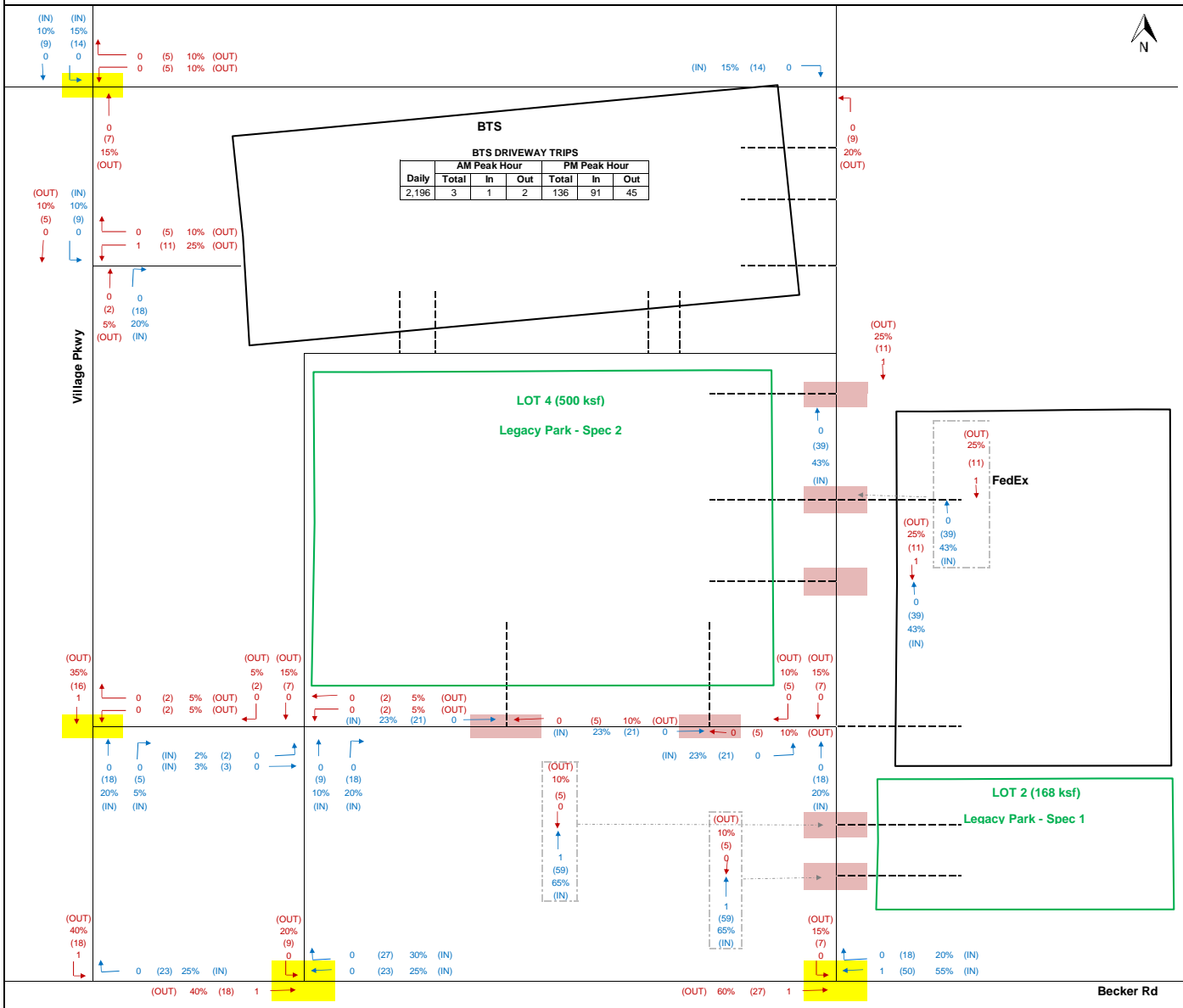
Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
High-Cube Transload & Short-Term Storage Warehouse Legacy Park – Spec 2	520,000 1000 SF	728	42	32	10	52	15	37
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		728	42	32	10	52	15	37
NET CHANGE IN DRIVEWAY VOLUMES		728	42	32	10	52	15	37

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by	AM Peak Hour		PM Peak Hour	
				Rate	in/out	Rate	in/out	Equation
High-Cube Transload & Short-Term Storage Warehouse	154	1000 SF	1.4	0%	77/23	0.08	28/72	0.1

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EXHIBIT 2A



BTS DRIVEWAY TRIPS

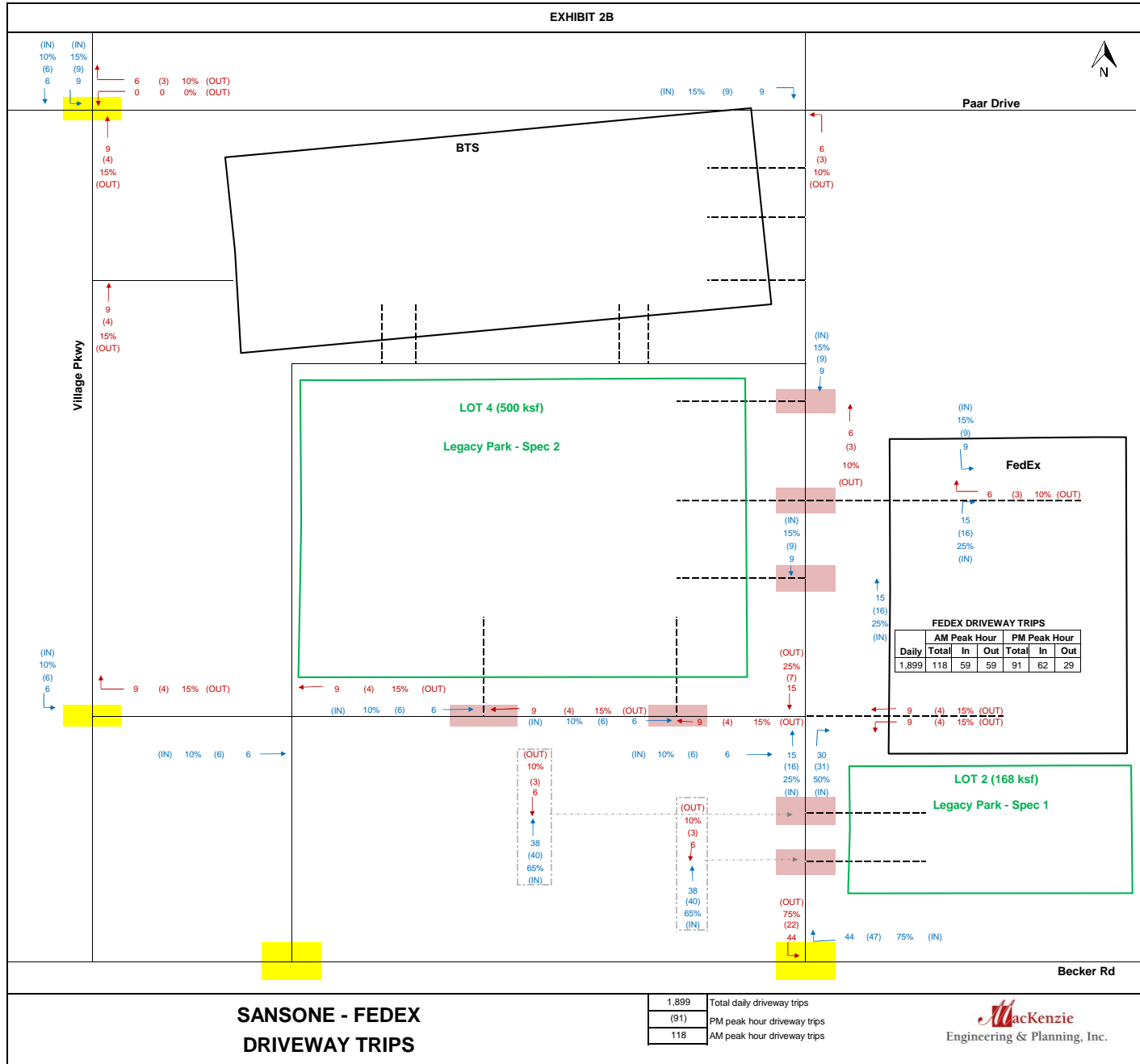
Daily	AM Peak Hour		PM Peak Hour	
	Total	In	Total	Out
2,196	3	1	2	136
				91
				45

**SANSONE - BTS
DRIVEWAY TRIPS**

2,196	Total daily driveway trips
(136)	PM peak hour driveway trips
3	AM peak hour driveway trips

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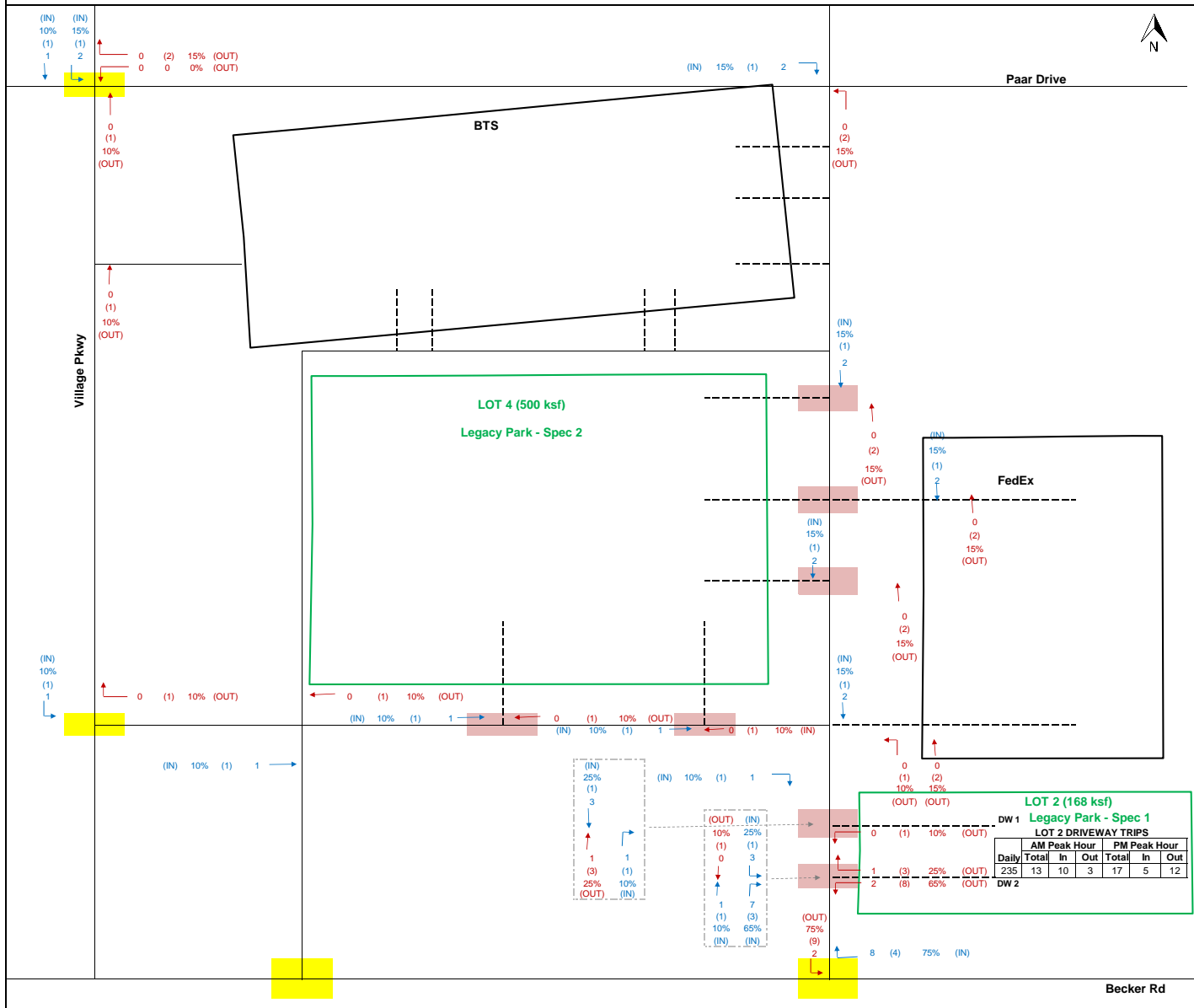
EXHIBIT 2B



**SANSONE - FEDEX
DRIVEWAY TRIPS**

1,899	Total daily driveway trips
(91)	PM peak hour driveway trips
118	AM peak hour driveway trips

EXHIBIT 2C



LOT 2 (168 ksf) Legacy Park - Spec 1

DW 1

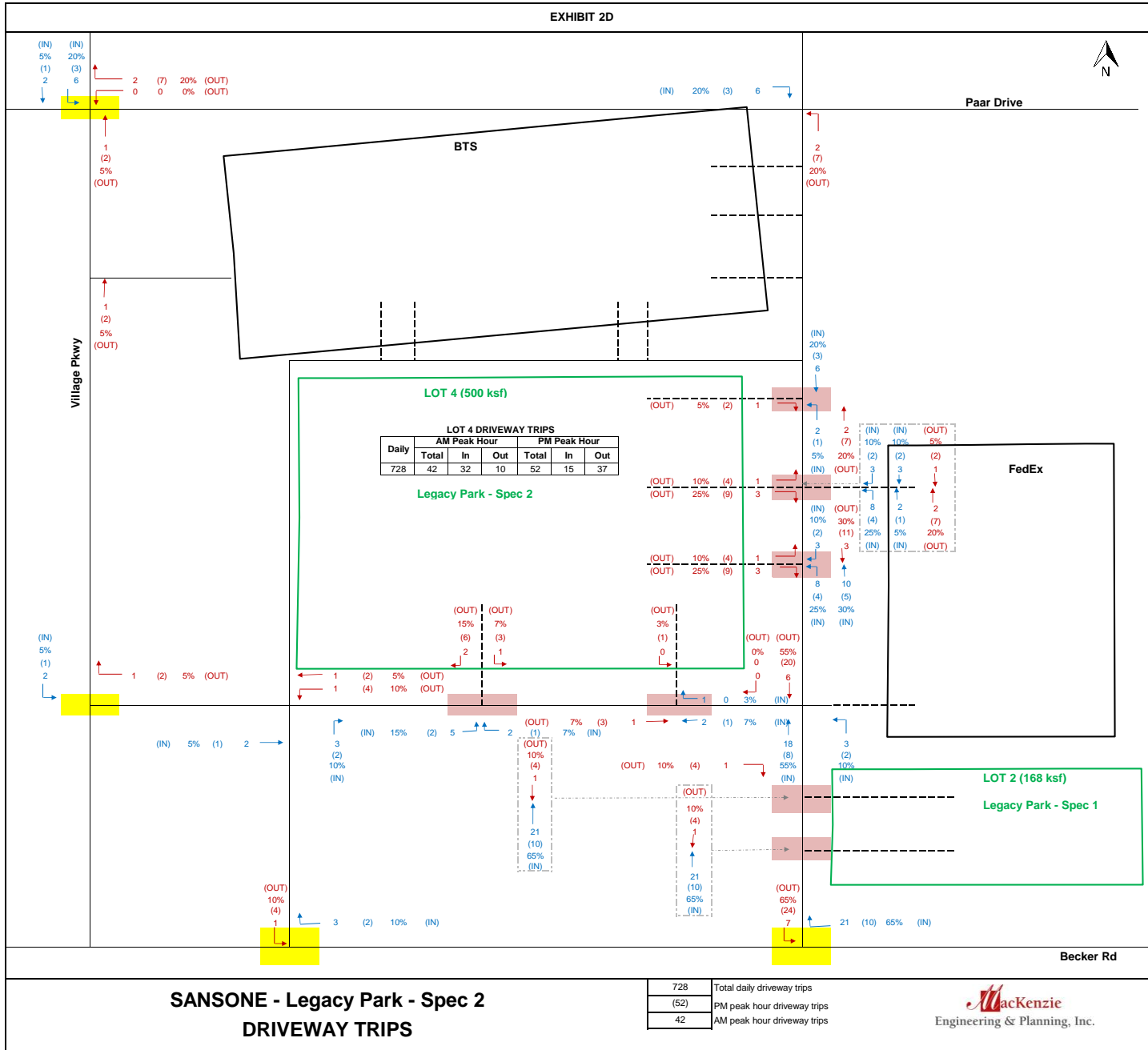
LOT 2 DRIVEWAY TRIPS					
Daily	AM Peak Hour		PM Peak Hour		Out
	Total	In	Total	In	
235	13	10	3	17	5

DW 2

**SANSONE - Legacy Park - Spec 1
DRIVEWAY TRIPS**

235	Total daily driveway trips
(17)	PM peak hour driveway trips
13	AM peak hour driveway trips

EXHIBIT 2D

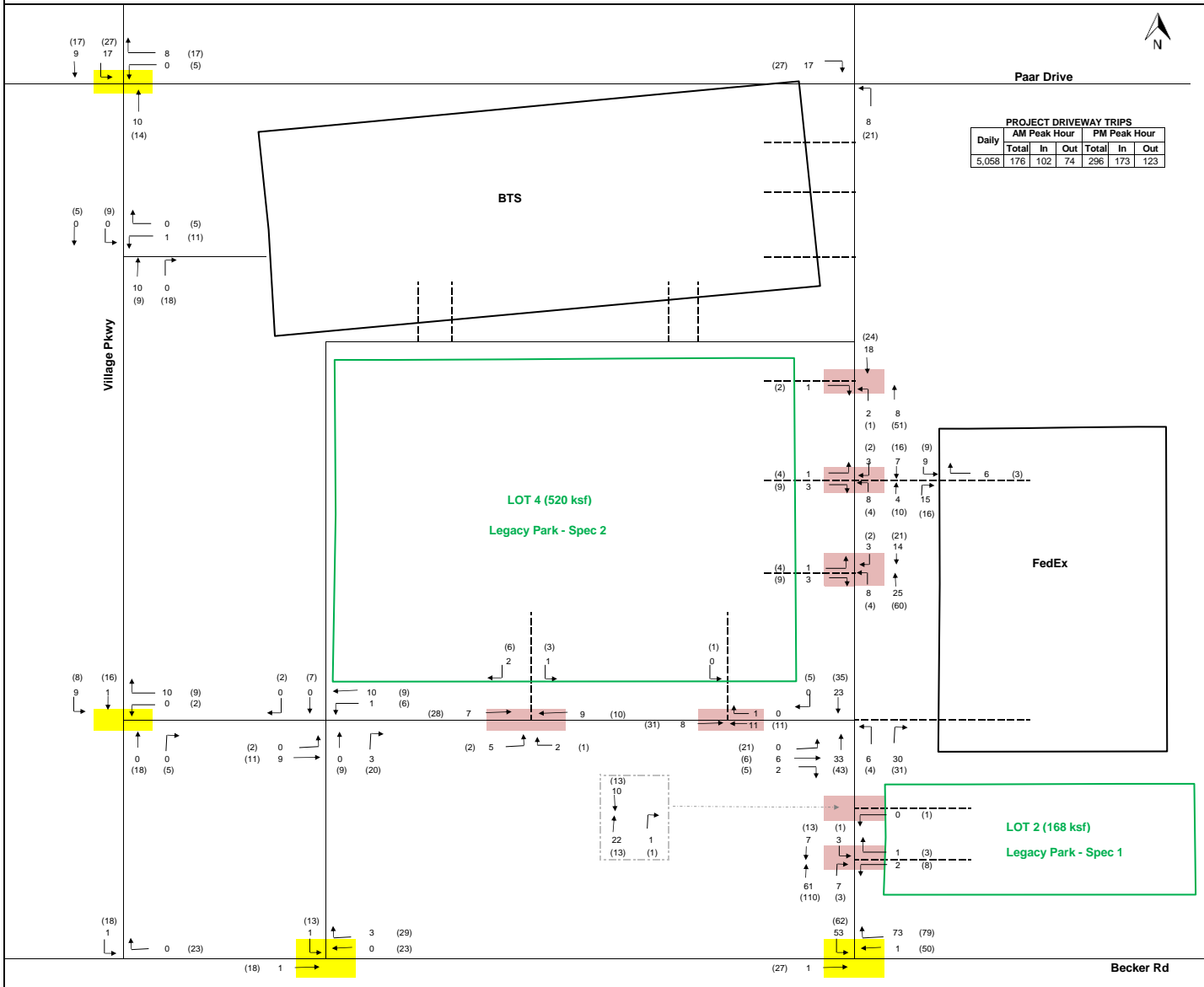


**SANSONE - Legacy Park - Spec 2
DRIVEWAY TRIPS**

728	Total daily driveway trips
(52)	PM peak hour driveway trips
42	AM peak hour driveway trips

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EXHIBIT 2E



PROJECT DRIVEWAY TRIPS

Daily	AM Peak Hour		PM Peak Hour			
	Total	In	Out	Total	In	Out
5,068	176	102	74	296	173	123

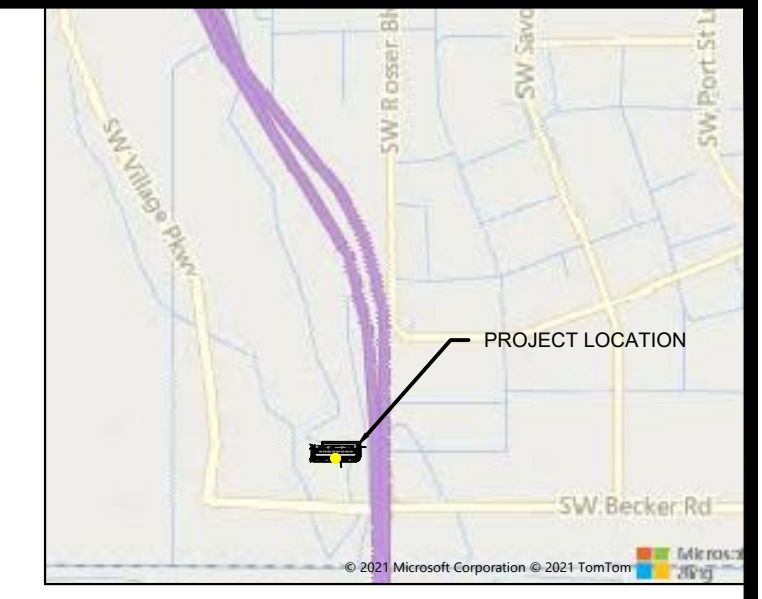
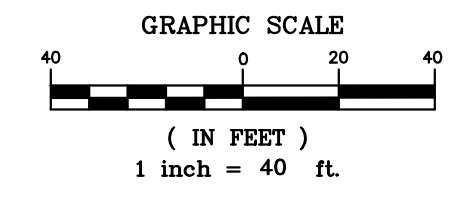
SANSONE
PROJECT TOTAL DRIVEWAY TRIPS

5,068	Total daily driveway trips
(296)	PM peak hour driveway trips
176	AM peak hour driveway trips

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Engineering & Planning, Inc.

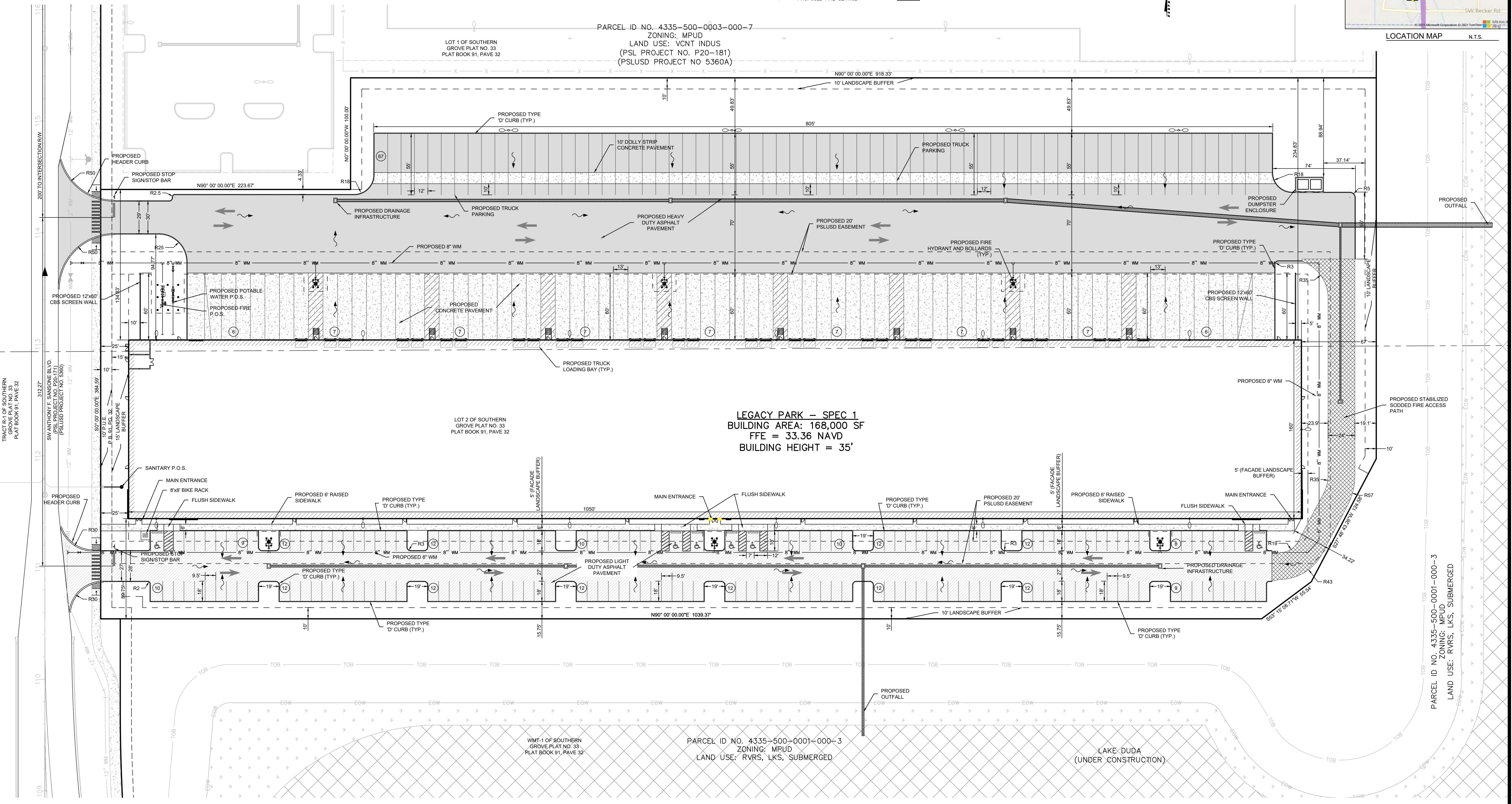
LEGEND

- PROJECT BOUNDARY
- NUMBER OF PARKING SPACES
- PROPOSED SIGN
- PROPOSED HANDICAP PARKING
- TRAFFIC FLOW DIRECTION
- DRAINAGE INFRASTRUCTURE
- FLOW ARROW
- PROPOSED CLEANOUT
- PROPOSED FIRE SERVICE
- PROPOSED WATER LINE
- PROPOSED UTILITY EASEMENT
- PROPOSED FIRE HYDRANT
- STABILIZED SOO
- LIGHT DUTY ASPHALT PAVING
- HEAVY DUTY ASPHALT PAVING
- CONCRETE PAVING
- 2 AND 4 WAY HEAD LIGHT POLE (30' HEIGHT)
- WALL MOUNTED LIGHT



PARCEL ID NO. 4335-500-0003-000-7
 ZONING: MPUD
 LAND USE: VCNT INDUS
 (PSL PROJECT NO. P20-181)
 (PSLUD PROJECT NO 5360A)

LEGACY PARK - SPEC 1
 BUILDING AREA: 168,000 SF
 FFE = 33.36 NAVD
 BUILDING HEIGHT = 35'



P:\Proj-2020\20-250 Arco Murray - Lot 2 Legacy Park\Eng\20-250 Base.dwg Plotted: 6/16/2021 4:56 PM By: ZACH MUIW

PARCEL ID NO. 4335-500-0001-000-3
 ZONING: MPUD
 LAND USE: RVRS, LKS, SUBMERGED

CITY OF PSL PROJECT No. P21-095
 PSLUD FILE No. 5360D

COMPUTER FILE REF.	FIELD BK./PG.

COMPUTER FILE REF.	FIELD BK./PG.

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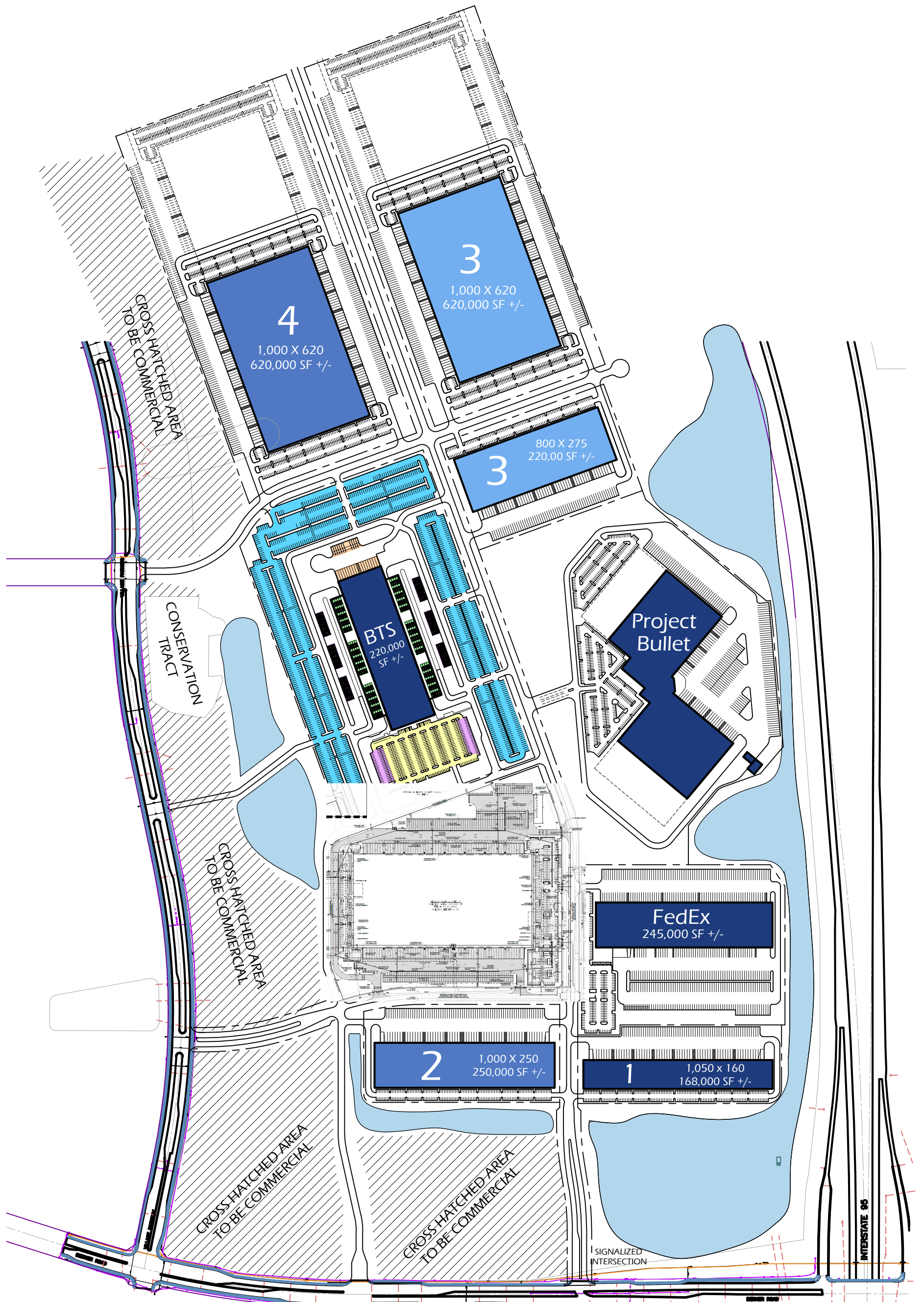
- REVISIONS -		BY	DATE

DESIGNED	BY	DATE

LEGACY PARK - SPEC 1

SITE PLAN

DATE: -
 HORIZ. SCALE: 1"=40'
 VERT. SCALE: -
 JOB No. 20-250
 SHEET 1 of 2



Legend

Area	Acreage	Roadway	
FedEx	23.71 Ac +/-		Initial
Bullet	52.25 Ac +/-		Phase 1
Phase 1	40.91 Ac +/-		Phase 2
Phase 2	60.59 Ac +/-		Phase 3
Phase 3	63.02 Ac +/-		Phase 4
Phase 4	49.10 Ac +/-		

Land Use: 154

High-Cube Transload and Short-Term Storage Warehouse

Description

A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. The HCWs included in this land use include transload and short-term facilities. Transload facilities have a primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. They typically have little storage duration, high throughput, and are high-efficiency facilities. Short-term HCWs are high-efficiency distribution facilities often with custom/special features built into structure for movement of large volumes of freight with only short-term storage of products. Warehousing (Land Use 150), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related land uses.

Additional Data

The High-Cube Warehouse/Distribution Center-related land uses underwent specialized consideration through a commissioned study titled *High-Cube Warehouse Vehicle Trip Generation Analysis*, published in October 2016. The results of this study have been incorporated into the 10th Edition *Trip Generation Manual* and are published on the ITE website at <http://library.ite.org/pub/a3e6679a-e3a8-bf38-7f29-2961becdd498> where the study is posted.

Time-of-day distribution data for this land use are presented in Appendix A. For the three general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Michigan, New Jersey, Texas, and Washington.

Source Numbers

331, 605, 619, 642, 645, 649, 739, 750, 752, 903, 904, 941, 942, 943, 969

High-Cube Transload and Short-Term Storage Warehouse (154)

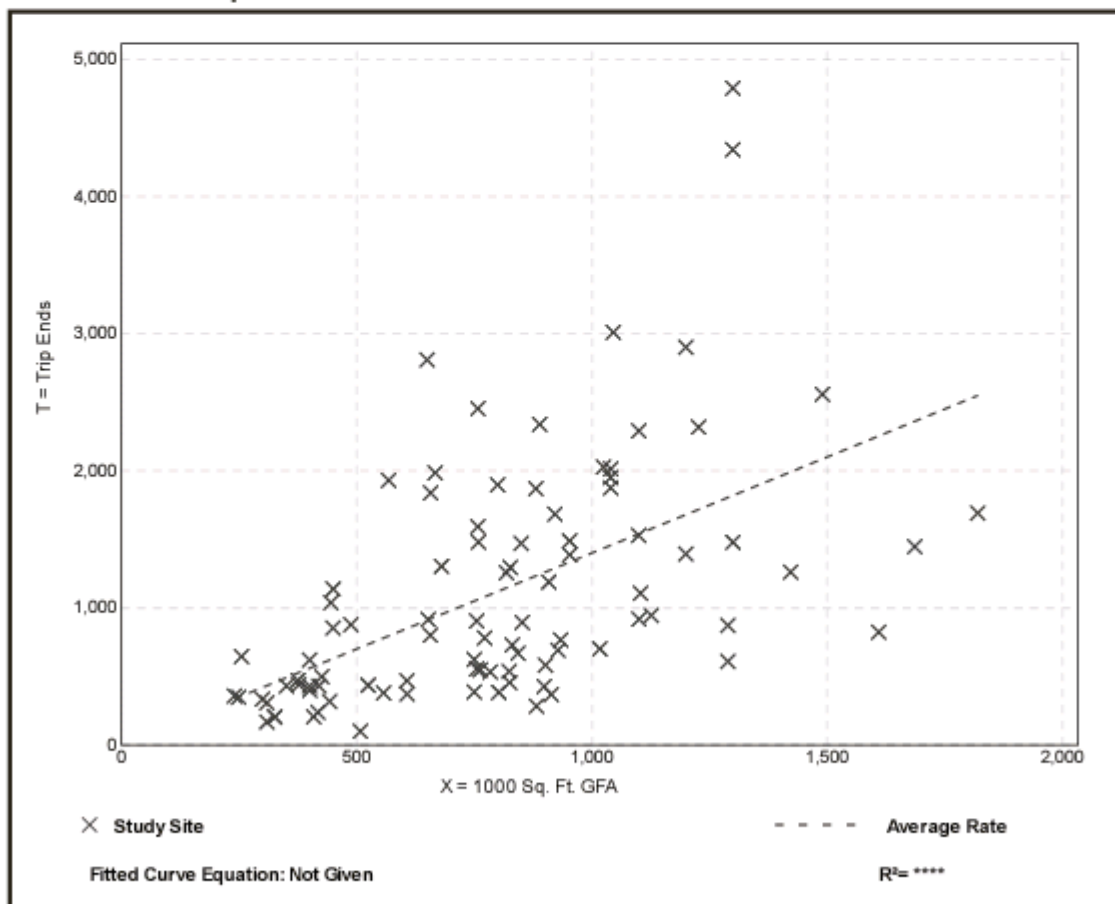
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 91
1000 Sq. Ft. GFA: 798
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.40	0.20 - 4.32	0.86

Data Plot and Equation



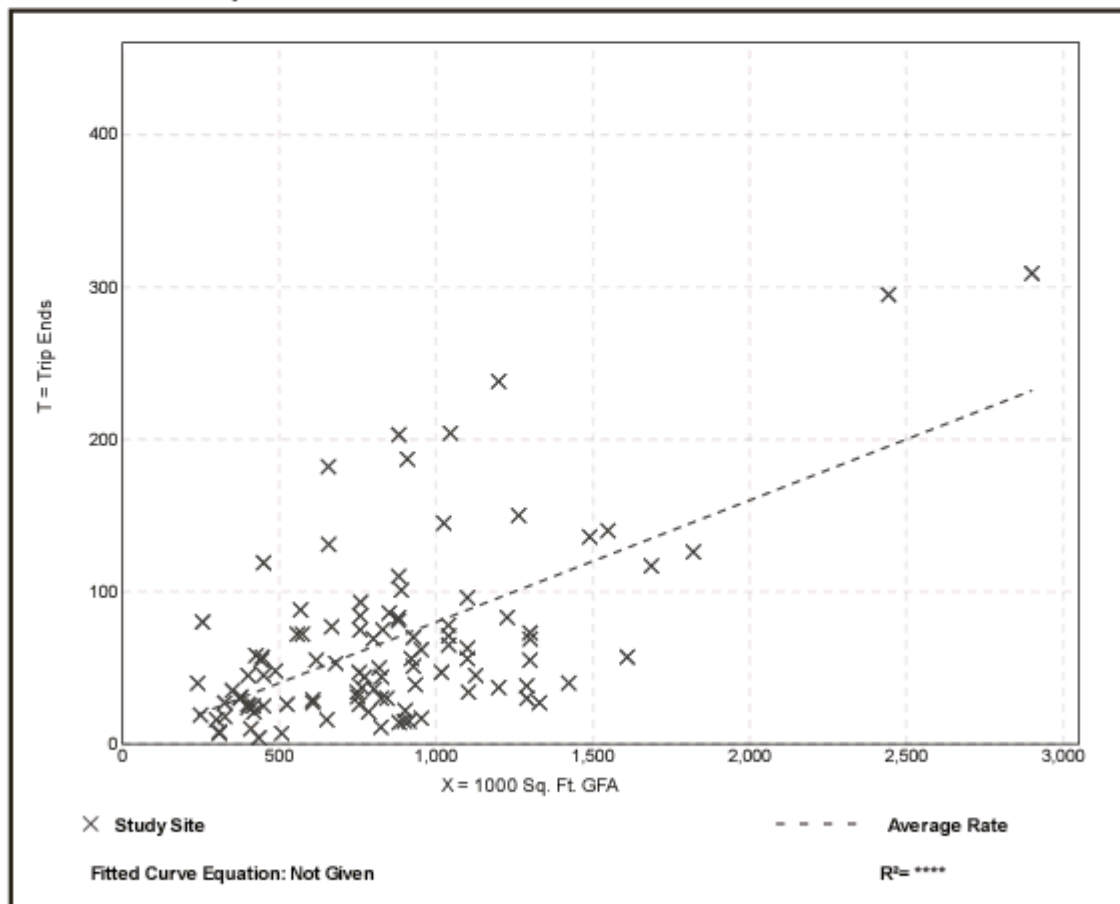
High-Cube Transload and Short-Term Storage Warehouse (154)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 102
 1000 Sq. Ft. GFA: 846
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.08	0.01 - 0.31	0.05

Data Plot and Equation



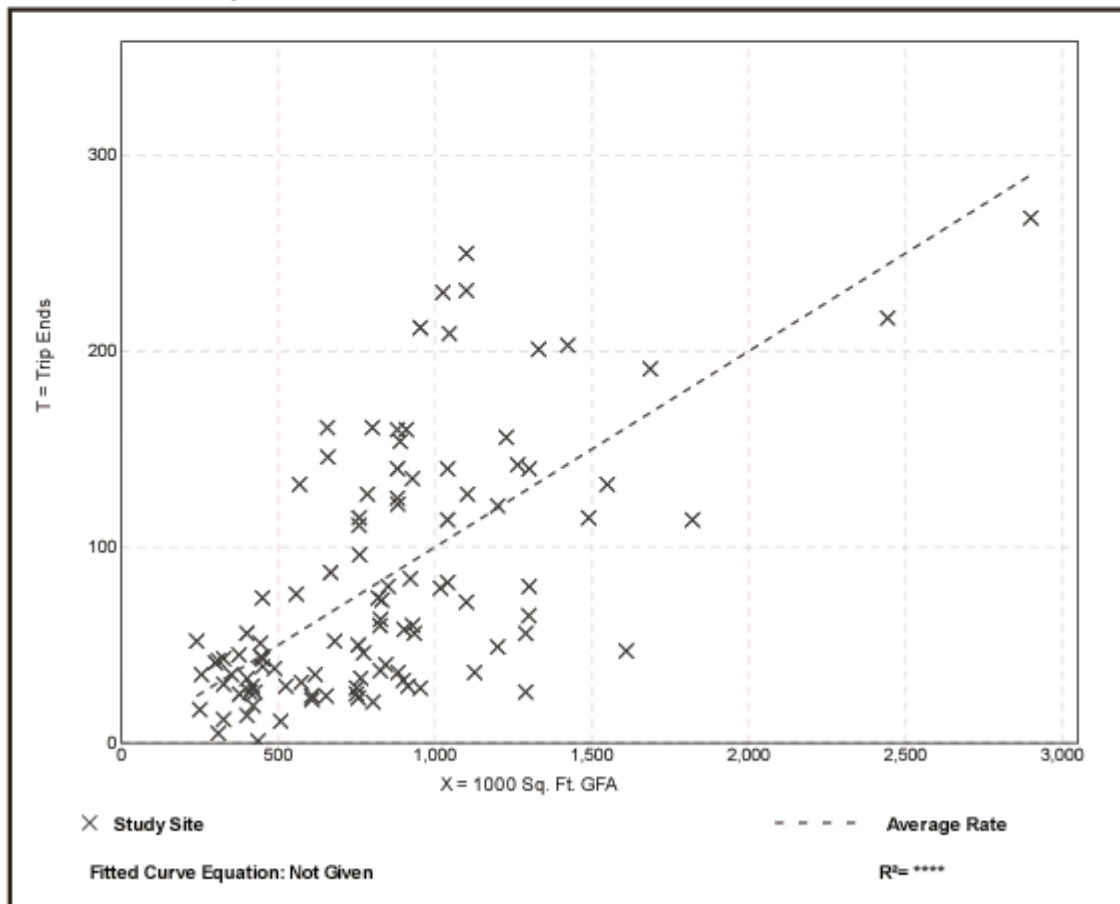
High-Cube Transload and Short-Term Storage Warehouse (154)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 103
 1000 Sq. Ft. GFA: 840
 Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.25	0.06

Data Plot and Equation



Land Use: 156

High-Cube Parcel Hub Warehouse

Description

A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. High-cube parcel hub warehouses typically serve as regional and local freight-forwarder facilities for time sensitive shipments via airfreight and ground carriers. These sites also often include truck maintenance, wash, or fueling facilities. Warehousing (Land Use 150), high-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), and high-cube cold storage warehouse (Land Use 157) are related land uses.

Additional Data

The High-Cube Warehouse/Distribution Center-related land uses underwent specialized consideration through a commissioned study titled *High-Cube Warehouse Vehicle Trip Generation Analysis*, published in October 2016. The results of this study have been incorporated into the 10th Edition *Trip Generation Manual* and are published on the ITE website at <http://library.ite.org/pub/a3e6679a-e3a8-bf38-7f29-2961becdd498> where the study is posted.

Time-of-day distribution data for this land use are presented in Appendix A. For the two general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 8:15 and 9:15 a.m. and 5:15 and 6:15 p.m., respectively.

The sites were surveyed in the 2010s in California, Connecticut, and Minnesota.

Source Numbers

869, 892, 941

High-Cube Parcel Hub Warehouse (156)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

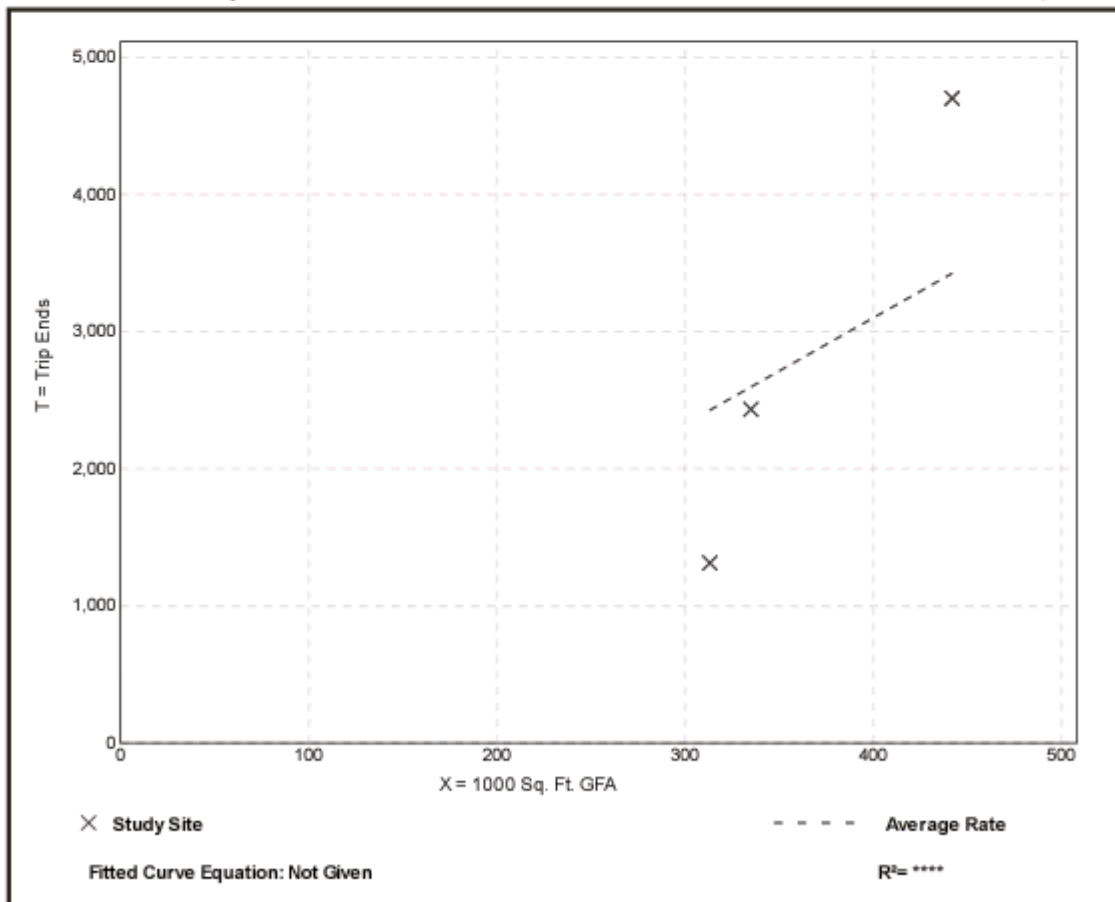
Setting/Location: General Urban/Suburban
Number of Studies: 3
1000 Sq. Ft. GFA: 363
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.75	4.20 - 10.64	9.58

Data Plot and Equation

Caution – Small Sample Size



High-Cube Parcel Hub Warehouse (156)

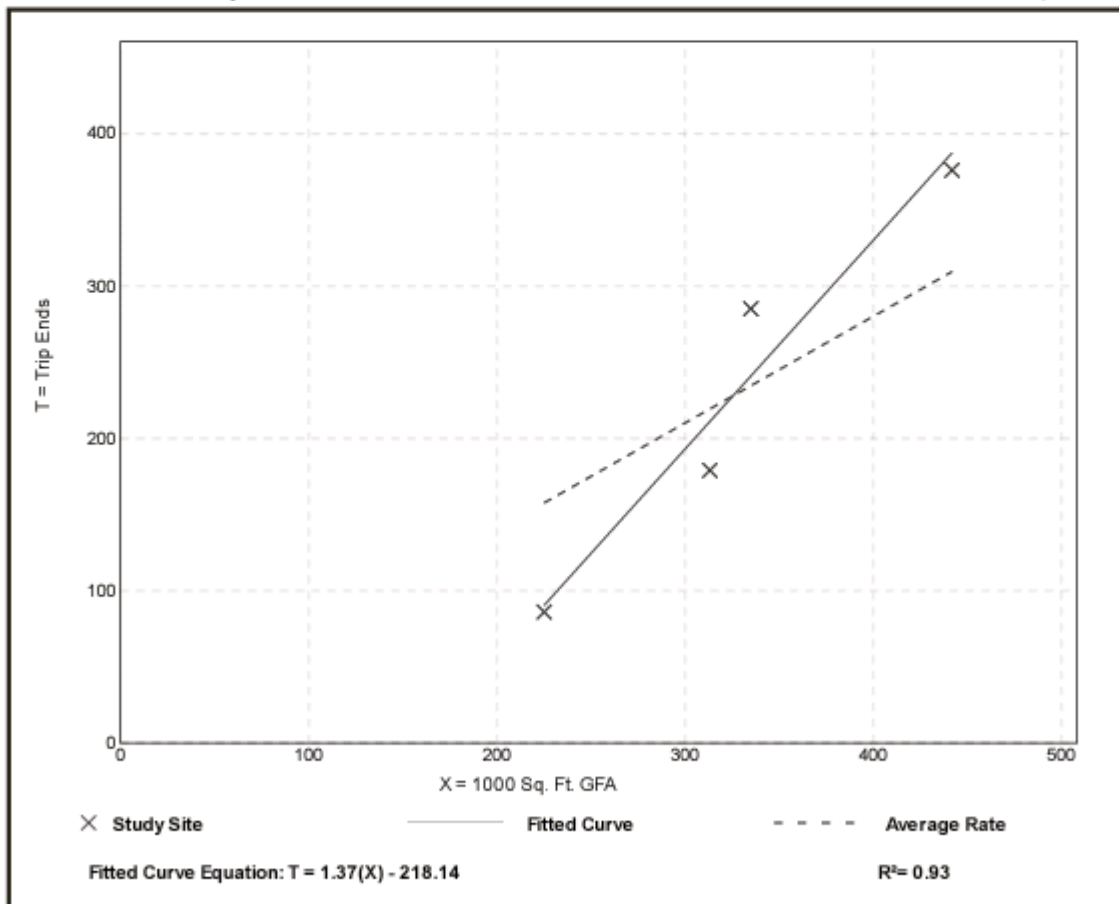
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 4
 1000 Sq. Ft. GFA: 329
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.70	0.38 - 0.85	0.21

Data Plot and Equation

Caution – Small Sample Size



High-Cube Parcel Hub Warehouse (156)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 4
 1000 Sq. Ft. GFA: 329
 Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.64	0.26 - 0.86	0.27

Data Plot and Equation

Caution – Small Sample Size

