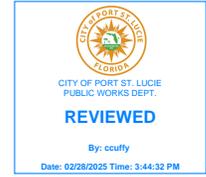




Ryan Mouhalis  
Mouhalis Capital Management  
Partner, Chief Development Officer  
1860 SW Fountainview Blvd #200-91  
Port St. Lucie, FL 34986

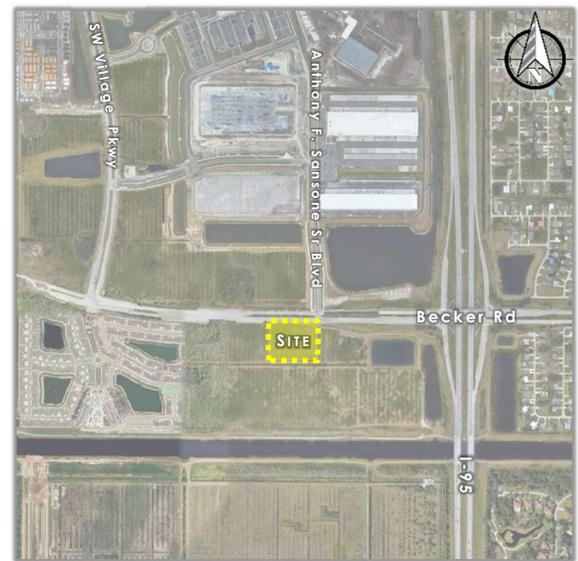


**Re: Mattamy SG7 • Parcel C [SOUTHERN GROVE DRI]  
TRAFFIC IMPACT STATEMENT  
Parcel ID: 4334-700-0001-000-4**

Dear Ryan,

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with City of Port St Lucie ULDC standards associated with the Site Plan application for a 24,655 SF commercial development consisting of 7,347 SF Fast-Food Restaurant with Drive-Through Window, 13,740 SF Retail, and 3,568 SF Retail/Medical Office on Parcel C of the Mattamy SG7 property.

The Mattamy SG7 property is located at the southwest corner of Anthony F. Sansone Sr Blvd & Becker Rd, in the City of Port Saint Lucie, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel ID associated with this project is 4334-700-0001-000-4. A copy of the property appraiser information for the site is included as Exhibit 1. Exhibit 2 includes a draft site plan of the proposed project.



**Figure 1 : Project Location**

Project trip generation rates used for this analysis were based on the 11<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Exhibit 3 includes an excerpt from the ITE Trip Generation manual for the trip generation rates used in this analysis. Tables 1 and 2 show the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions while Tables 3 and 4 summarize the net Daily, AM, and PM peak trips potentially generated by the proposed development.

**Table 1: Trip Generation Rates - Peak Hour of Adjacent Street Traffic [Traffic Concurrency]**

Land Use	ITE Code	Daily Trip Gen.	Pass -By <sup>1</sup>	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through Window	934	467.48	50% (AM) 55% (PM)	51%	49%	44.61	52%	48%	33.03
Strip Retail Plaza (<40k)	822	54.45	40%	60%	40%	2.36	50%	50%	6.59
Medical-Dental Office Building	720	36.00	0%	79%	21%	3.10	30%	70%	3.93

<sup>1</sup> Pass-By rates not available for ITE LU822: Strip Retail Plaza (<40k). ITE LU 821: Shopping Plaza (40 - 150k) pass-by rates were used instead.  
2025-01-29\_SG7 Parcel C\_Traffic\_1051.05



**Table 2: Trip Generation Rates Peak Hour of Generator [Driveway Volumes as Typically Required by the City]**

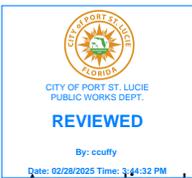
Land Use	ITE Code	Daily Trip Gen.	Pass -By <sup>2</sup>	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through Window	934	467.48	50% (AM) 55% (PM)	52%	48%	50.57	51%	49%	50.94
Strip Retail Plaza (<40k)	822	54.45	40%	50%	50%	7.60	54%	46%	13.24
Medical-Dental Office Building	720	36.00	0%	59%	41%	3.74	40%	60%	4.79

According to Table 3, the net Daily, AM and PM peak trips potentially generated during the peak hour of the adjacent street due to the proposed development, assuming 3,568 SF as Retail, are 2,197, 189 (98 In/91 Out) and 177 (91 In/86 Out) trips respectively.

**Table 3: Trip Generation – [3,568 SF RETAIL]**

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>PEAK HOUR OF ADJACENT STREET TRAFFIC [TRAFFIC CONCURRENCY]</b>								
Fast-Food Restaurant with Drive-Through Window	7,347 SF	3,435 ✓	167	161	328 ✓	126	117	243 ✓
Strip Retail Plaza (<40k)	17,308 SF	942 ✓	25	16	41 ✓	57	57	114 ✓
	Σ	<b>4,377</b>	<b>192</b>	<b>177</b>	<b>369</b>	<b>183</b>	<b>174</b>	<b>357</b>
<b>Pass-By</b>								
Fast-Food Restaurant with Drive-Through Window		1,803	84	80	164	69	65	134
Strip Retail Plaza (<40k)		377	10	6	16	23	23	46
	Σ	<b>(2,180)</b>	<b>(94)</b>	<b>(86)</b>	<b>(180)</b>	<b>(92)</b>	<b>(88)</b>	<b>(180)</b>
<b>NET PEAK HOUR TRIPS</b>		<b>2,197</b>	<b>98</b>	<b>91</b>	<b>189</b>	<b>91</b>	<b>86</b>	<b>177</b>
<b>PEAK HOUR OF GENERATOR [DRIVEWAY VOLUMES AS TYPICALLY REQUIRED BY THE CITY]</b>								
Fast-Food Restaurant with Drive-Through Window	7,347 SF	3,435	193	179	372 ✓	191	183	374 ✓
Strip Retail Plaza (<40k)	17,308 SF	942 ✓	66	66	132 ✓	124	105	229 ✓
<b>PEAK HOUR OF GENERATOR TRIPS</b>		<b>4,377</b>	<b>259</b>	<b>245</b>	<b>504</b>	<b>315</b>	<b>288</b>	<b>603</b>

<sup>2</sup> Pass-By rates not available for ITE LU822: Strip Retail Plaza (<40k). ITE LU 821: Shopping Plaza (40 - 150k) pass-by rates were used instead.



According to Table 4, the net Daily, AM and PM peak trips potentially generated during the peak hour of the adjacent street due to the proposed development, assuming 3,568 SF as Medical/Dental Office, are 2,209, 194 (103 In/91 Out) and 178 (89 In/89 Out) trips respectively.

**Table 4: Trip Generation – [3,568 SF MEDICAL OFFICE]**

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>PEAK HOUR OF ADJACENT STREET TRAFFIC [TRAFFIC CONCURRENCY]</b>								
Fast-Food Restaurant with Drive-Through Window	7,347 SF	3,435	167	161	328	126	117	243
Strip Retail Plaza (<40k)	13,740 SF	748	19	13	32	46	45	91
Medical-Dental Office Building	3,568 SF	128	9	2	11	4	10	14
	<b>Σ</b>	<b>4,311</b>	<b>195</b>	<b>176</b>	<b>371</b>	<b>176</b>	<b>172</b>	<b>348</b>
<b>Pass-By</b>								
Fast-Food Restaurant with Drive-Through Window		1,803	84	80	164	69	65	134
Strip Retail Plaza (<40k)		299	8	5	13	18	18	36
	<b>Σ</b>	<b>(2,102)</b>	<b>(92)</b>	<b>(85)</b>	<b>(177)</b>	<b>(87)</b>	<b>(83)</b>	<b>(170)</b>
<b>NET PEAK HOUR TRIPS</b>		<b>2,209</b>	<b>103</b>	<b>91</b>	<b>194</b>	<b>89</b>	<b>89</b>	<b>178</b>
<b>PEAK HOUR OF GENERATOR [DRIVEWAY VOLUMES AS TYPICALLY REQUIRED BY THE CITY]</b>								
Fast-Food Restaurant with Drive-Through Window	7,347 SF	3,435	193	179	372	191	183	374
Strip Retail Plaza (<40k)	13,740 SF	748	52	52	104	98	84	182
Medical-Dental Office Building	3,568 SF	128	8	5	13	7	10	17
<b>PEAK HOUR OF GENERATOR TRIPS</b>		<b>4,311</b>	<b>253</b>	<b>236</b>	<b>489</b>	<b>296</b>	<b>277</b>	<b>573</b>

No driveways are proposed on the thoroughfare transportation network while four (4) connections are proposed with internal drive aisles. Figures 2 and 3 provide Daily, AM and PM peak hour driveway volumes for Parcel C at the Mattamy SG7 property. Figures 2 assumes 3,568 SF as Retail and Figure 3 assumes the 3,568 SF as Medical/Dental Office.

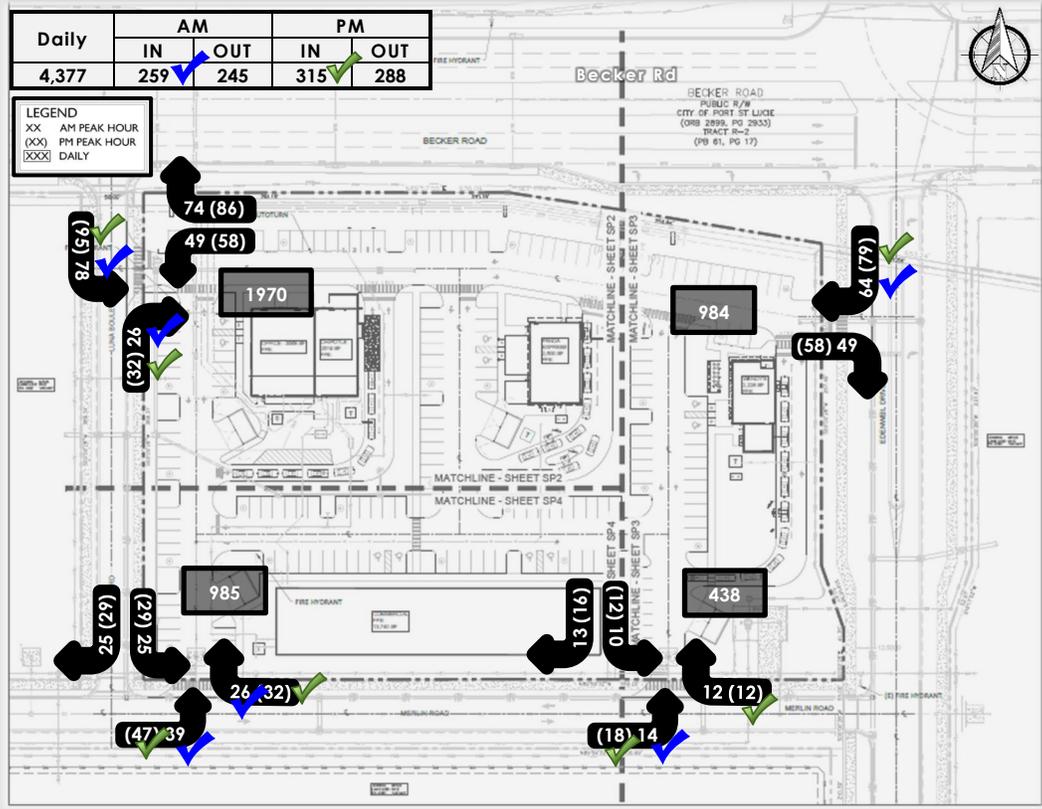


Figure 2: Project Driveway Volumes - [3,568 SF RETAIL]

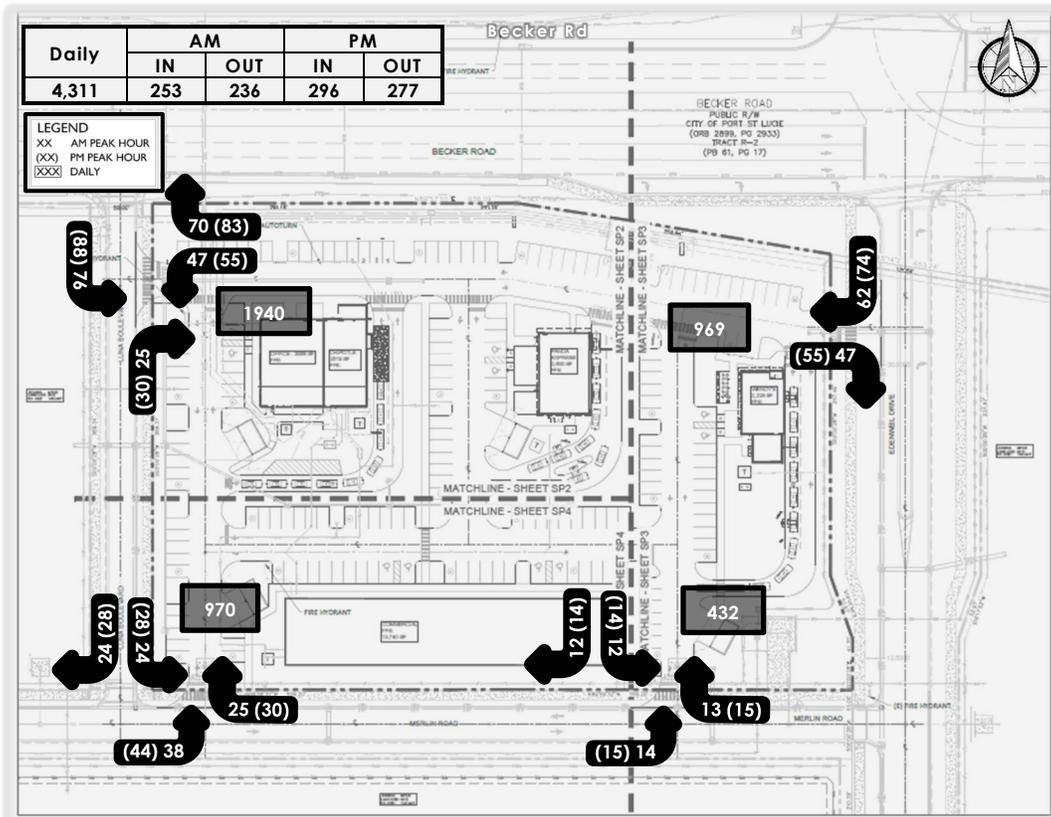
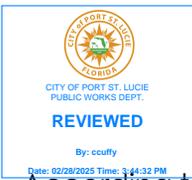


Figure 3: Project Driveway Volumes - [3,568 SF MEDICAL OFFICE]



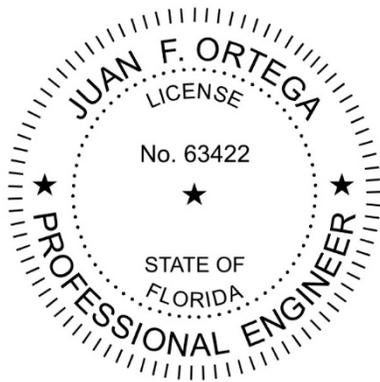
According to the City of Port St Lucie Engineering standards, exclusive right turn lanes for driveways are required when the operational aspects of the driveway meet the volume and speed criteria presented in Table 8-5 of Section 8.12.7, where a traffic study indicates that the LOS is degraded by the proposed development, or where required for safety reasons even though the peak hour turn volumes may be lower than specified in Table 8-5. Becker Road in front of the subject site has a posted speed limit of 45 MPH. Consequently, based on the posted speed limit, right turn lanes are warranted on unsignalized driveways when the number of right turns per hour are 35-55<sup>3</sup>.

Given the driveway volumes shown on Figures 2 & 3 and the City of Port St Lucie Engineering standards, exclusive eastbound right turn lanes are recommended at the nearest Becker Road driveway connections. On the other hand, since the proposed nearby driveways are only right-in/right-out, exclusive westbound left turn lanes are not required.

The net Daily, AM and PM peak trips potentially generated due to the proposed 24,655 SF commercial development consisting of 7,347 SF Fast-Food Restaurant with Drive-Through Window, 13,740 SF Retail, and 3,568 SF Retail/Medical Office on Parcel C of the Mattamy SG7 property are 2,209, 194 (103 In/91 Out) and 178 (89 In/89 Out) trips respectively. Traffic concurrency for this site is vested through the Southern Grove DRI<sup>4</sup>.

Sincerely,

**JFO GROUP INC**  
COA Number 32276



- Enclosures:
- Exhibit 1: Property Appraiser Information
  - Exhibit 2: Site Plan
  - Exhibit 3: ITE Trip Generation Rates

<sup>3</sup> The lower threshold of thirty-five right turn vehicles per hour would be most appropriately used on higher volume two lane roadways where lateral movement is restricted. The fifty-five right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (fifty feet or greater).

<sup>4</sup> According to the Treasure Coast Regional Planning Council (2021), the Southern Grove DRI included ±3,600 acres originally approved for 7,400 residential units, 3.7 million SF of retail, 2.4 million SF of office, 2.5 million SF of research and development, 4.6 million SF of warehouse/industrial, nearly 800 hotel rooms, and a 300-bed hospital.

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on January 29, 2025, using a Digital Signature. Printed copies of this document are not considered signed and sealed, and the signature must be verified on any electronic copies.

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Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved -- 1/6/2025, 11:42 AM

### Property Identification

Site Address: TBD  
Sec/Town/Range: 35/37S/39E  
Parcel ID: 4334-700-0001-000-4  
Jurisdiction: Port Saint Lucie

Use Type: 6000  
Account #: 187830  
Map ID: 43/35S  
Zoning: Master Pla

### Ownership

MATTAMY PALM BEACH LLC  
2500 Quantum Lakes DR Ste 215  
Boynton Beach, FL 33426-8308

### Legal Description

SOUTHERN GROVE REPLAT NO. 30 (PB 87-17) TRACT A (48.778 AC - 2,124,770 SF)

### Current Values

Just/Market Value: \$4,756,338  
Assessed Value: \$13,414  
Exemptions: \$0  
Taxable Value: \$13,414

**Property taxes are subject to change upon change of ownership.**

- Past taxes are not a reliable projection of future taxes.
- The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.



### Total Areas

Finished/Under Air (SF): 0  
Gross Sketched Area (SF): 0  
Land Size (acres): 48.78  
Land Size (SF): 2,124,770

## Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Taxes for this parcel: [SLC Tax Collector's Office](#)

Download TRIM for this parcel: [Download PDF](#)

### Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
------	-----------	-----------	------	---------	-------

### Special Features and Yard Items

Type	Qty	Units	Year Blt
------	-----	-------	----------

### Current Year Values

#### Current Values Breakdown

Building and SFYI: \$0  
Land: \$4,756,338

#### Current Year Exemption Value Breakdown

Just/Market:	\$4,756,338
Ag Credit:	\$4,742,924
Save Our Homes or 10% Cap:	\$0
Assessed:	\$13,414
Exemption(s):	\$0
Taxable:	\$13,414

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2020	0080	140.23	PSL Stormwater in Southern Grove	\$25,662.09
Start Year	AssessCode	Units	Description	Amount
2022	0092	35404.46	Southern Grove Operating/Maintenance	\$35,404.46
Start Year	AssessCode	Units	Description	Amount
2023	0093	0	Southern Grove Bond	\$0.00

This does not necessarily represent the total Special Assessments that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office .

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable
2024	\$4,756,338	\$13,414	\$0	\$13,414
2023	\$5,006,671	\$13,414	\$0	\$13,414
2022	\$4,005,300	\$4,005,300	\$0	\$4,005,300
2021	\$1,586,666	\$13,414	\$0	\$13,414

Permits

Number	Issue Date	Description	Amount	Fee
--------	------------	-------------	--------	-----

Notice: This does not necessarily represent all the permits for this property.  
 Click the following link to check for additional permit data in Port Saint Lucie

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.  
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## Land Use: 934

### Fast-Food Restaurant with Drive-Through Window

#### Description

This land use includes any fast-food restaurant with a drive-through window. This type of restaurant is characterized by a large drive-through and large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. The restaurant does not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in patron is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

#### Additional Data

*Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.*

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

#### Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977, 1050, 1053, 1054

## Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 71

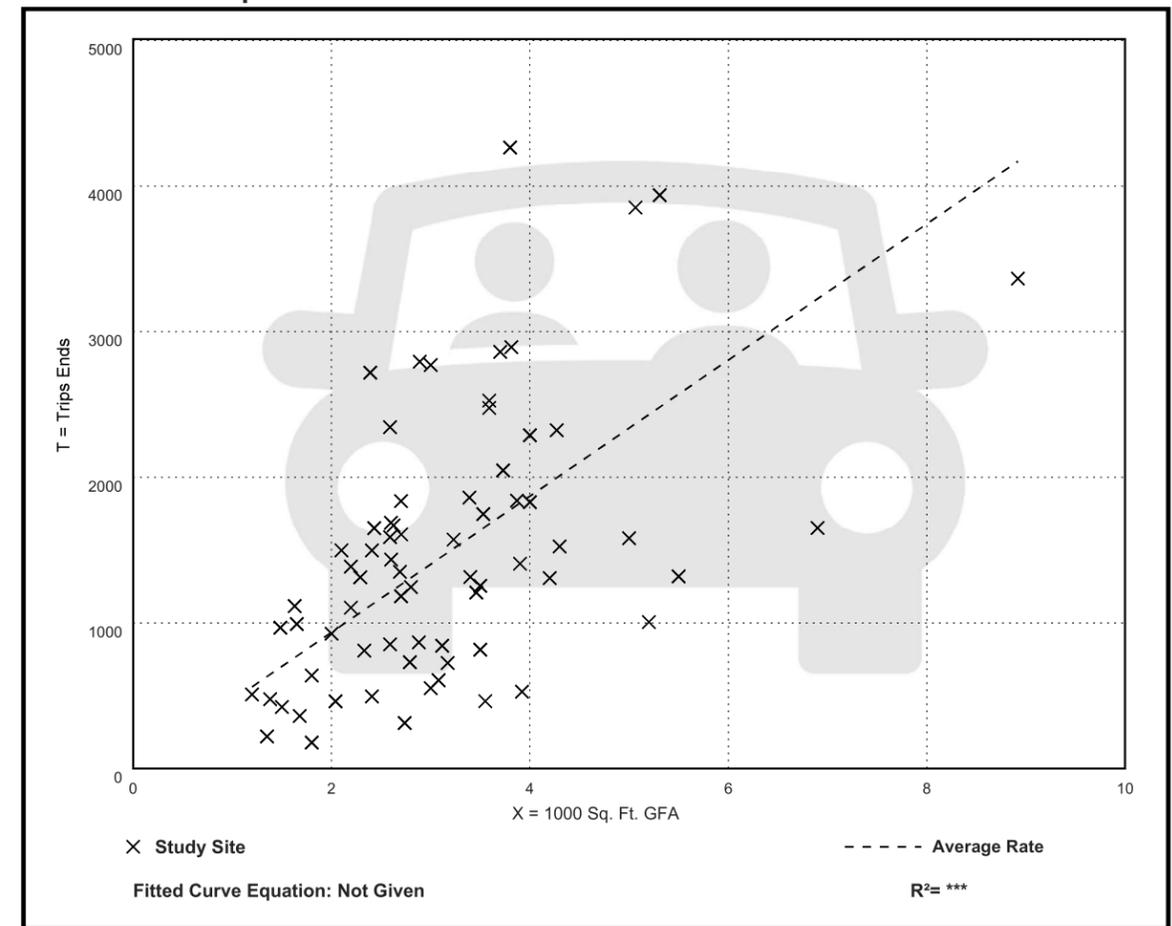
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

#### Data Plot and Equation



## Fast-Food Restaurant with Drive-Through Window (934)

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: 96

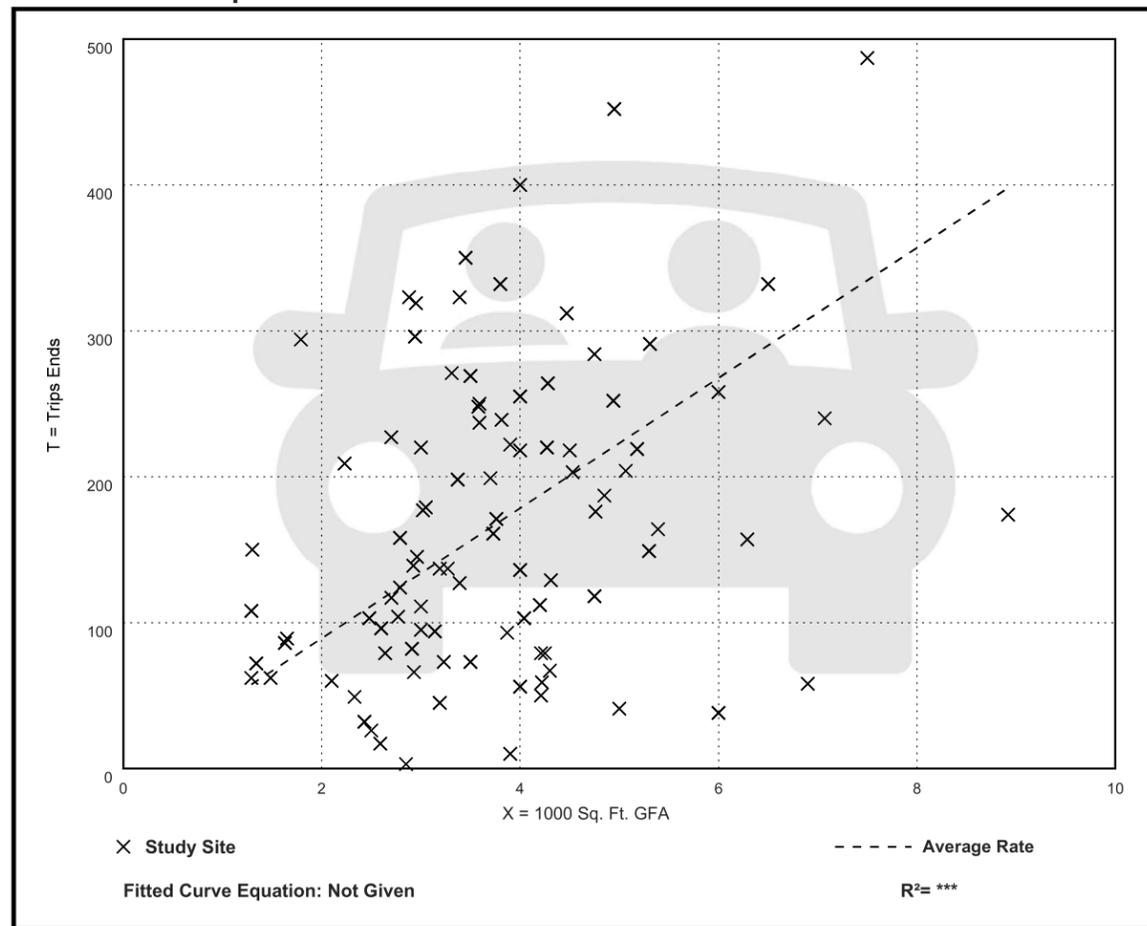
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

### Data Plot and Equation



## Fast-Food Restaurant with Drive-Through Window (934)

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: 190

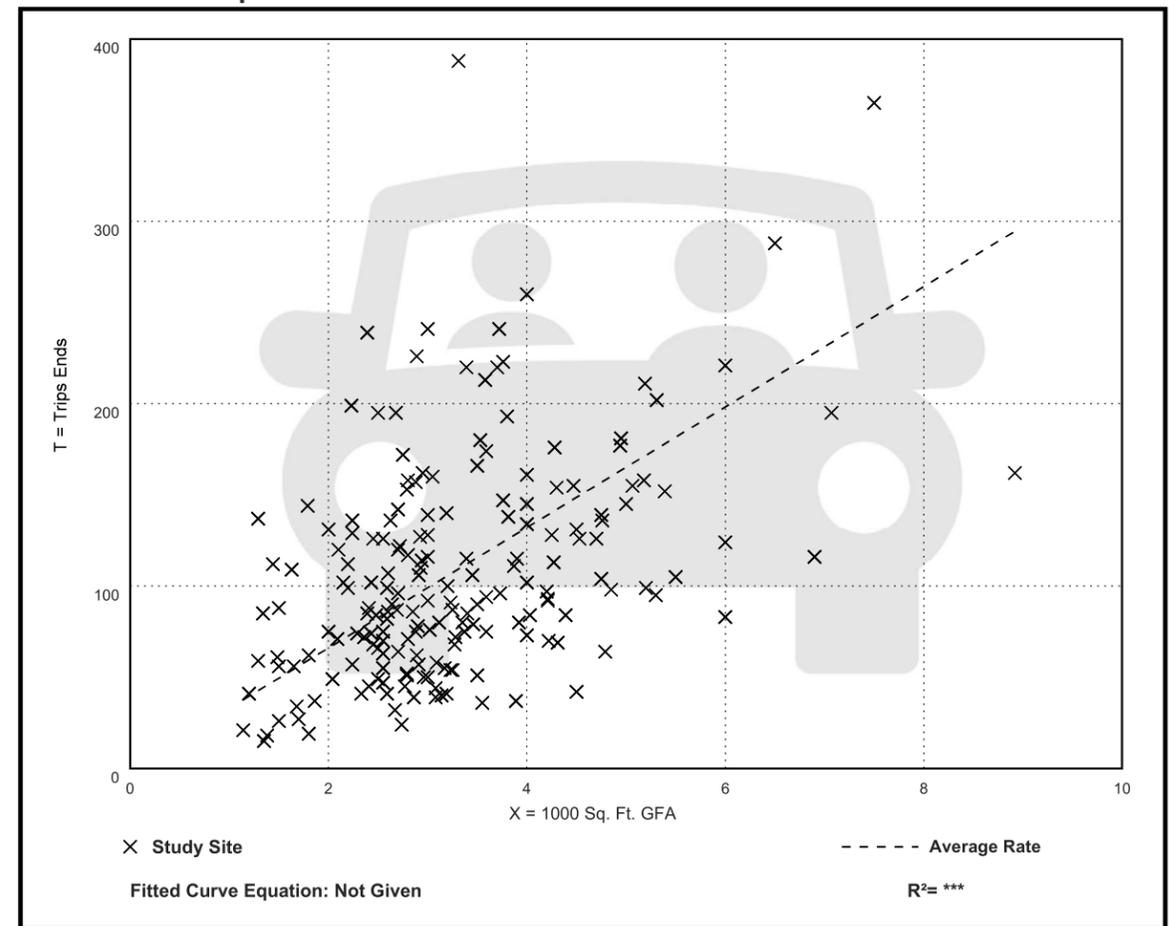
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

### Data Plot and Equation



## Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

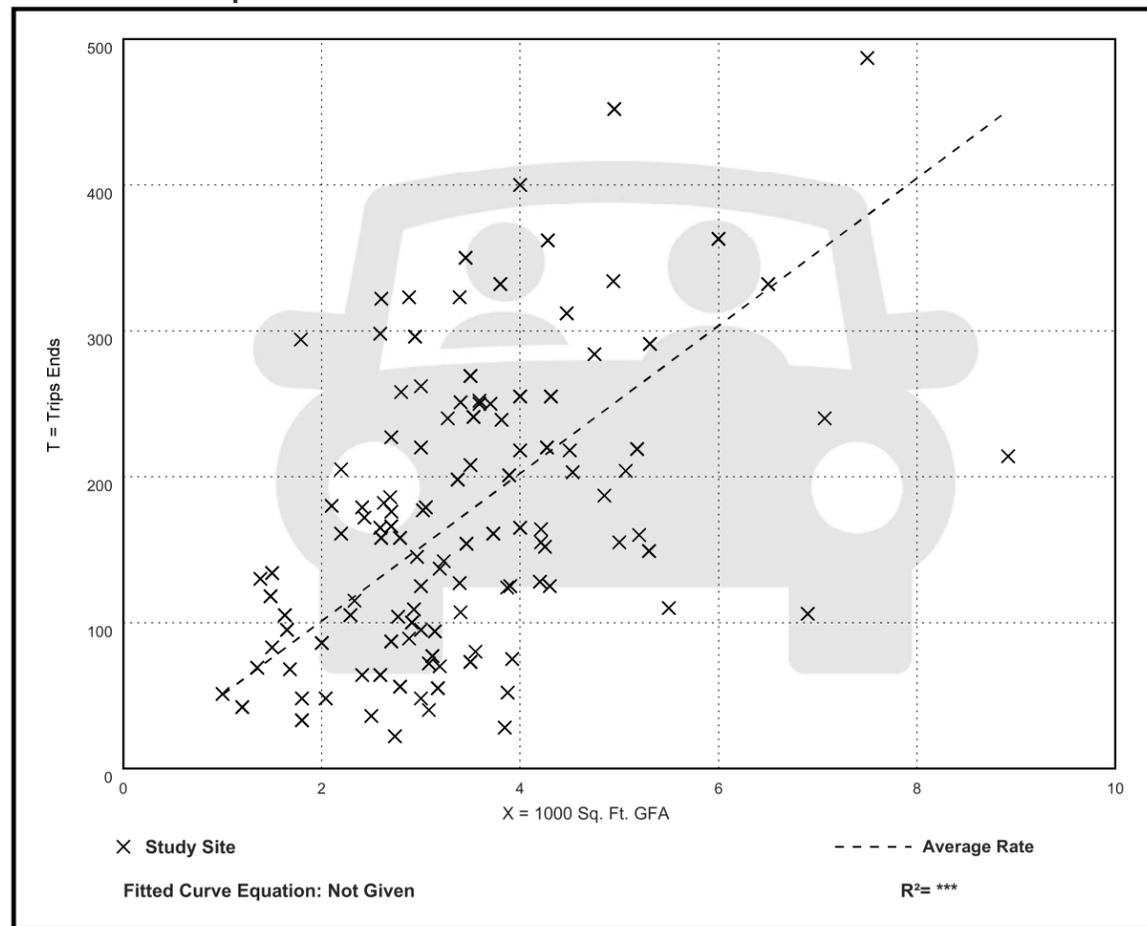
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 118  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 52% entering, 48% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.57	7.28 - 164.25	25.99

### Data Plot and Equation



## Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

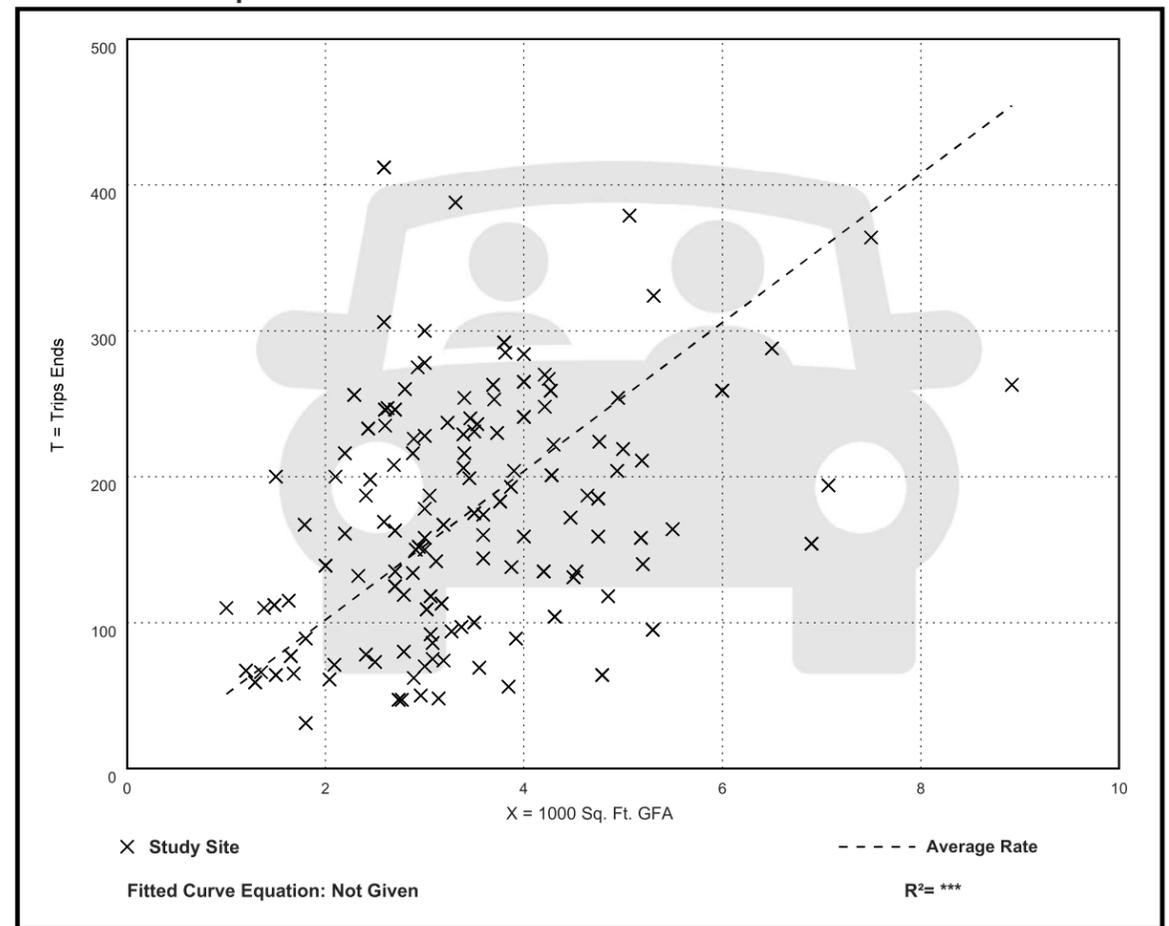
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 135  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 51% entering, 49% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
50.94	13.36 - 159.07	24.91

### Data Plot and Equation



Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual, 11th Edition									
Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday AM Peak Period								
# Data Sites	5								
Average Pass-By Rate	50%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual, 11th Edition									
Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	11								
Average Pass-By Rate	55%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

## Land Use: 822 Strip Retail Plaza (<40k)

### Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

### Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

### Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

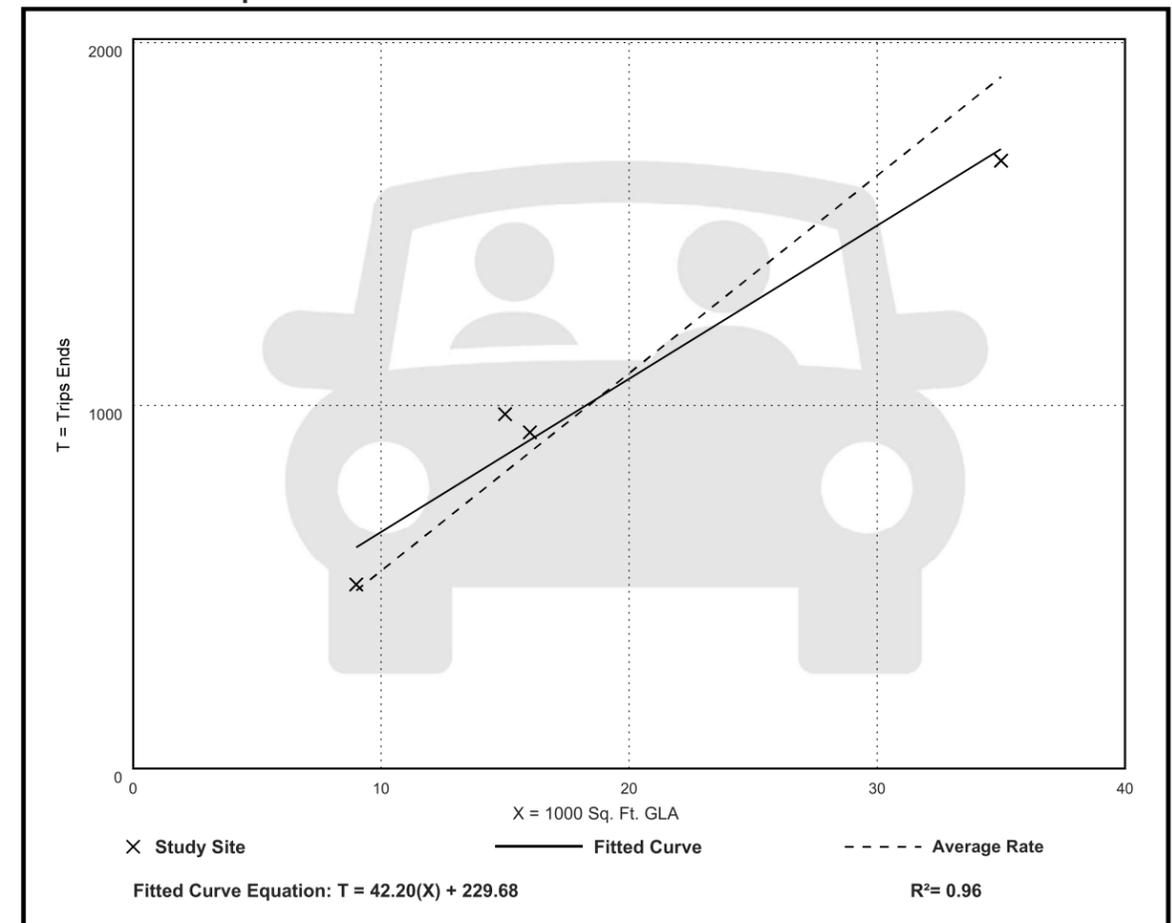
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 5

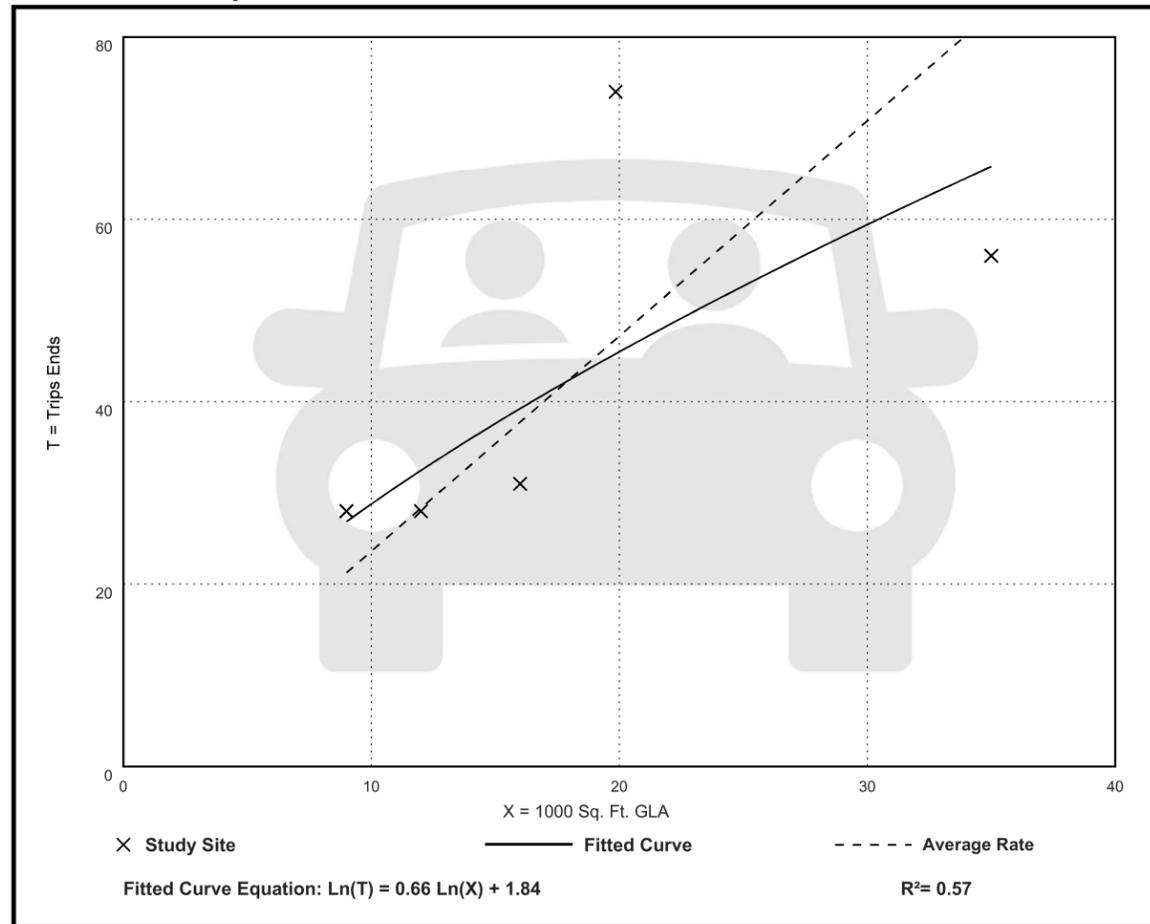
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 25

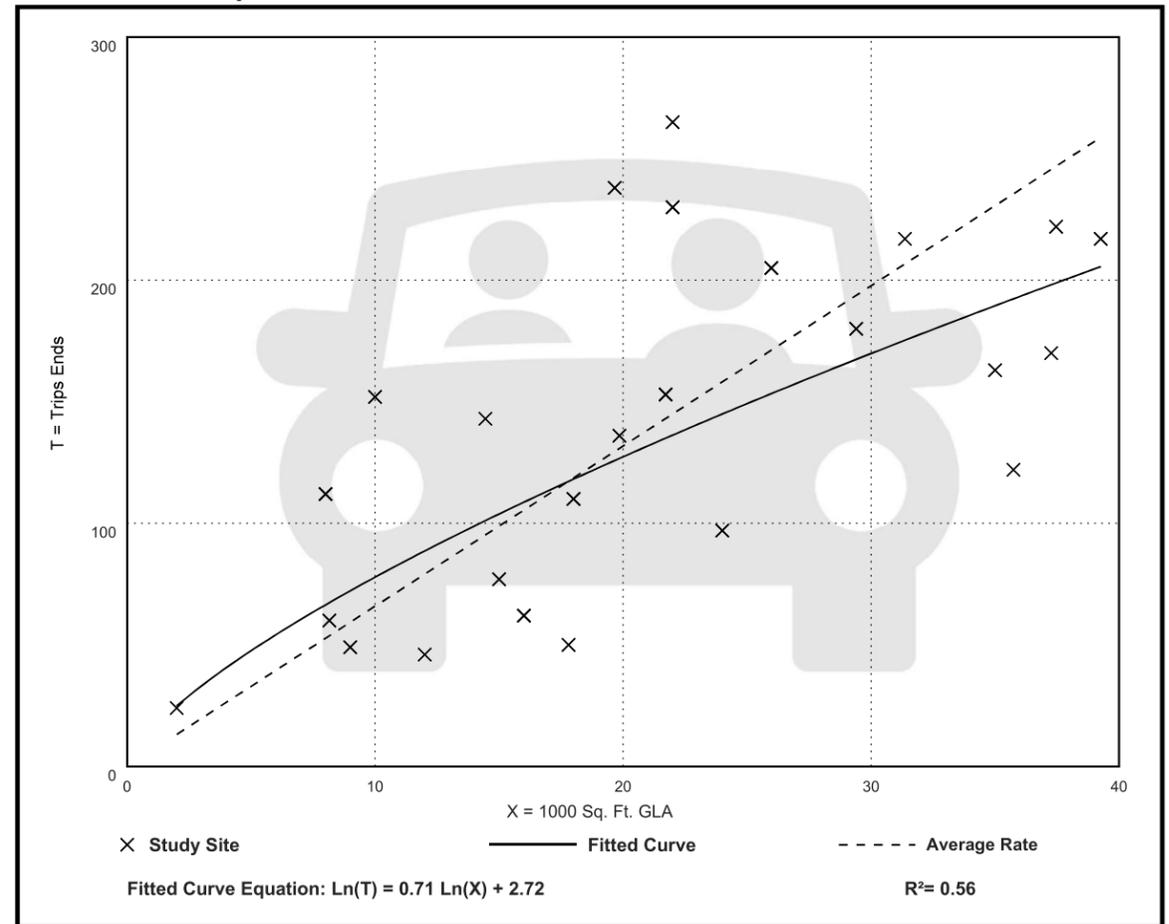
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

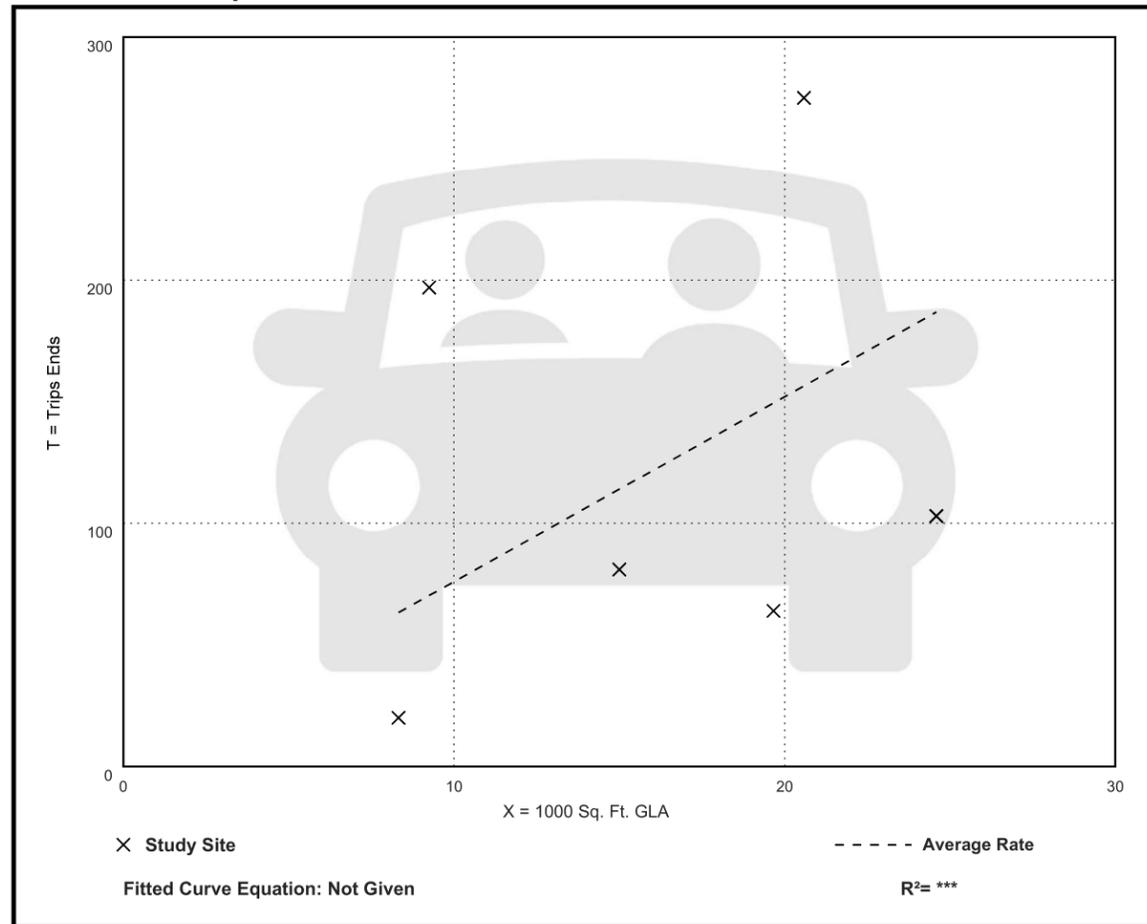
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Weekday,  
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 6  
Avg. 1000 Sq. Ft. GLA: 16  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
7.60	2.40 - 21.30	6.45

### Data Plot and Equation



## Strip Retail Plaza (<40k) (822)

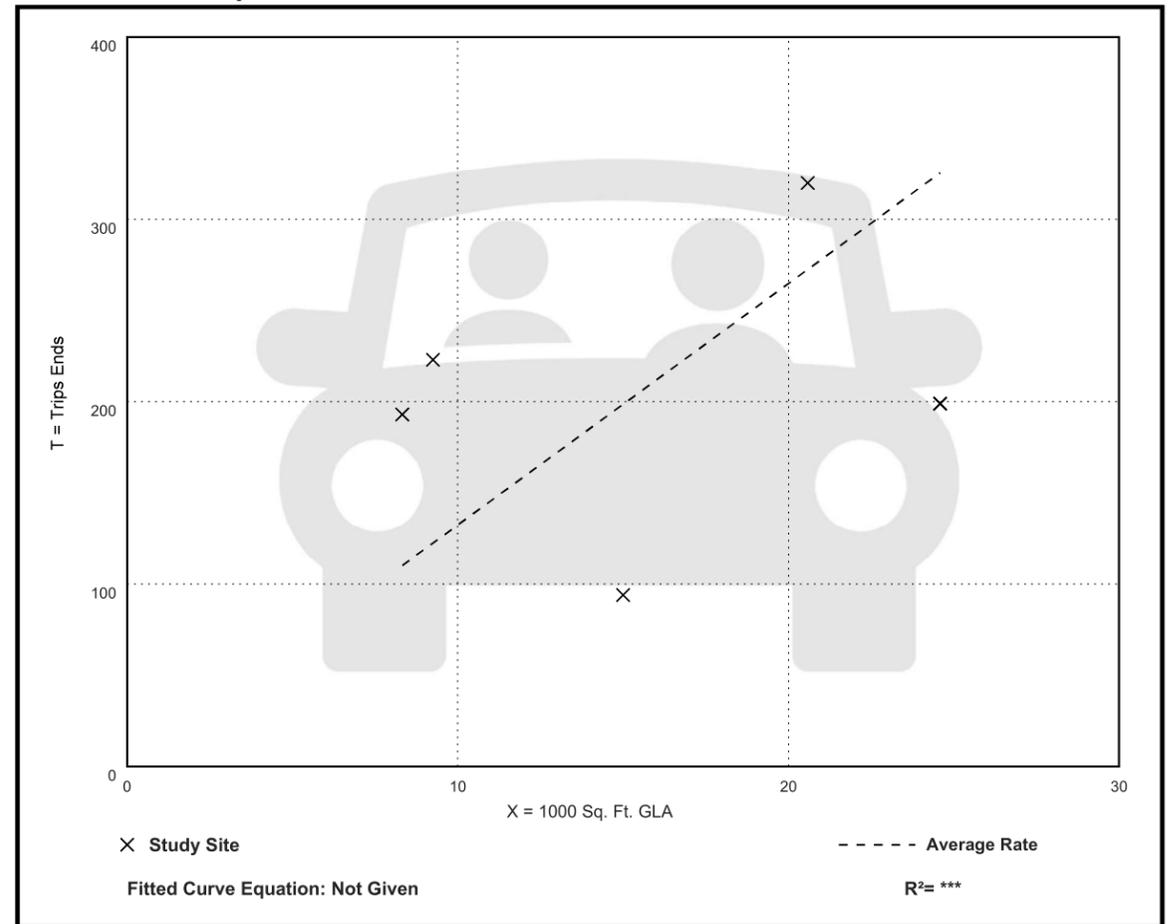
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA  
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 5  
Avg. 1000 Sq. Ft. GLA: 16  
Directional Distribution: 54% entering, 46% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
13.24	6.27 - 24.11	7.40

### Data Plot and Equation



**Vehicle Pass-By Rates by Land Use**

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Total (%)	Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)			
45	Florida	1992	844	56	24	20	44	—	30	
50	Florida	1992	555	41	41	18	59	—	30	
52	Florida	1995	665	42	33	25	58	—	30	
53	Florida	1993	162	59	—	—	41	—	30	
57.23	Kentucky	1993	247	31	53	16	69	2659	34	
60	Florida	1995	1583	40	38	22	60	—	30	
69.4	Kentucky	1993	109	25	42	33	75	1559	34	
77	Florida	1992	365	46	—	—	54	—	30	
78	Florida	1991	702	55	23	22	45	—	30	
82	Florida	1992	336	34	—	—	66	—	30	
92.857	Kentucky	1993	133	22	50	28	78	3555	34	
100.888	Kentucky	1993	281	28	50	22	72	2111	34	
121.54	Kentucky	1993	210	53	30	17	47	2636	34	
144	New Jersey	1990	176	32	44	24	68	—	24	
146.8	Kentucky	1993	—	36	39	25	64	—	34	

## Land Use: 720 Medical-Dental Office Building

**Description**

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

**Land Use Subcategory**

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

**Additional Data**

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

**Source Numbers**

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972



## Medical-Dental Office Building - Stand-Alone (720)

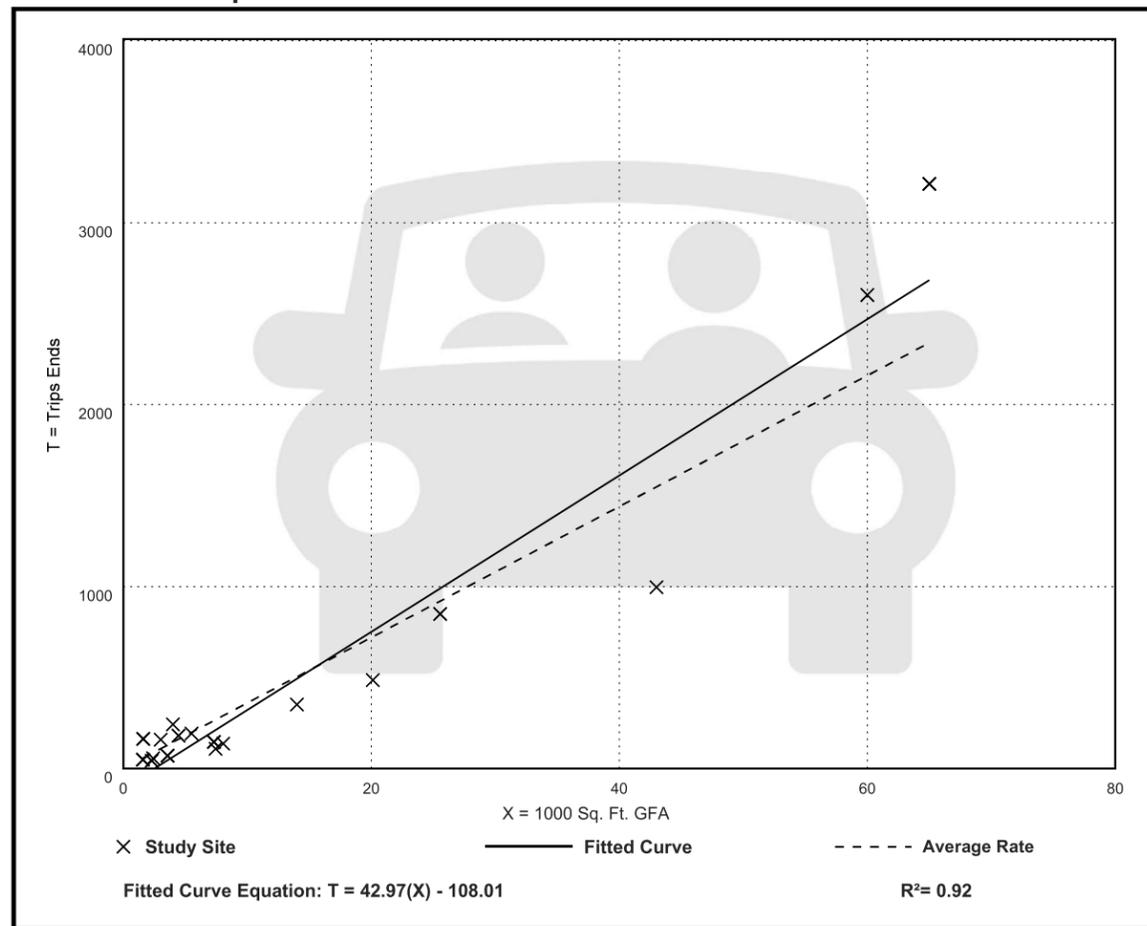
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

**Setting/Location: General Urban/Suburban**  
Number of Studies: 18  
Avg. 1000 Sq. Ft. GFA: 15  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

### Data Plot and Equation



## Medical-Dental Office Building - Stand-Alone (720)

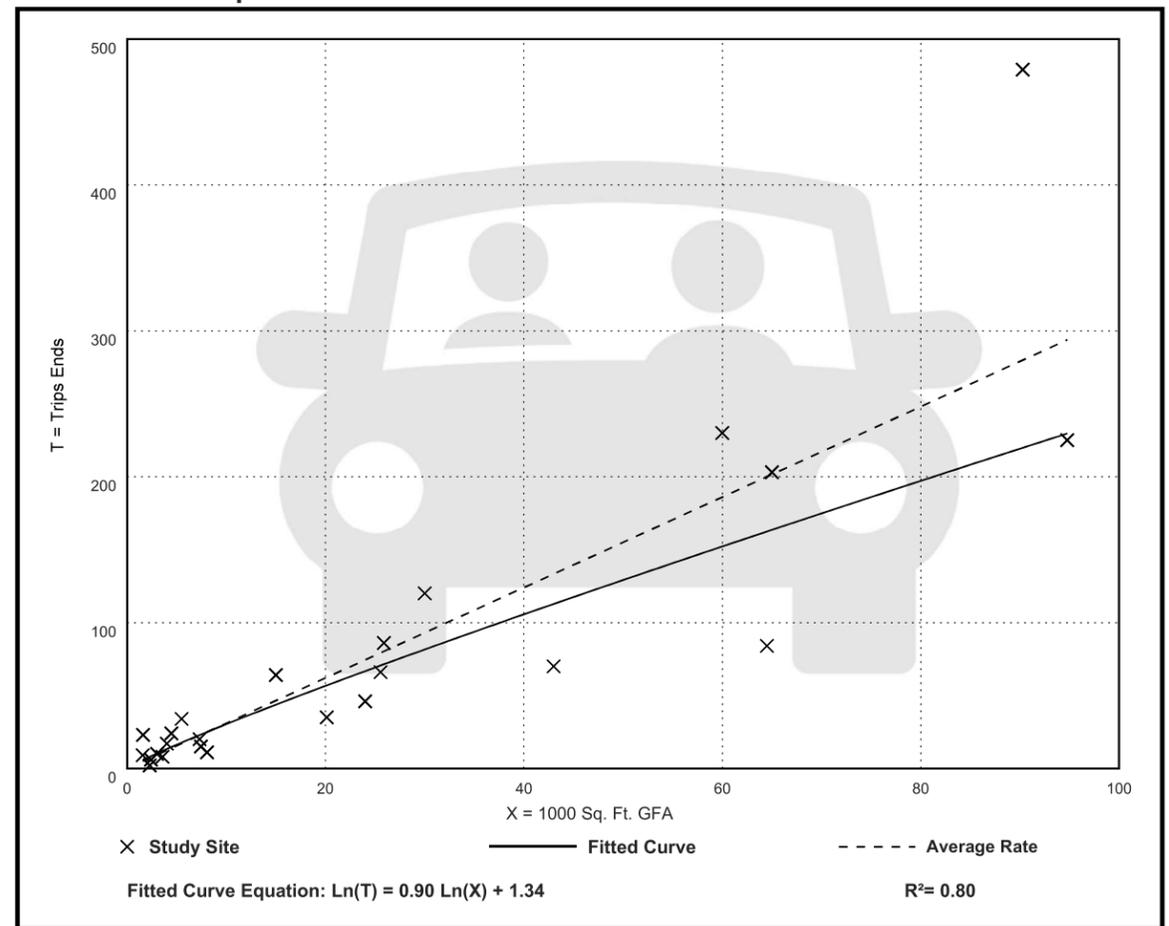
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

**Setting/Location: General Urban/Suburban**  
Number of Studies: 24  
Avg. 1000 Sq. Ft. GFA: 25  
Directional Distribution: 79% entering, 21% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

### Data Plot and Equation



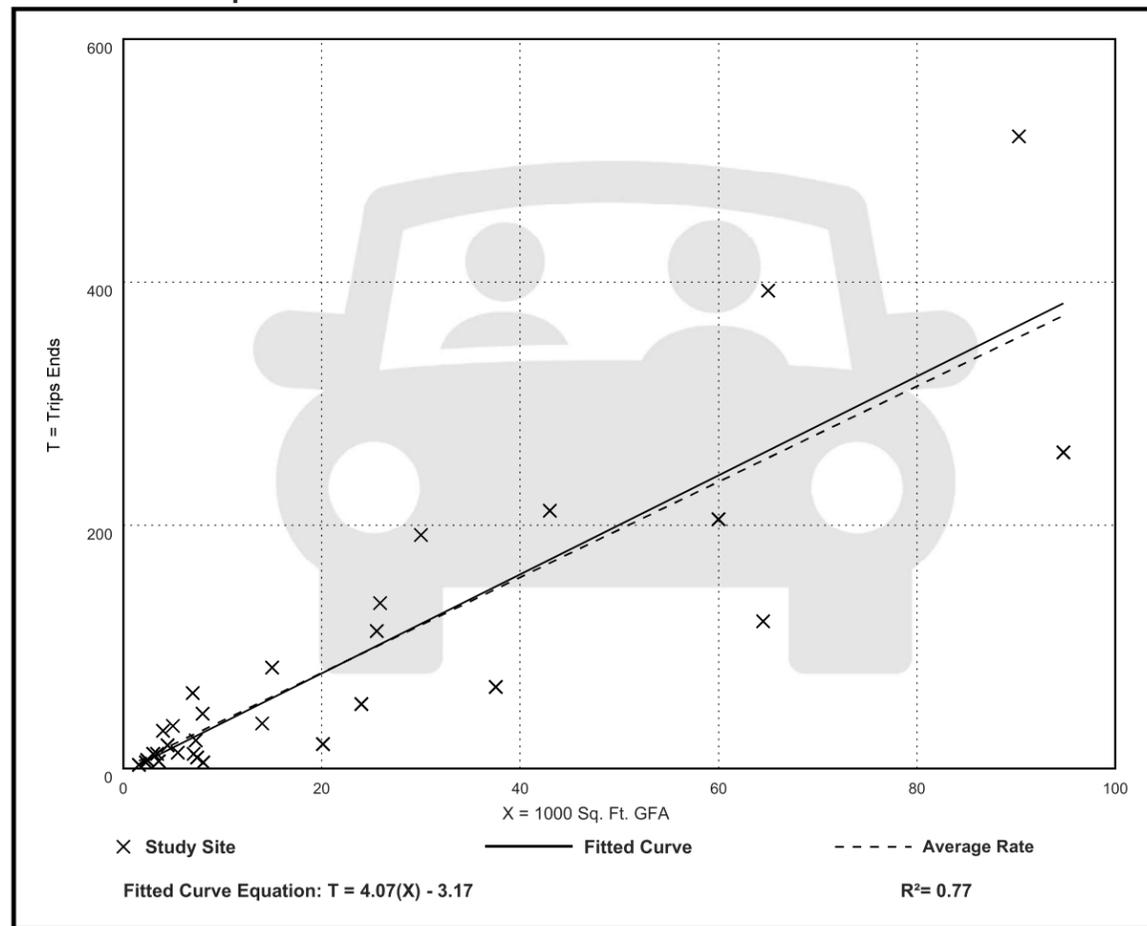
## Medical-Dental Office Building - Stand-Alone (720)

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: 30  
 Avg. 1000 Sq. Ft. GFA: 23  
 Directional Distribution: 30% entering, 70% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

### Data Plot and Equation



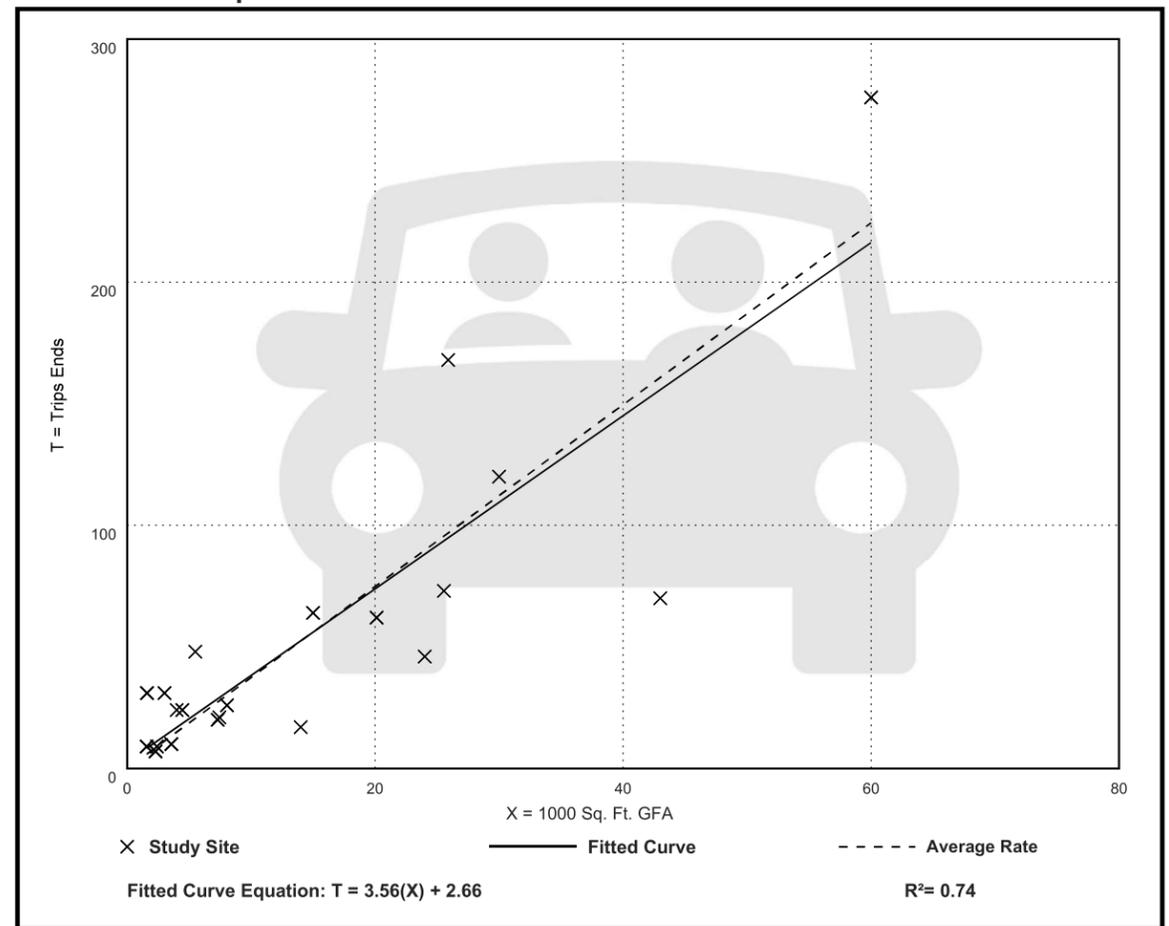
## Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday,  
 AM Peak Hour of Generator  
 Setting/Location: General Urban/Suburban  
 Number of Studies: 21  
 Avg. 1000 Sq. Ft. GFA: 15  
 Directional Distribution: 59% entering, 41% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.74	1.21 - 19.28	2.14

### Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

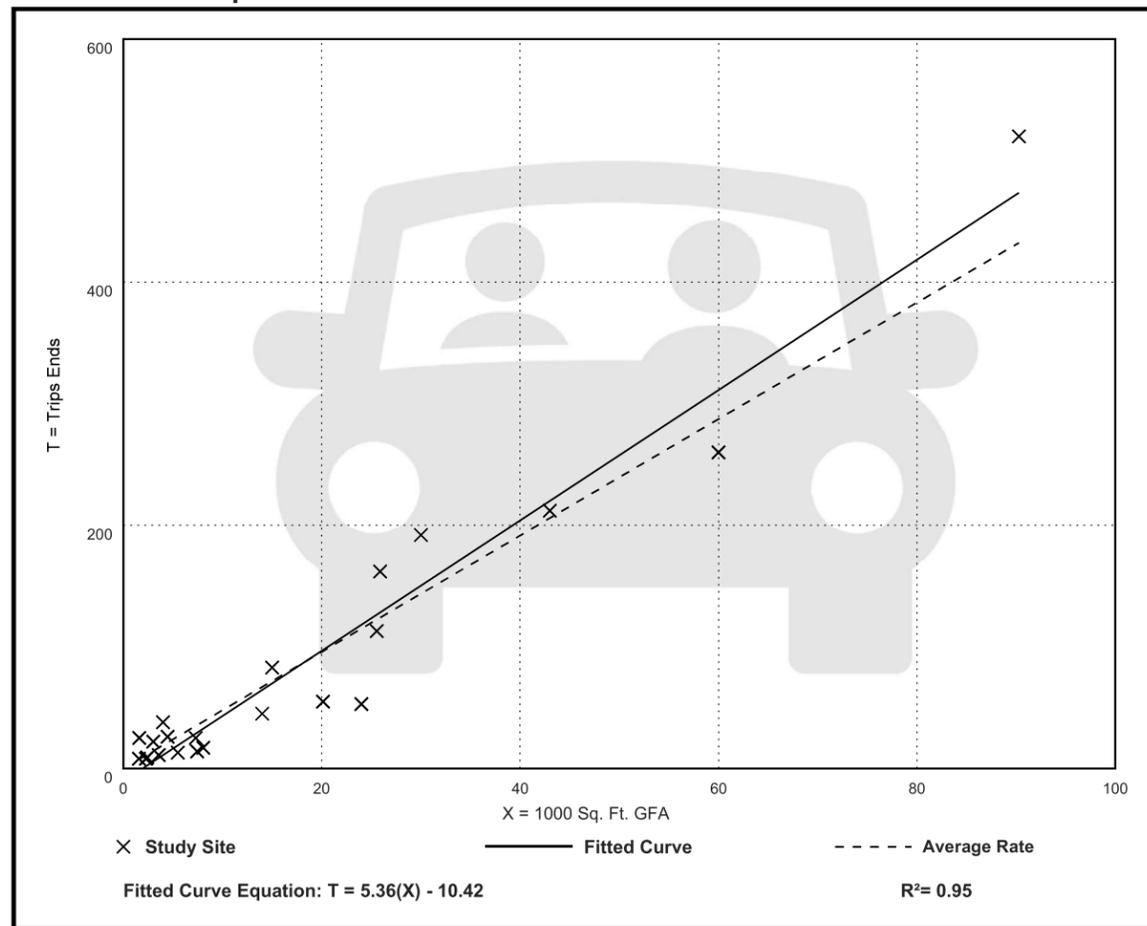
On a: Weekday,  
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban  
Number of Studies: 22  
Avg. 1000 Sq. Ft. GFA: 18  
Directional Distribution: 40% entering, 60% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.79	1.88 - 15.55	1.62

## Data Plot and Equation



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