

Patricia "Trish" Sesta
Planner | Planning Division
Engineering Design & Construction, Inc.
10250 SW Village Parkway - Suite 201
Port Saint Lucie, Florida 34987

Re: Tradition Business Center at Southern Grove (P22-007)
Traffic Impact Statement
Parcel ID: 4322-500-0001-000-3

Dear Trish,

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with City of Port St Lucie ULDC standards associated with the Site Plan application for 34,224 SF of office / flex space development at the Tradition Business Center at Southern Grove property.

The *Tradition Business Center at Southern Grove* property is located just east of SW Village Pkwy, ±1.2 miles south of Tradition Pkwy 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 4322-500-0001-000-3.

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.

Project trip generation rates used for this analysis were based on the 11th Edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. Exhibit 3 includes a copy of ITE LU 150 Warehousing and ITE LU 710 General Office Building Trip Generation Rates. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R² of at least 0.75, fitted curve equations were used.



Figure 1 : Project Location

Traffic Review from the City dated 06/23/2022 required using AM and PM Peak Hour of Generator equations for both uses. However, given the typical operations of Office Buildings, it is very likely that the Peak Hour of Adjacent Street is the same as the Peak Hour of Generator. Exhibit 3 includes all the trip generation equations/rates available for ITE LU 710 General Office Building which shows that Peak Hour of Generator equations/rates are not included. Therefore, this analysis uses Peak Hour of Generator equations for the Warehouse uses and Peak Hour of Adjacent Street for the Office portion of the site. Please note that the parcel associated with this project was included in the Southern Grove DRI where is common practice for DRIs to vest traffic based on the Peak Hour of Adjacent Street.

Table 1 shows the equations used in order to determine the trip generation for Daily, AM, and PM peak hour conditions while Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the proposed development.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily Trip Gen.	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Warehousing	150	$T=1.58(X) + 38.29$	66%	34%	$T = 0.11(X) + 28.55^1$	24%	76%	$T = 0.15(X) + 20.47^1$
Office	710	$\ln(T)=0.87$ $\ln(X)+3.05$	88%	12%	$\ln(T)=0.86$ $\ln(X)+1.16^2$	17%	83%	$\ln(T)=0.83$ $\ln(X)+1.29^2$

¹ Peak Hour of Generator. As requested by City's review on 06/23/2022.

² Peak Hour of Generator not included in the ITE Trip Gen Manual. Peak Hour of Adjacent Street was used in this analysis.

According to Table 2, the net Daily, AM and PM peak trips potentially generated due to the proposed development are 173, 45 (32 In/13 Out) and 39 (8 In/31 Out) trips respectively. One (1) driveway is being proposed on Tom Mackie Blvd.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	5,248 SF	89	11	2	13	2	12	14
Warehousing	28,976 SF	84	21	11	32	6	19	25
	Σ 34,224 SF	173	32	13	45	8	31	39

Figure 2 provides Daily, AM and PM peak hour driveway volumes for the *Tradition Business Center at Southern Grove* property.

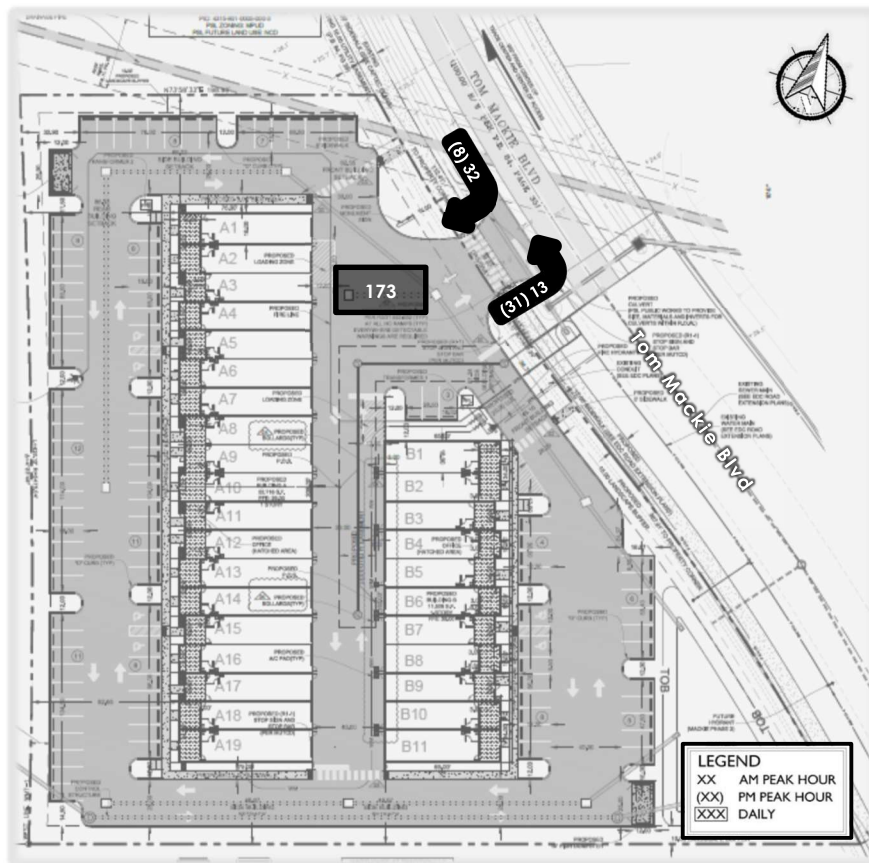
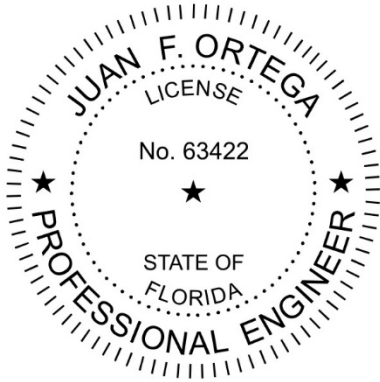


Figure 2: Project Driveway Volumes

The net Daily, AM and PM peak trips potentially generated due to the proposed 34,224 SF of office / flex space development at the *Tradition Business Center at Southern Grove* are 173, 45 (32 In/13 Out) and 39 (8 In/31 Out) trips respectively. Traffic concurrency for this site is vested through the Southern Grove DRI¹.

Sincerely,

JFO GROUP INC
COA Number 32276



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

¹ 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 November 7, 2022 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.

Property Identification

Site Address: TBD	Parcel ID: 4322-500-0001-000-3	Account #: 194865	Sec/Town/Range: 22/37S/39E
Map ID: 43/22N	Zoning:	Use Type: 4000	Jurisdiction: Port Saint Lucie

Ownership

TRADITION BUSINESS CENTER LLC
1935 Commerce LN Ste 5
Jupiter, FL 33458

Legal Description

SOUTHERN GROVE PLAT NO. 41 (PB 104-14) LOT 4A (3.20
AC - 139,392 SF)

Current Values

Just/Market: Assessed:
Exemptions: Taxable:

Historical Values 3-year

Year	Just/Market	Assessed	Exemptions	Taxable
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Sale History

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

*Image
or
Sketch
unavailable
for display*

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	3.2
Land Size (SF):	139,392
Total Building Count:	

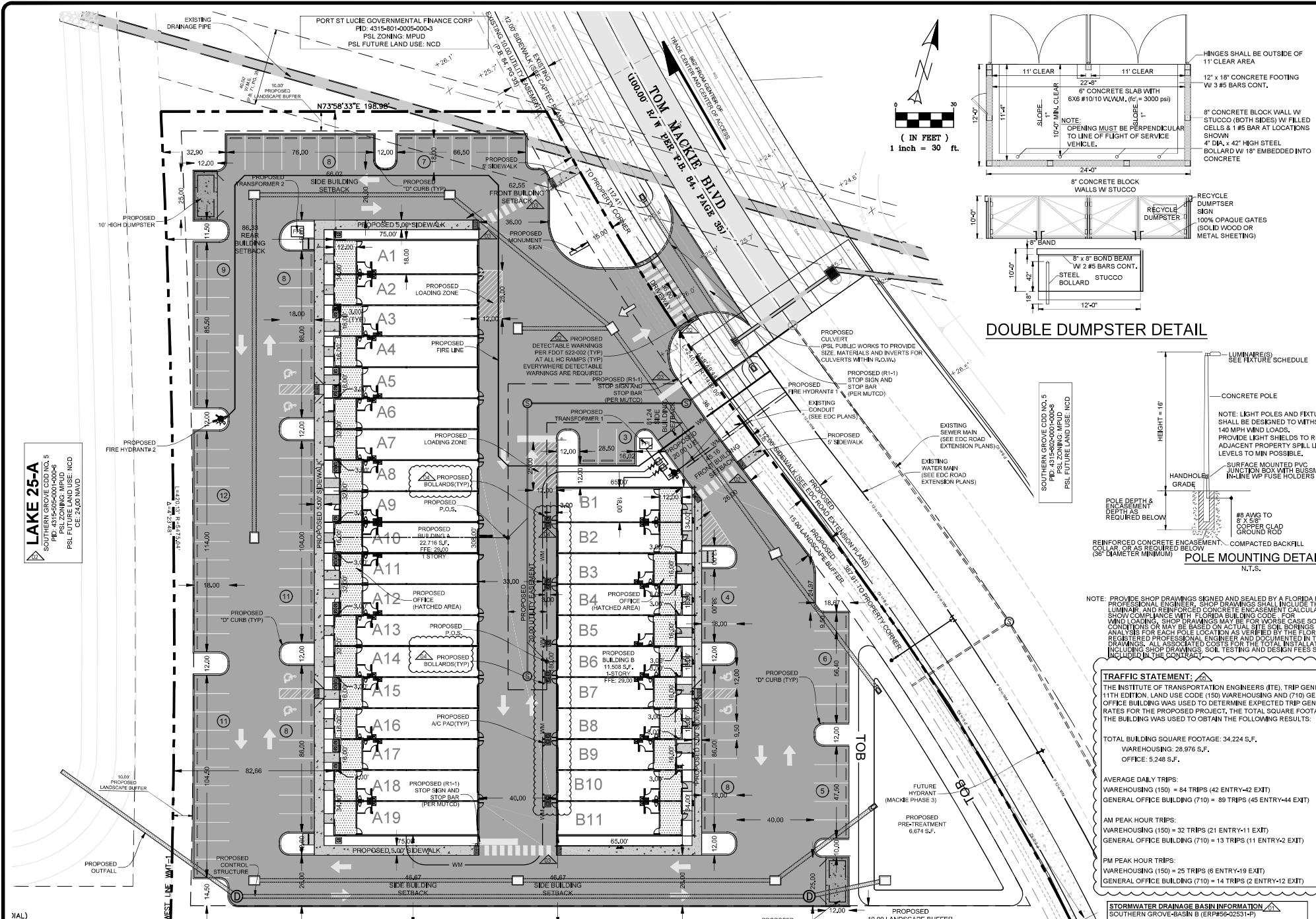
Special Features and Yard Items

Type	Qty	Units	Year Blt
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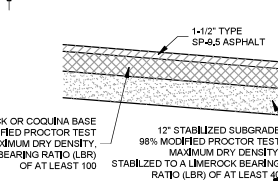
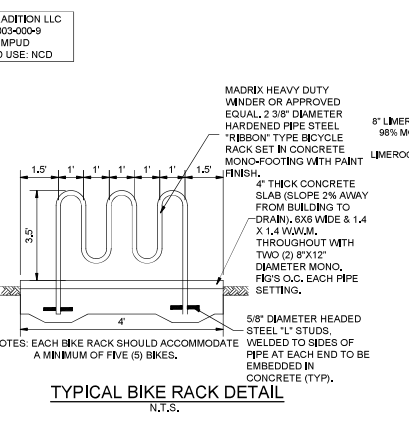
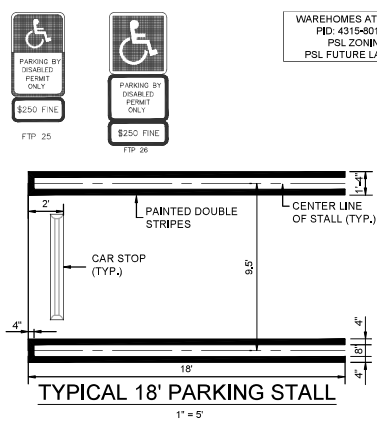
All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELEASE OR ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.



LAKE 25-A
SOUTHERN GROVE CDD NO. 5
PID: 4315-801-0005-0006
PSL ZONING: MPUD
PSL FUTURE LAND USE: NCD
CE: 24.00 NVD

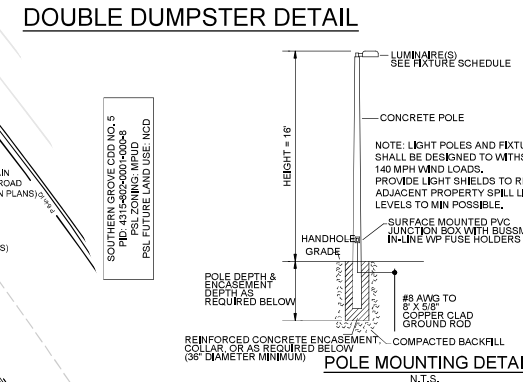


VERTICAL DATUM NOTE:
ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.88) AND ARE GIVEN IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
*GENERAL ACCEPTED CONVERSION: NAVD + 1.475 = NGVD

NOTE:
THE PROPERTY OWNER, CONTRACTOR AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE CITY'S RIGHT-OF-WAY IN ACCORDANCE WITH CITY CODE, SECTION 41.09(6).

LEGEND

	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SKIRT		PROPOSED DRAINAGE INLET
	PROPOSED METERED		EXST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
	EXISTING CONCRETE		PROPOSED LIGHT POLE (SINGLE)
	EXISTING PAVEMENT		DRAINAGE FLOW ARROW
	PROPOSED CONCRETE		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED PAVEMENT		PARKING STALL COUNT
	PROPOSED AC PADS		EXISTING DRAINAGE
			PROPOSED DRAINAGE PIPE



TRAFFIC STATEMENT:
THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE), TRIP GENERATION, 11TH EDITION, LAND USE CODE (150) WAREHOUSING AND (710) GENERAL OFFICE BUILDING WAS USED TO DETERMINE EXPECTED TRIP GENERATION RATES FOR THE PROPOSED PROJECT. THE TOTAL SQUARE FOOTAGE FOR THE BUILDING WAS USED TO OBTAIN THE FOLLOWING RESULTS:

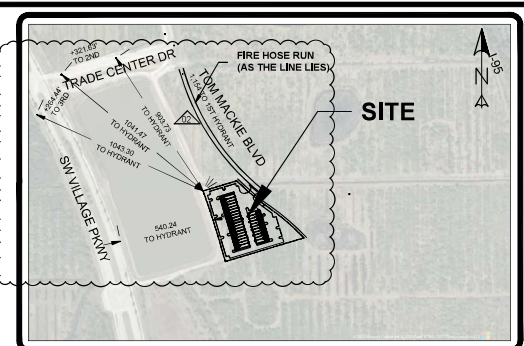
TOTAL BUILDING SQUARE FOOTAGE: 34,224 S.F.
WAREHOUSING: 28,976 S.F.
OFFICE: 5,248 S.F.

AVERAGE DAILY TRIPS:
WAREHOUSING (150) = 84 TRIPS (42 ENTRY-42 EXIT)
GENERAL OFFICE BUILDING (710) = 89 TRIPS (45 ENTRY-44 EXIT)

AM PEAK HOUR TRIPS:
WAREHOUSING (150) = 32 TRIPS (21 ENTRY-11 EXIT)
GENERAL OFFICE BUILDING (710) = 13 TRIPS (11 ENTRY-2 EXIT)

PM PEAK HOUR TRIPS:
WAREHOUSING (150) = 25 TRIPS (8 ENTRY-19 EXIT)
GENERAL OFFICE BUILDING (710) = 14 TRIPS (2 ENTRY-12 EXIT)

STORMWATER DRAINAGE BASIN INFORMATION
SOUTHERN GROVE-BASIN B (ERP#56-02531-P)
CONTROL ELEVATION = 25.50 NGVD (24.00 NAVD)
MIN ROAD CROWN ELEVATION = 28.50 NGVD (27.00 NAVD)
MIN FINISHED FLOOR ELEVATION = 30.00 NGVD (28.50 NAVD)



VICINITY MAP
SCALE: 1:500

SITE DATA
LEGAL DESCRIPTION
A PORTION OF LOT 4, ACCORDING TO THE PLAT OF SOUTHERN GROVE PLAT NO. 26, AS RECORDED IN PLAT BOOK 84, PAGE 35 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGIN AT THE SOUTHEAST CORNER OF SAID LOT 4, SAID CORNER BEING THE INTERSECTION OF THE SOUTH LINE OF SAID LOT 4 AND THE WEST RIGHT-OF-WAY LINE OF HEGENER DRIVE (A 100.00-FOOT-WIDE RIGHT-OF-WAY, AS RECORDED IN PLAT BOOK 84, PAGE 35 OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA) THENCE SOUTH 73°58'33\"/>

PROPOSED LEGAL
SOUTHERN GROVE PLAT 41, LOT 4A

PARCEL ID #: 4315-801-0005-010-6
PROJECT NAME: TRADITION BUSINESS CENTER
OWNER: TRADITION BUSINESS CENTER LLC
1935 COMMERCE LN STE 5
JUPITER, FL 33458

FUTURE LAND USE: NCD
ZONING: MPUD

BUILDING DATA

GROSS SQUARE FOOTAGE	34,224 S.F.	
PROPOSED BUILDING A	22,716 S.F.	(18 UNITS)
WAREHOUSE	19,392 S.F.	
OFFICES	3,324 S.F.	
PROPOSED BUILDING B	11,508 S.F.	(11 UNITS)
WAREHOUSE	9,584 S.F.	
OFFICES	1,924 S.F.	

ZONING CODE FOR: MASTER PLANNED UNIT DEVELOPMENT (MPUD) FFE:28.00

PER CODE	FRONT	REAR	SIDE	CORNER	20'	50% MAX.	50' MAX.	10% MN.
PROPOSED	45' MIN.	85' MIN.	35' MIN.	---	24.25%	18' -1 STORY	---	---

SITE USE DATA 141,134.00 S.F. 3.24 AC 100.00%

IMPERVIOUS DATA 105,521.00 S.F. 2.42 AC 74.77%

PROPOSED BUILDINGS 34,224.00 S.F. 0.79 AC 24.25%

PROPOSED ASPHALT 66,394.00 S.F. 1.52 AC 47.04%

PROPOSED CONCRETE 4,903.00 S.F. 0.11 AC 3.47%

PERVIOUS DATA 35,613.00 S.F. 0.82 AC 25.23%

OPEN SPACE 28,939.00 S.F. 0.66 AC 20.50%

PROPOSED STORMWATER 6,674.00 S.F. 0.15 AC 4.73%

PROVIDER OF UTILITIES:
WATER: PSLUSD
WASTEWATER: PSLUSD
IRRIGATION: WELL
SOLID WASTE: WASTE PRO

PARKING DATA
(PER SOUTHERN GROVE MPUD)
PARKING REQUIRED:
FLEX (28,976 S.F. @ 1 SPACE(S)/500 S.F.) = 58 SPACES
(5,248 S.F. @ 4 SPACE(S)/200 S.F.) = 27 SPACES
TOTAL REQUIRED PARKING = 85 SPACES

PARKING PROVIDED:
PROPOSED PARKING (8 HANDICAP SPACES INCLUDED) = 100 SPACES

DRAINAGE STATEMENT
STORMWATER WILL BE COLLECTED VIA A SERIES OF INLETS THAT WILL DRAIN INTO A DRY DETENTION AREA WHERE THE REQUIRED 1/2\"/>

SOLID WASTE:
BASED ON THE INTENDED USE OF THE BUILDING, THIS PROJECT WILL UTILIZE A PROPOSED DUMPSTER AREA FOR SOLID WASTE AND RECYCLABLE ITEMS.

HAZARDOUS WASTE:
ALL HAZARDOUS WASTES DISPOSAL SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS.

FIRE PROTECTION:
EXISTING FIRE HYDRANTS ARE SHOWN ON THE PLAN VIEW WITHIN 1,000 FEET

LIGHTING NOTES:
ALL LIGHTING, TO INCLUDE POLE HEIGHTS SHALL BE IN CONFORMANCE WITH THE TRADITION COMMERCE PARK MPUD REQUIREMENTS FOR LIGHTING.

LANDSCAPE:
LANDSCAPE TO BE PROVIDED BY OTHERS.

ENVIRONMENTAL:
AN ENVIRONMENTAL ASSESSMENT WILL BE SUBMITTED DURING THE CONSTRUCTION APPLICATION AND PRIOR TO CONSTRUCTION.

PORT SAINT LUCIE OFFICE
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455
www.edo-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9325
L.B. CERTIFICATE OF AUTHORIZATION 6568

DETERMINED BY	DATE	CREATED BY	DATE	FILE NAME	DATE	LAYOUT	DATE	AS SHOWN	DATE	CONVERSION	DATE

TRADITION BUSINESS CENTER

FLORIDA

SITE PLAN

PORT SAINT LUCIE

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-469

1 OF 1

PSL PROJECT # P22-007 PSLUSD PROJECT #63904-1

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Land Use: 150 Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), 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 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 California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 31

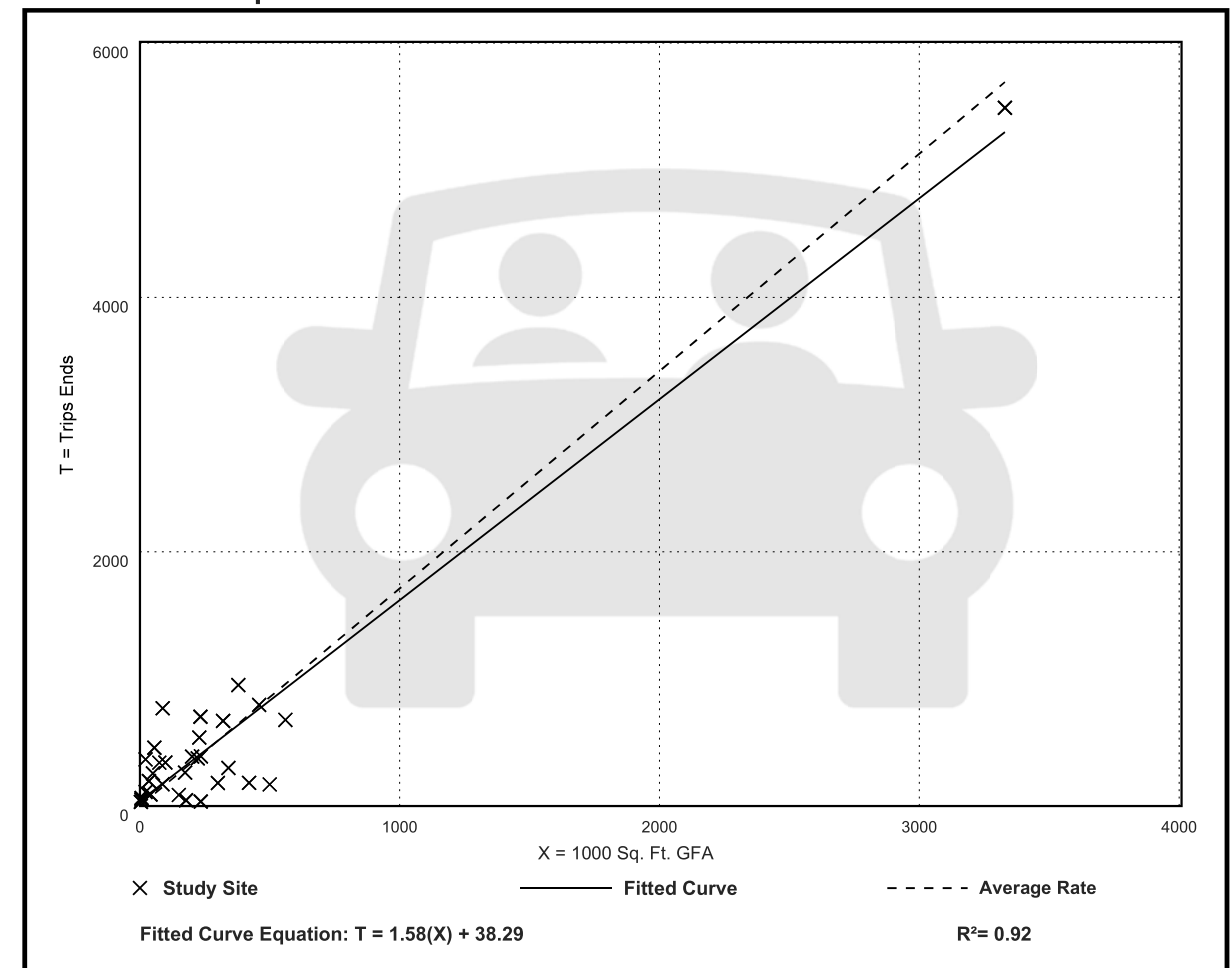
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

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: 36

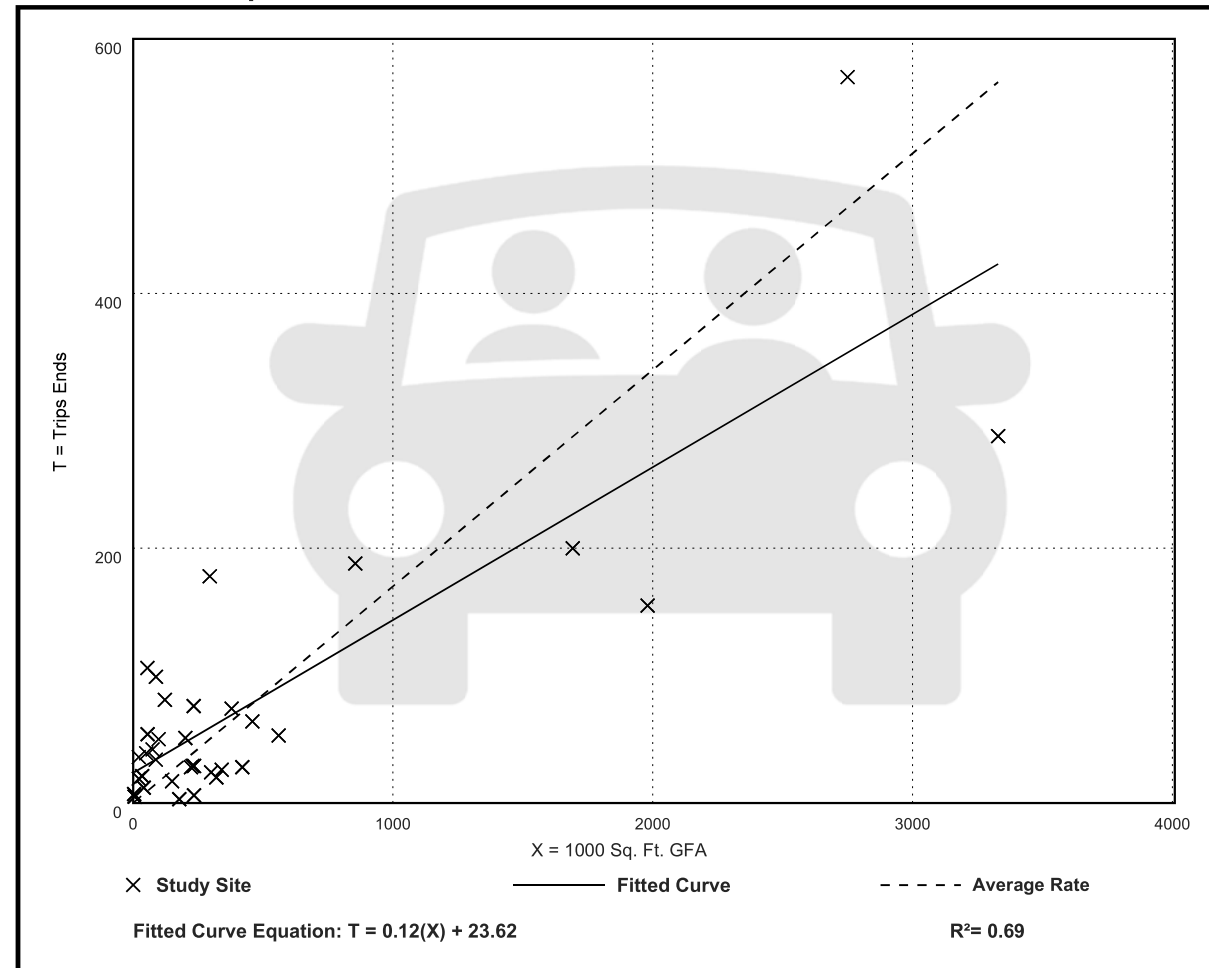
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

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: 49

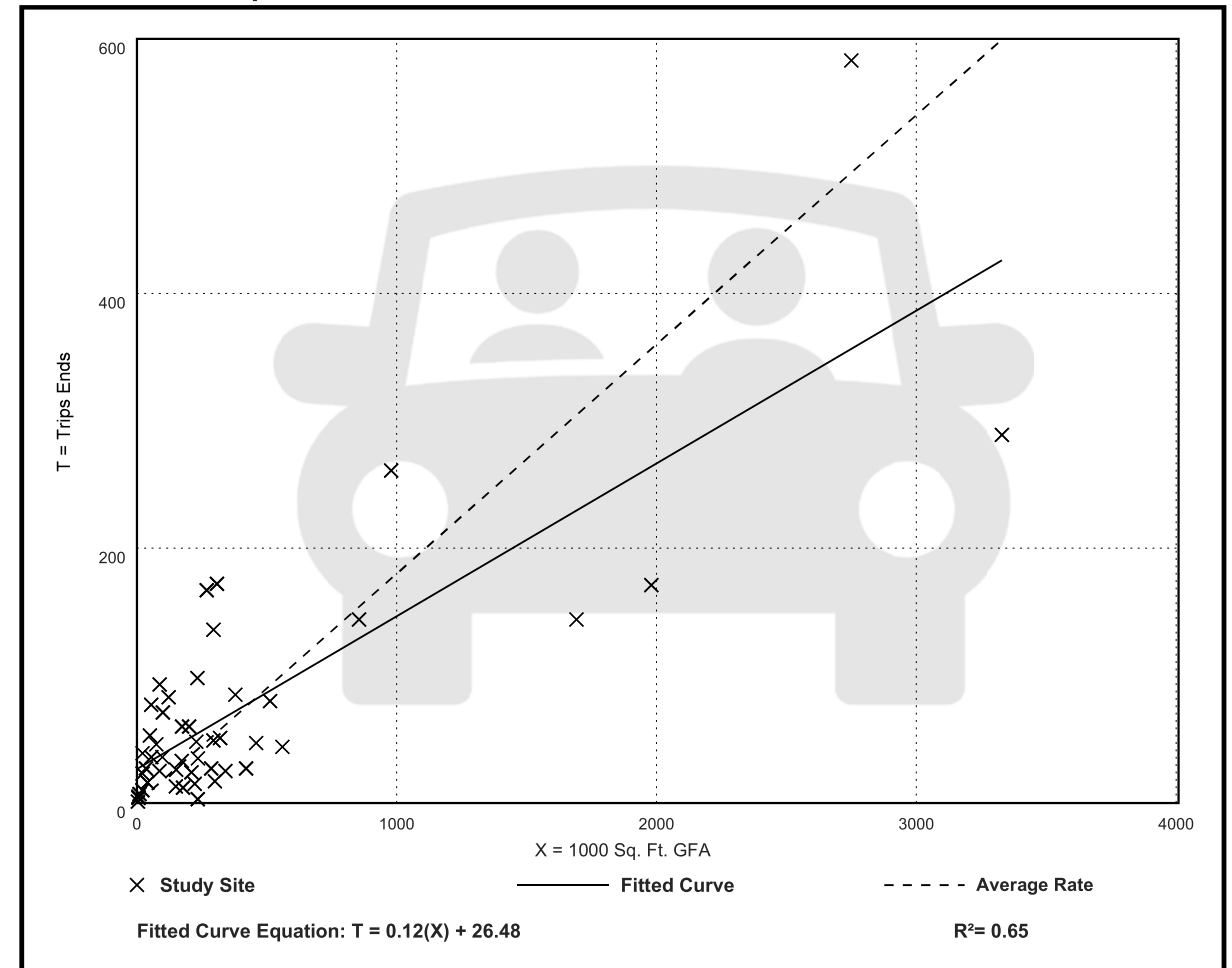
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 25

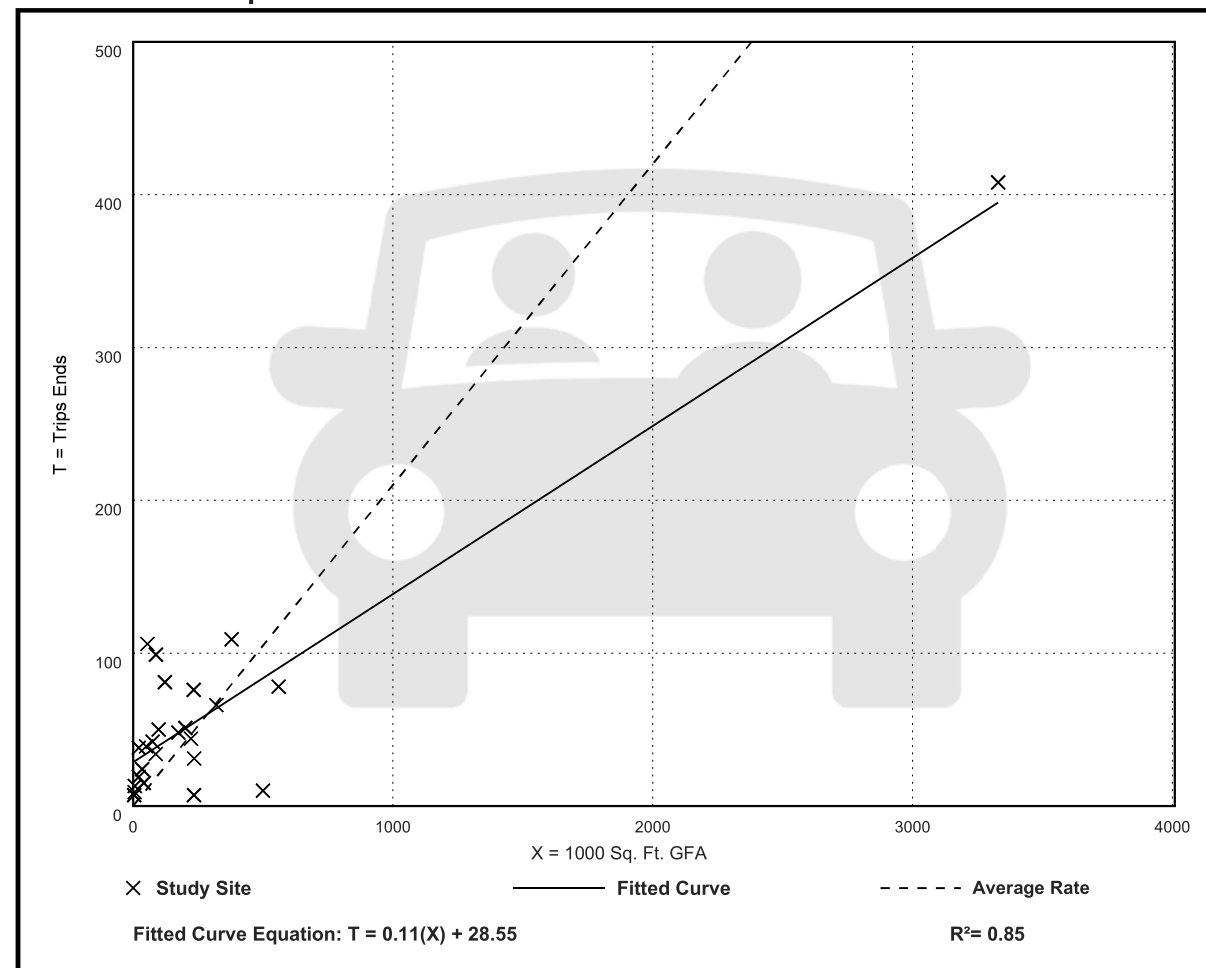
Avg. 1000 Sq. Ft. GFA: 284

Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.02 - 2.08	0.26

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 27

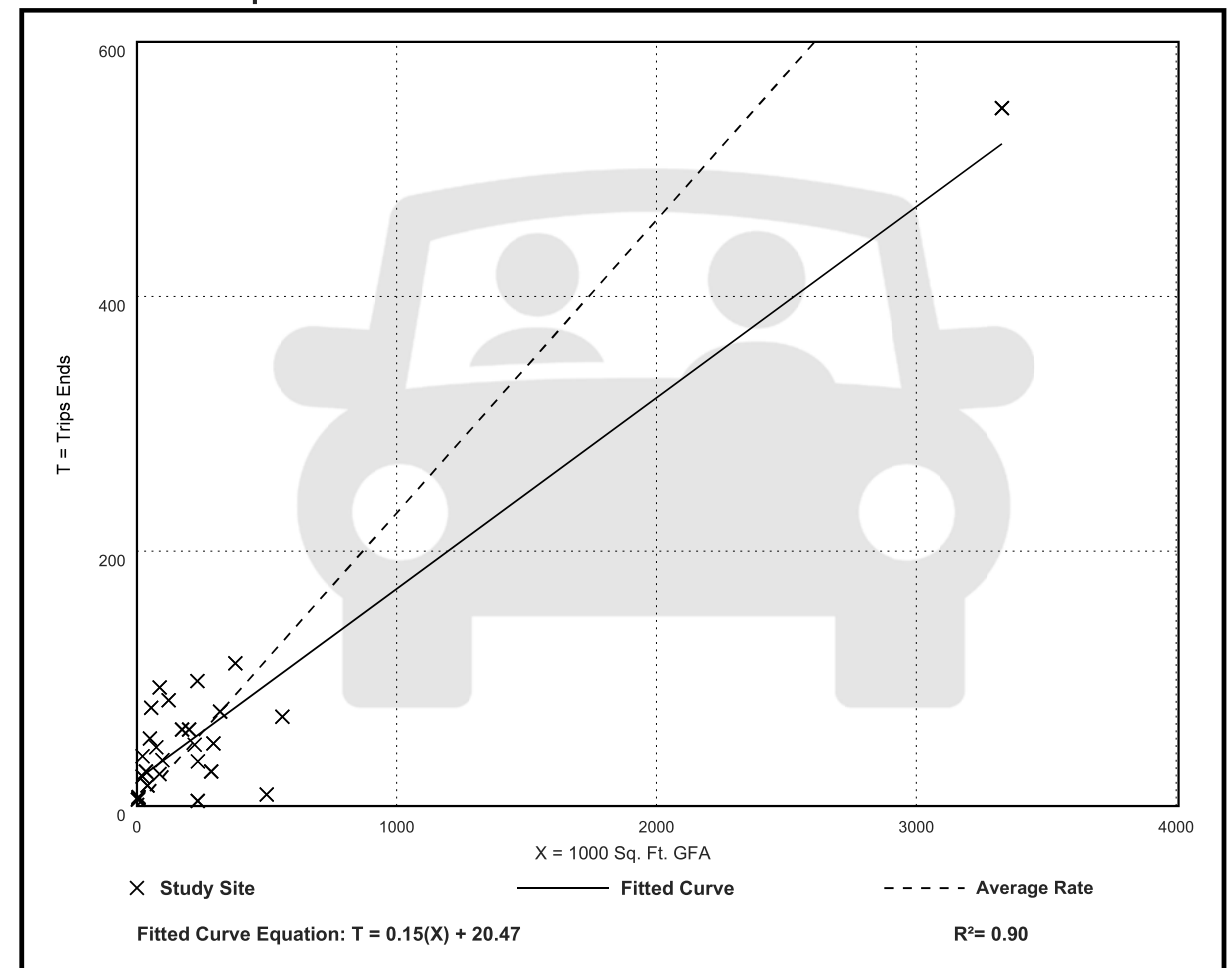
Avg. 1000 Sq. Ft. GFA: 284

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.23	0.02 - 1.80	0.23

Data Plot and Equation



Land Use: 710

General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

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 average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building (710)

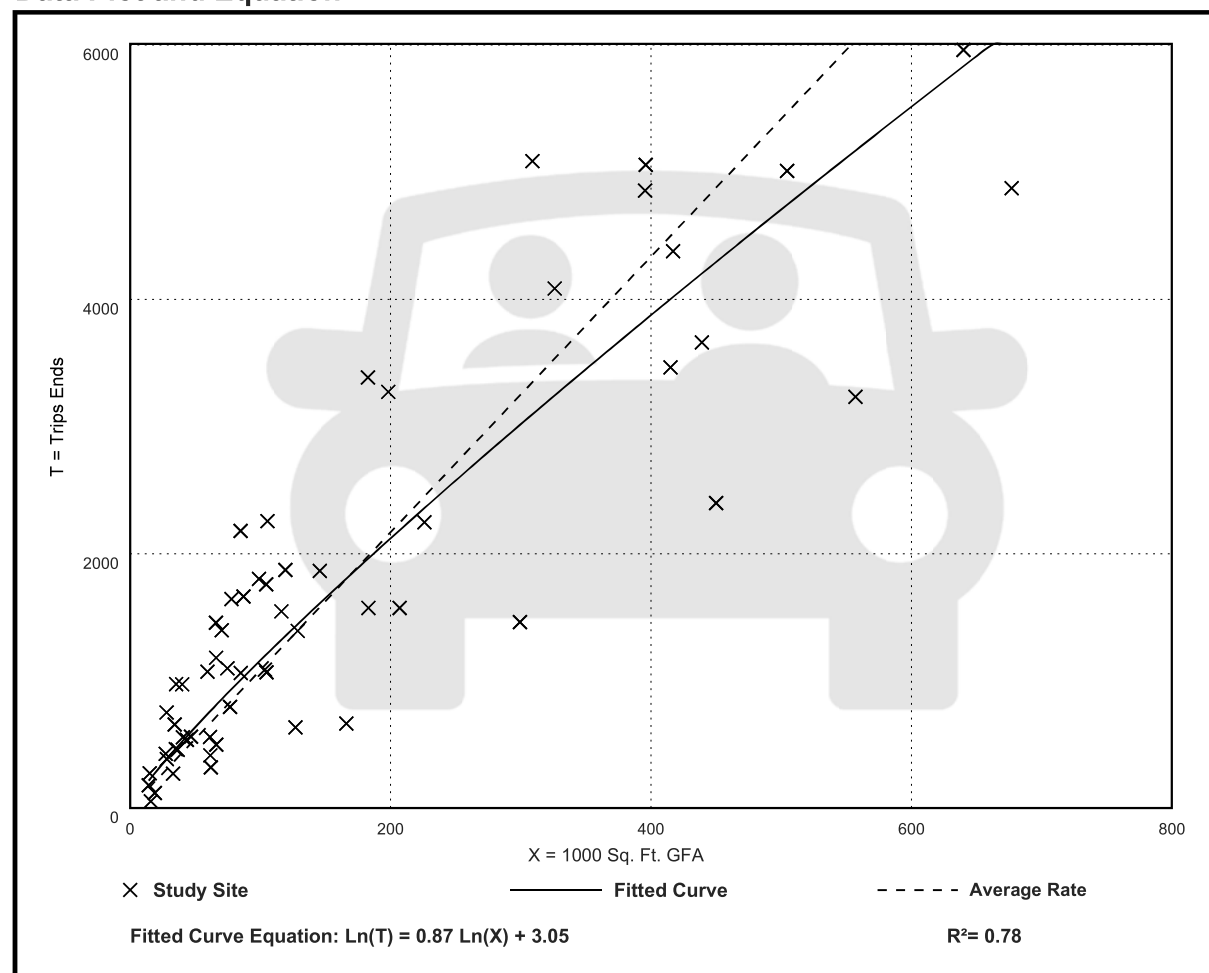
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



General Office Building (710)

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

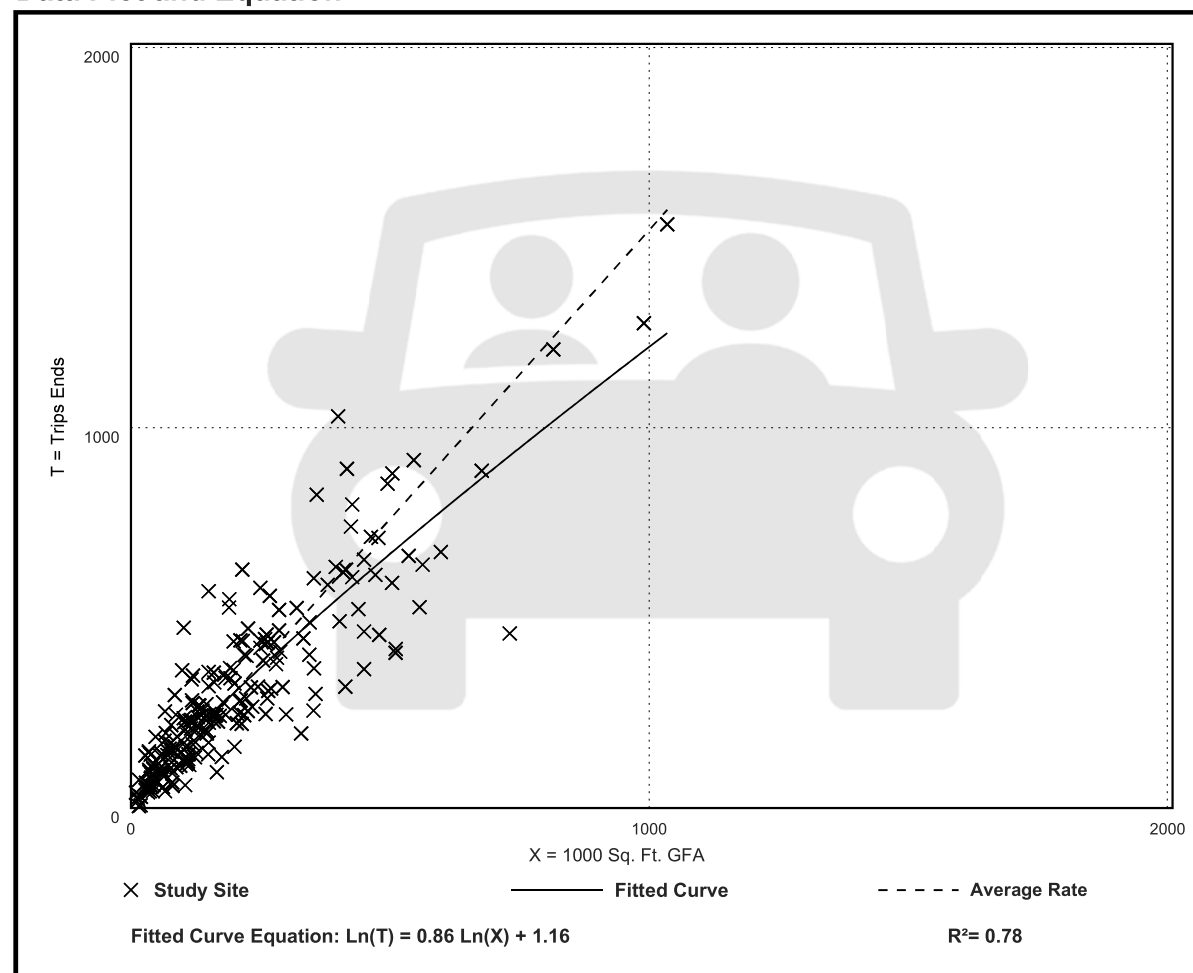
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



General Office Building (710)

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: 232

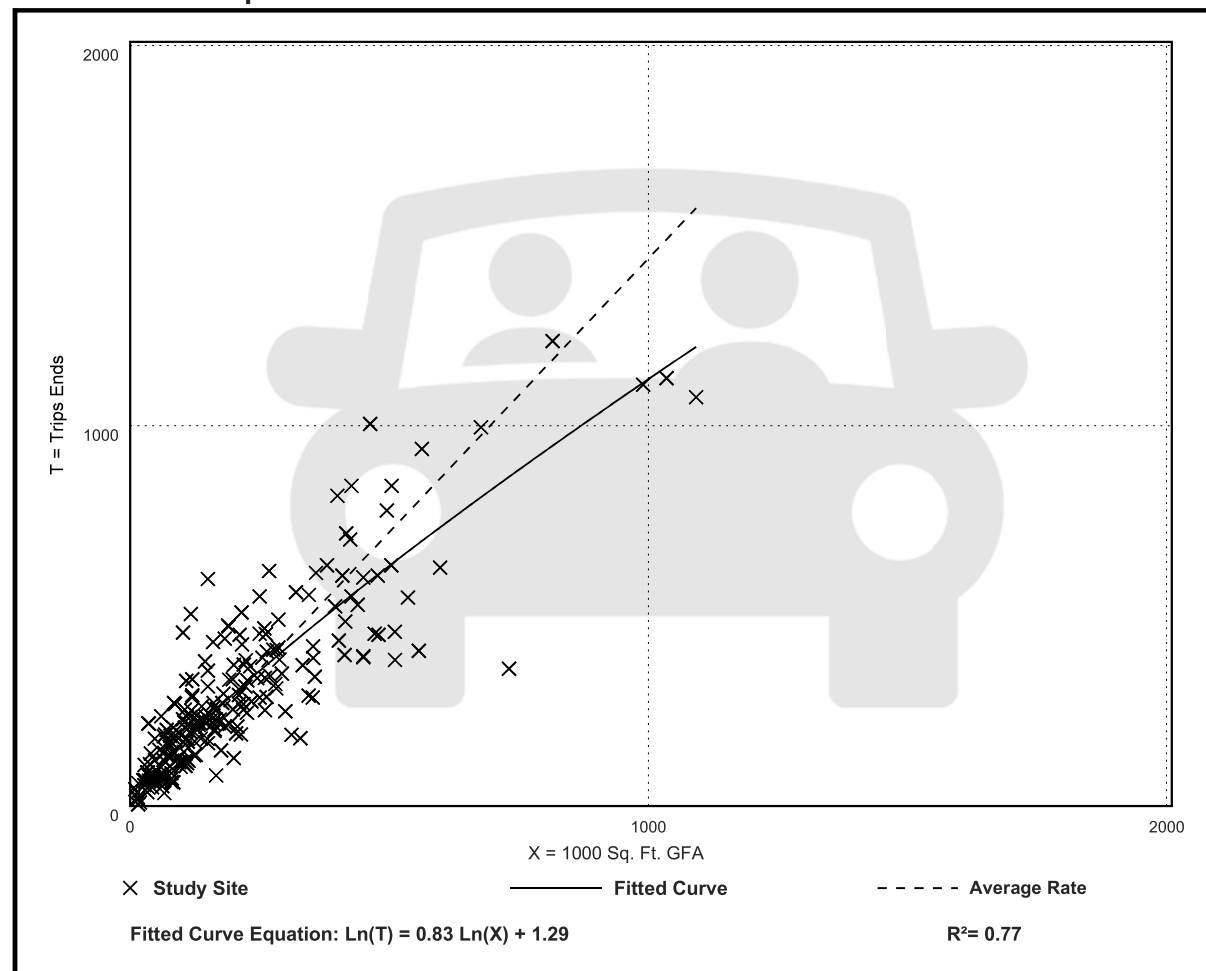
Avg. 1000 Sq. Ft. GFA: 199

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 5

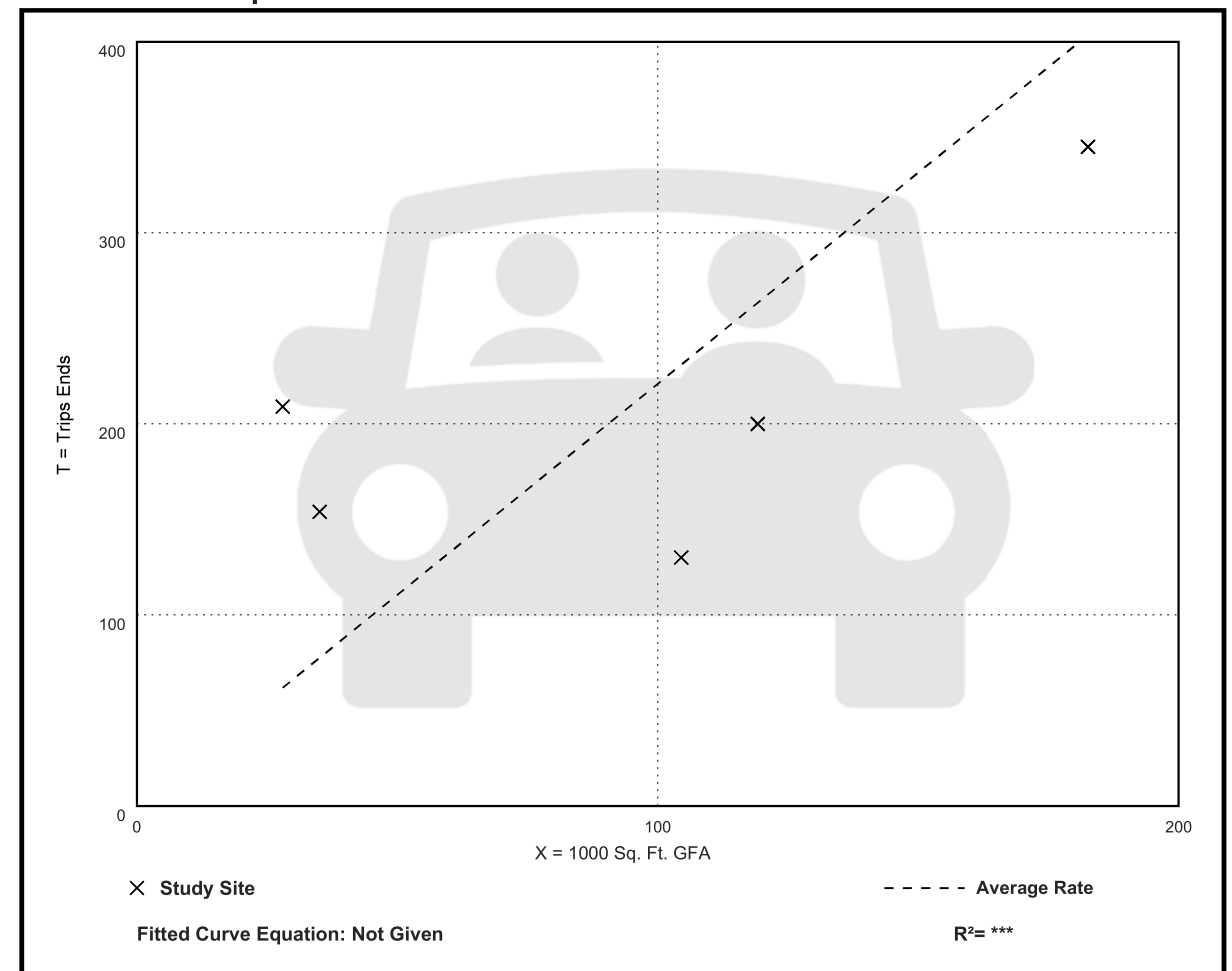
Avg. 1000 Sq. Ft. GFA: 94

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.21	1.24 - 7.46	1.70

Data Plot and Equation



General Office Building (710)

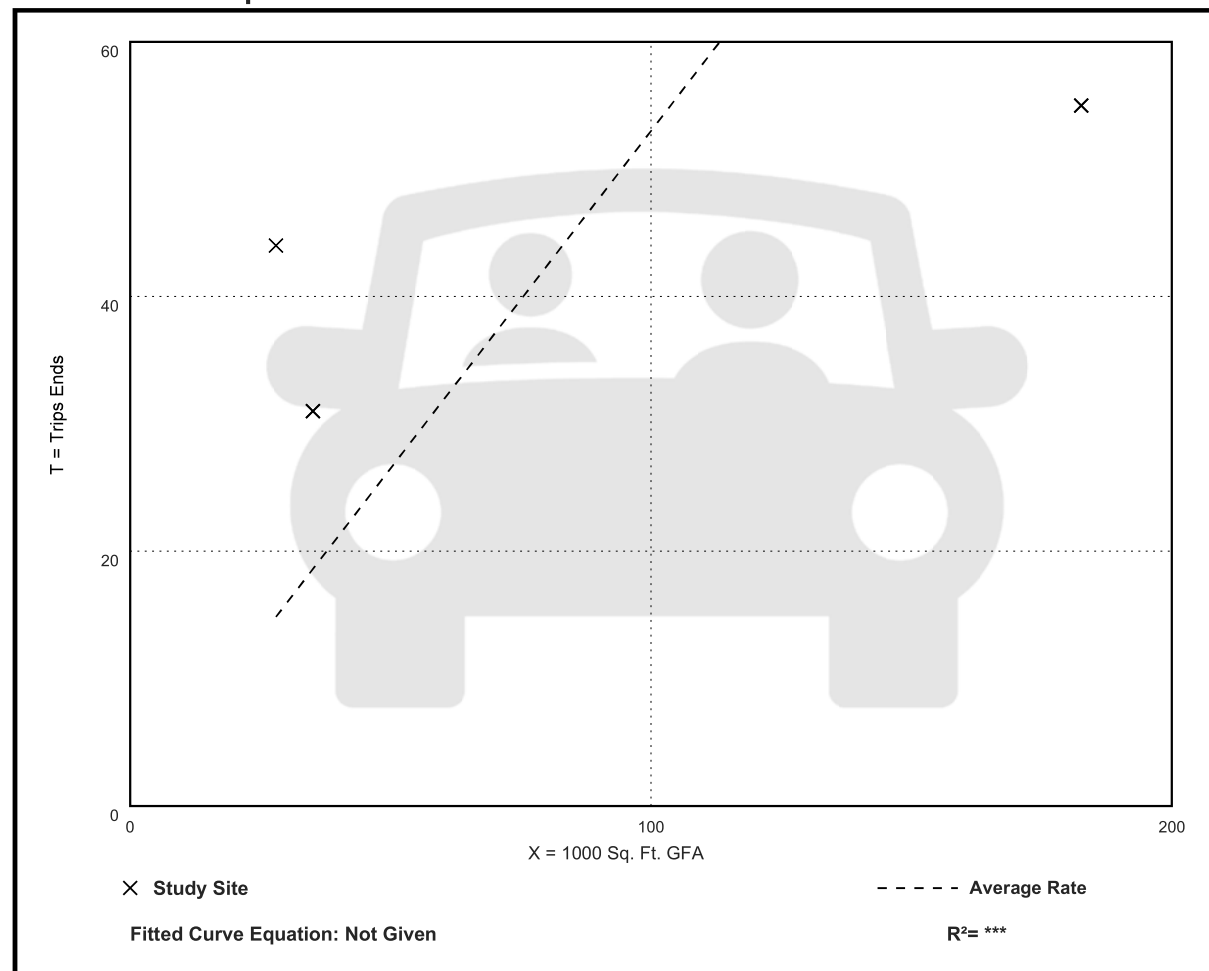
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.53	0.30 - 1.57	0.52

Data Plot and Equation



General Office Building (710)

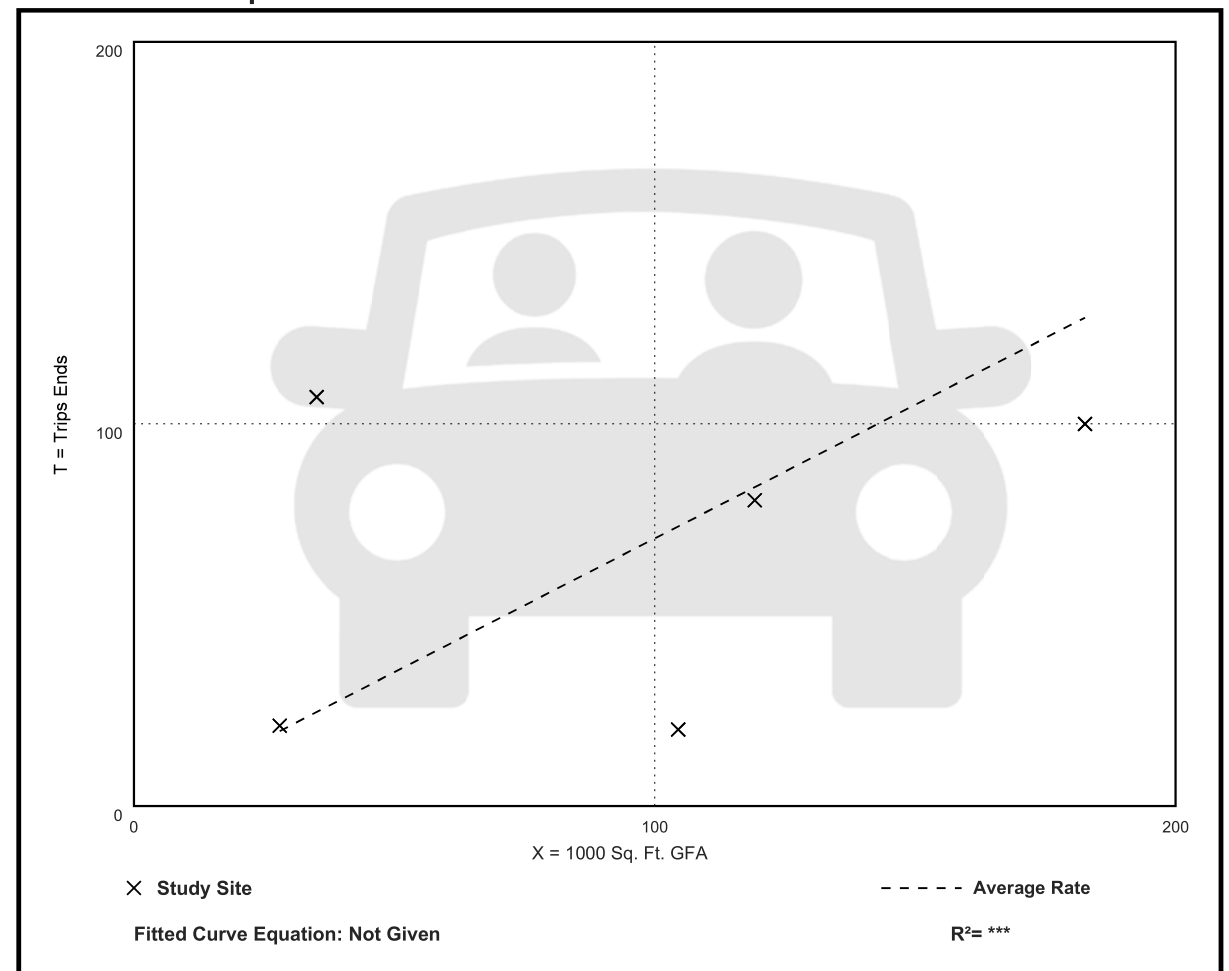
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 94
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.70	0.19 - 3.05	0.77

Data Plot and Equation



General Office Building (710)

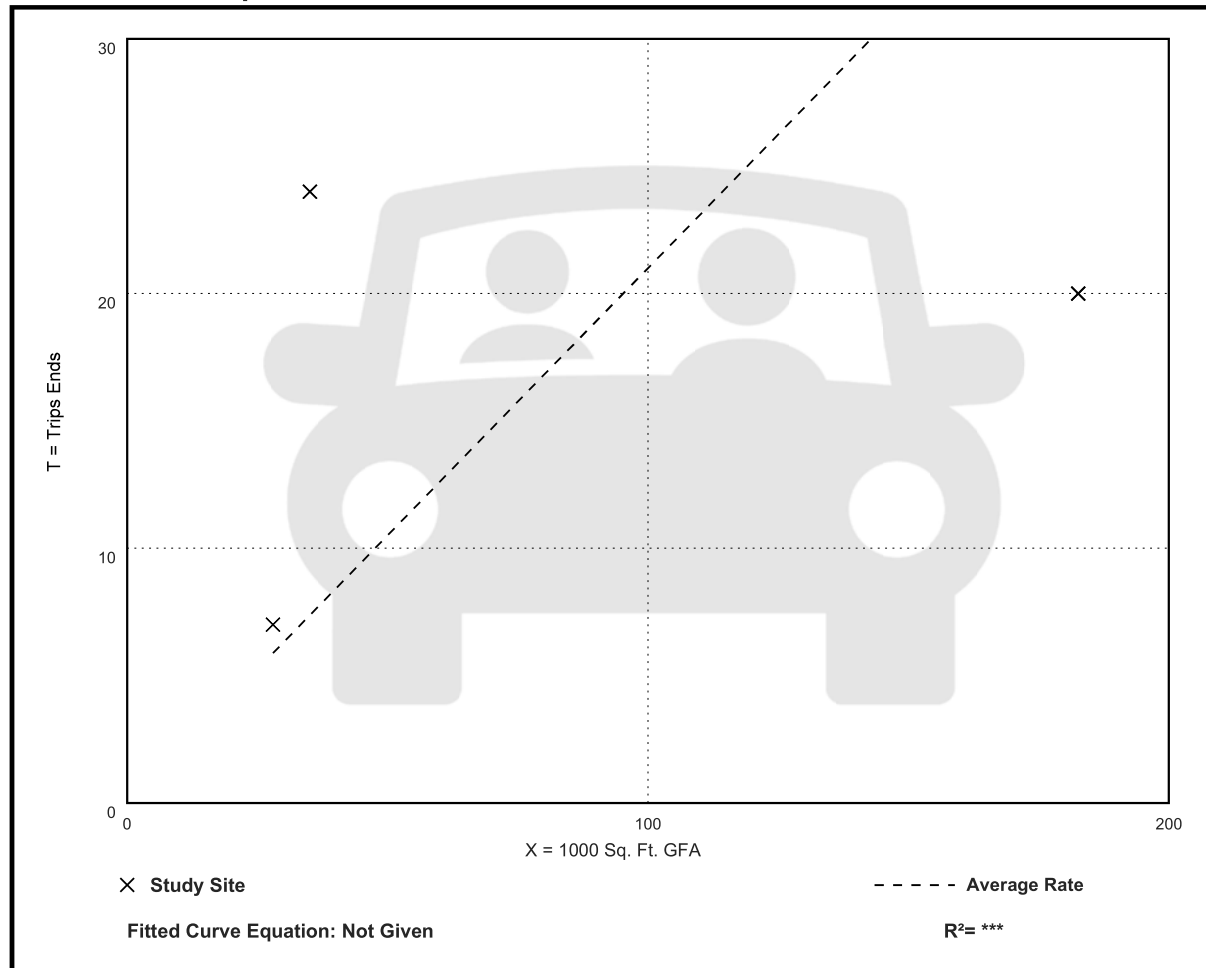
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.11 - 0.68	0.24

Data Plot and Equation



General Office Building (710)

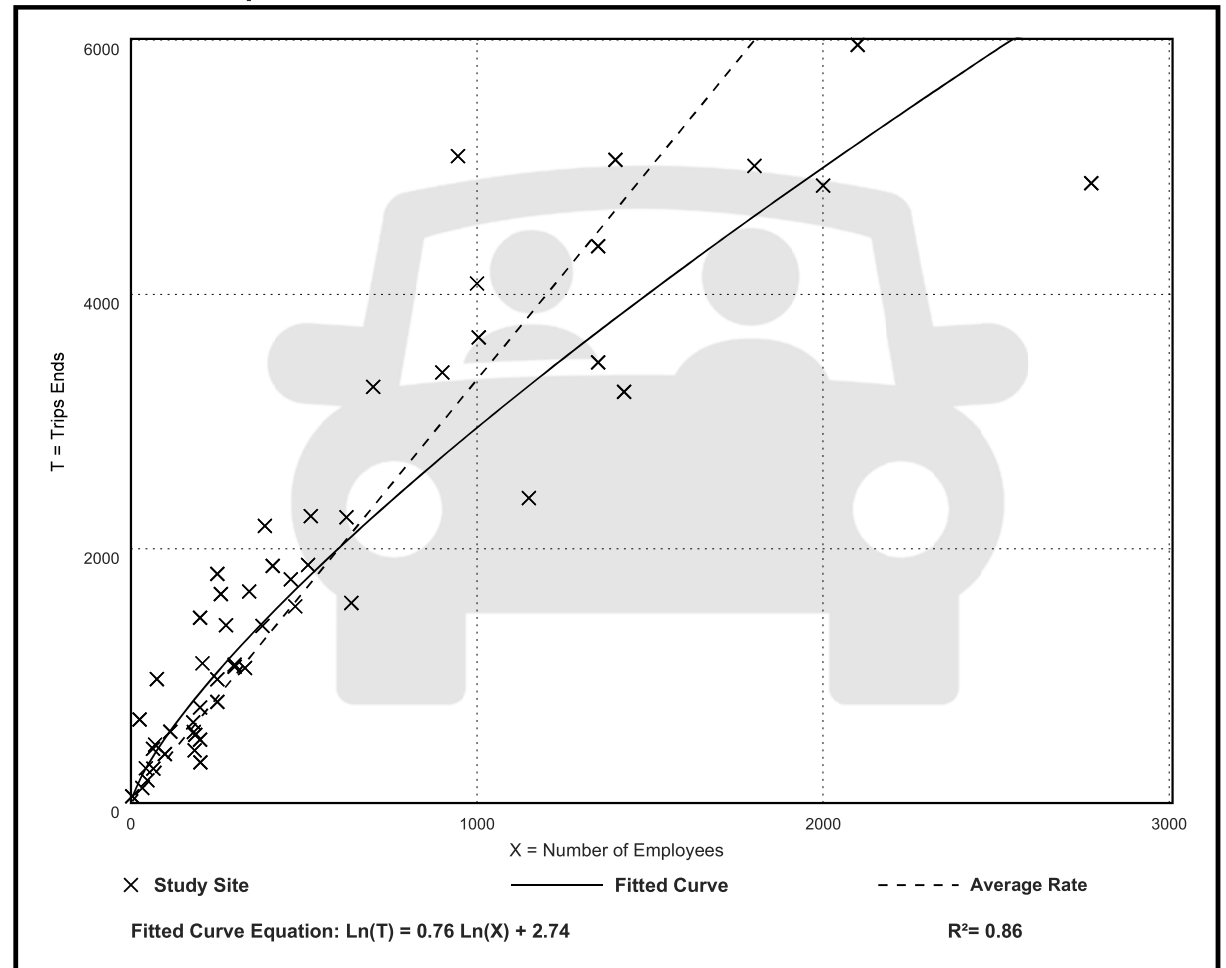
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 52
Avg. Num. of Employees: 562
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.33	1.59 - 26.24	1.44

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: Employees

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: 153

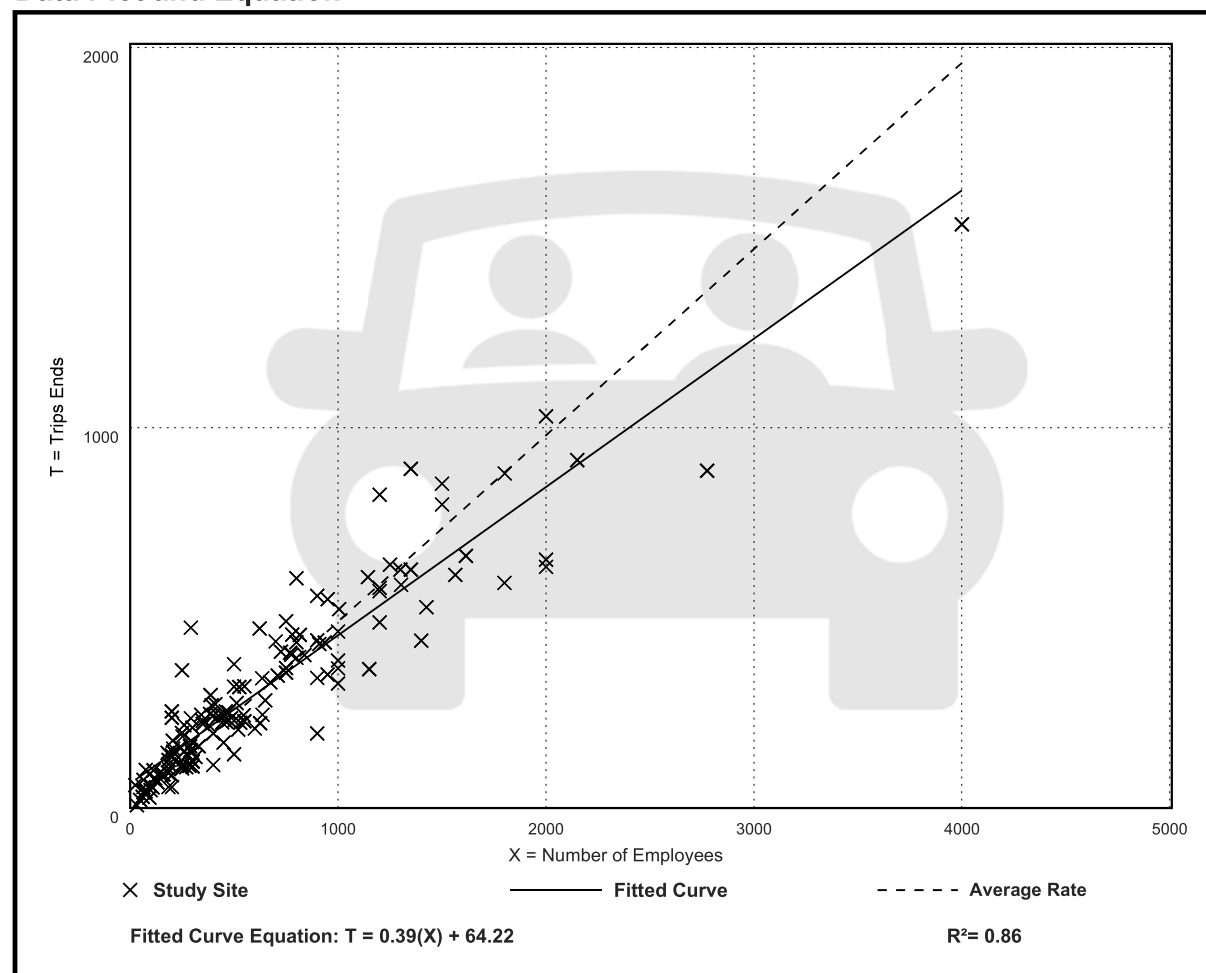
Avg. Num. of Employees: 618

Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.40	0.16

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: Employees

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: 163

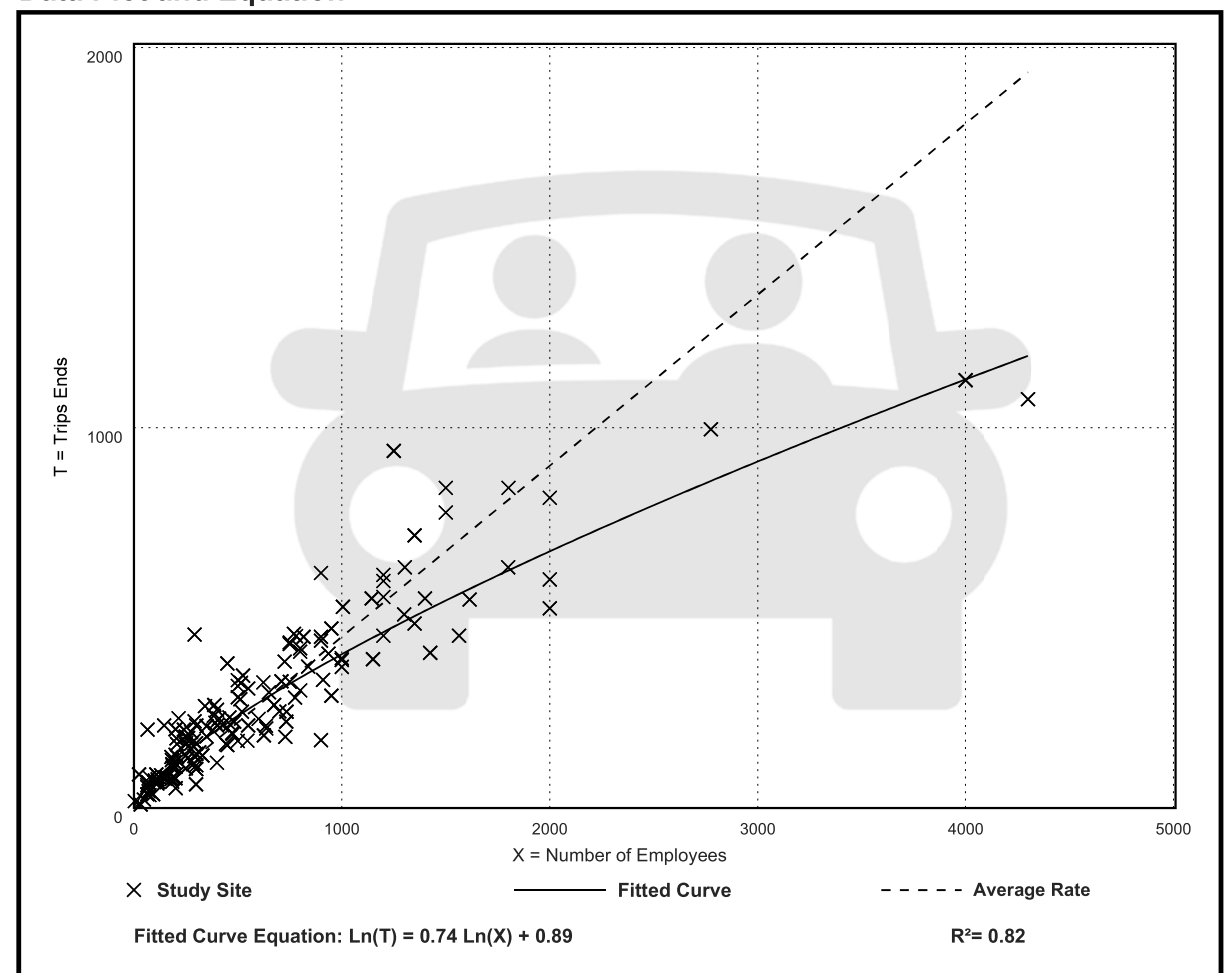
Avg. Num. of Employees: 614

Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.45	0.20 - 4.50	0.18

Data Plot and Equation



General Office Building (710)

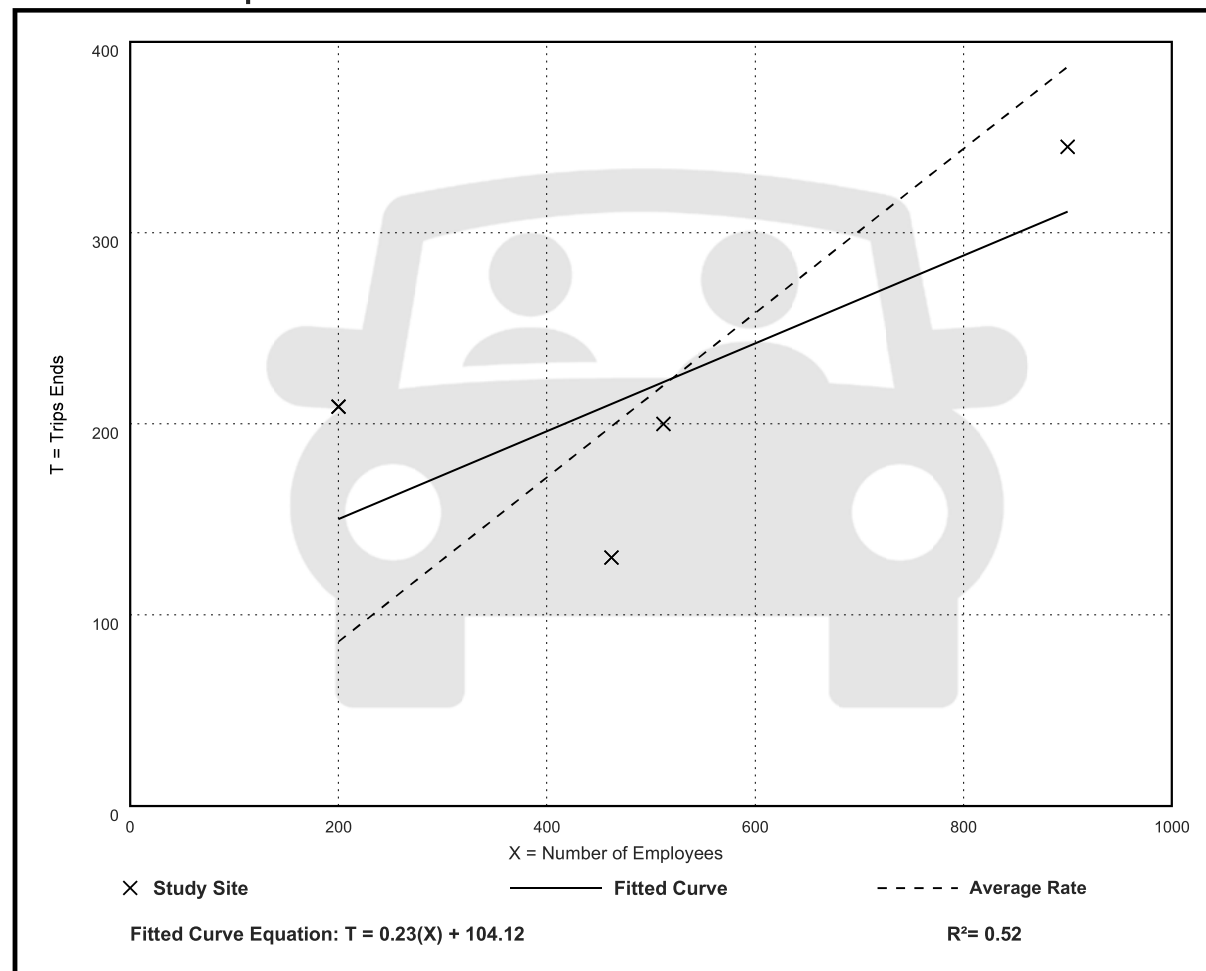
Vehicle Trip Ends vs: Employees
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 519
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.43	0.28 - 1.05	0.24

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: Employees
On a: Saturday, Peak Hour of Generator

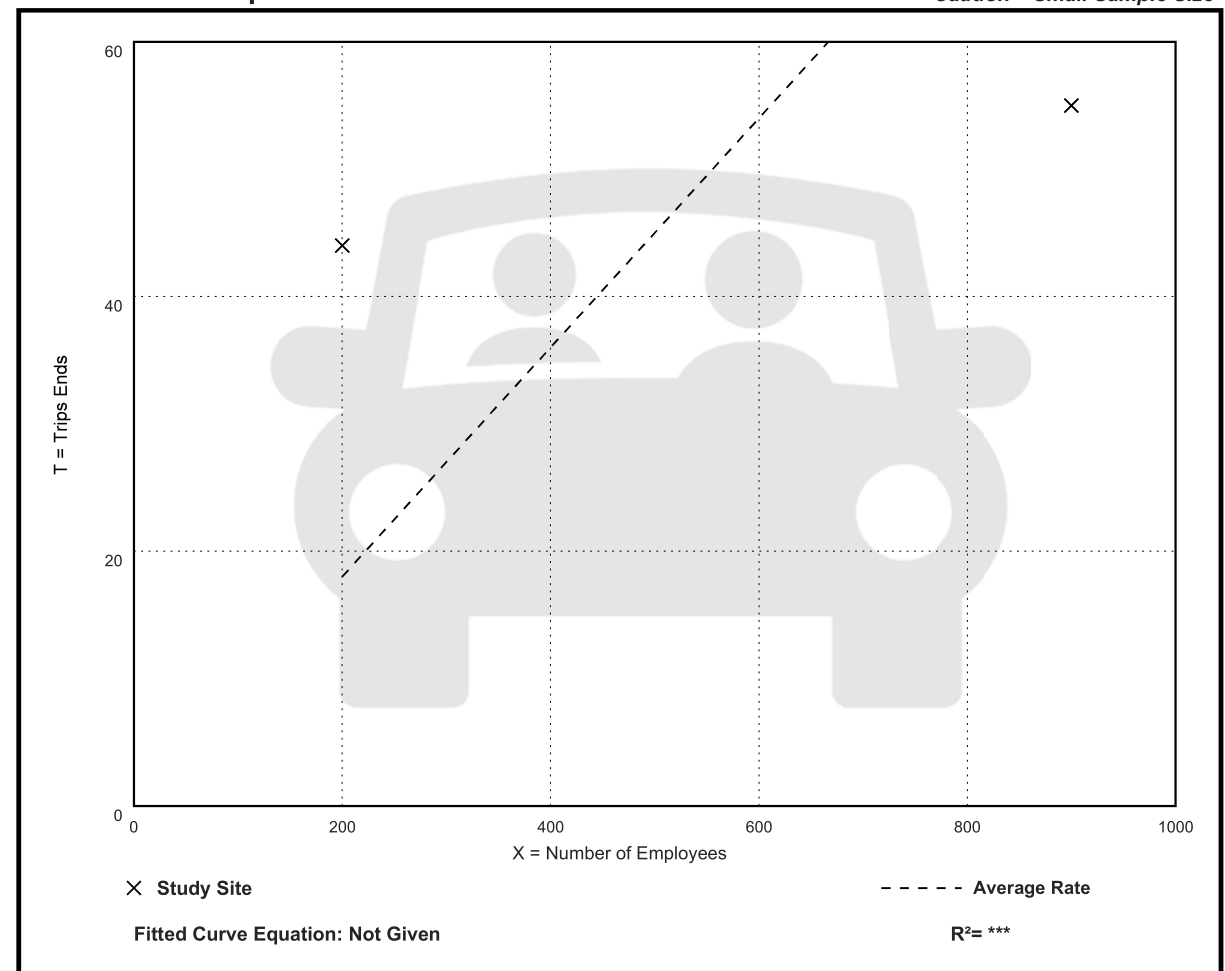
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 550
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.09	0.06 - 0.22	***

Data Plot and Equation

Caution – Small Sample Size



General Office Building (710)

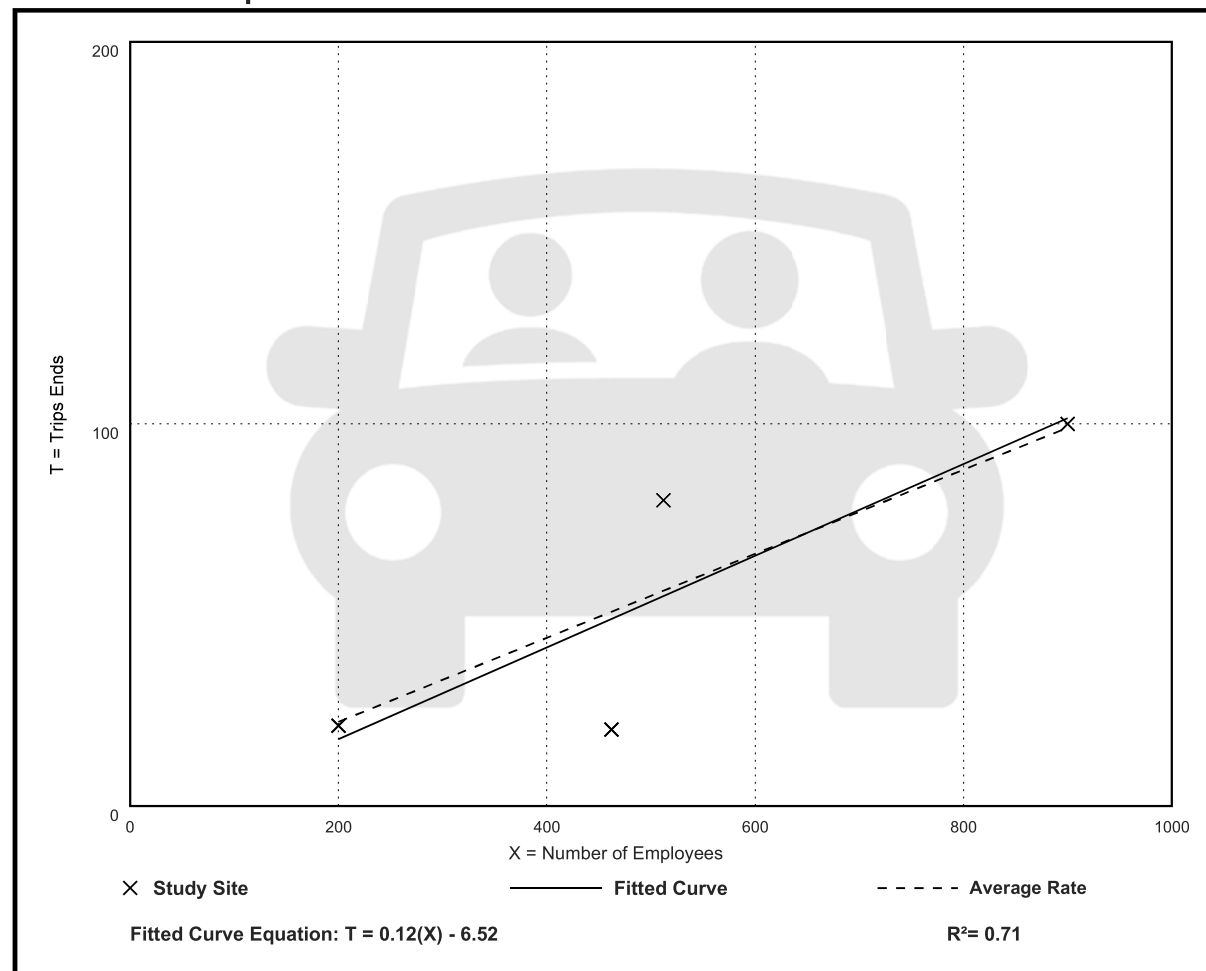
Vehicle Trip Ends vs: Employees
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 519
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.11	0.04 - 0.16	0.04

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: Employees
On a: Sunday, Peak Hour of Generator

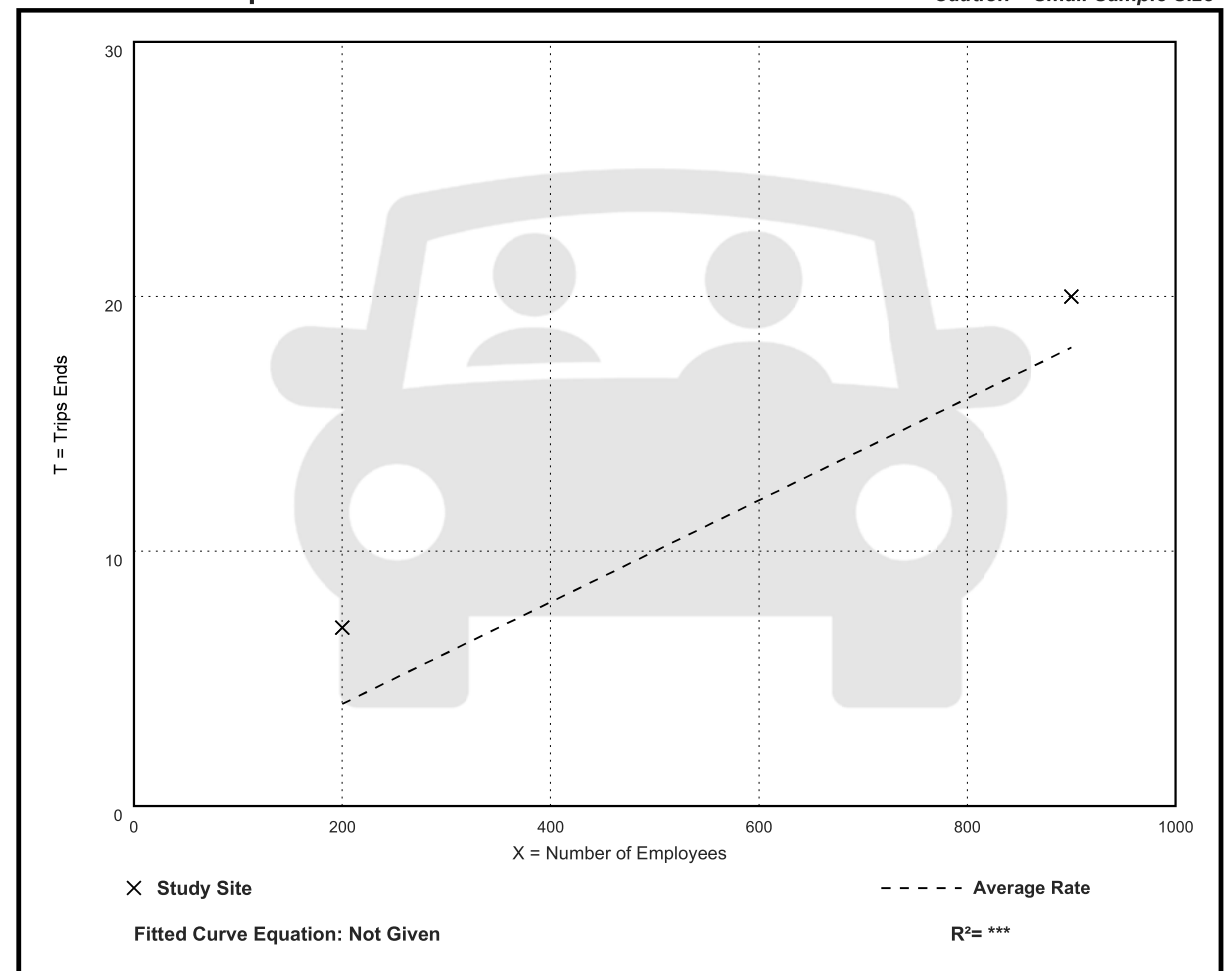
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 550
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.02 - 0.04	***

Data Plot and Equation

Caution – Small Sample Size



General Office Building (710)

Walk+Bike+Transit 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: 21

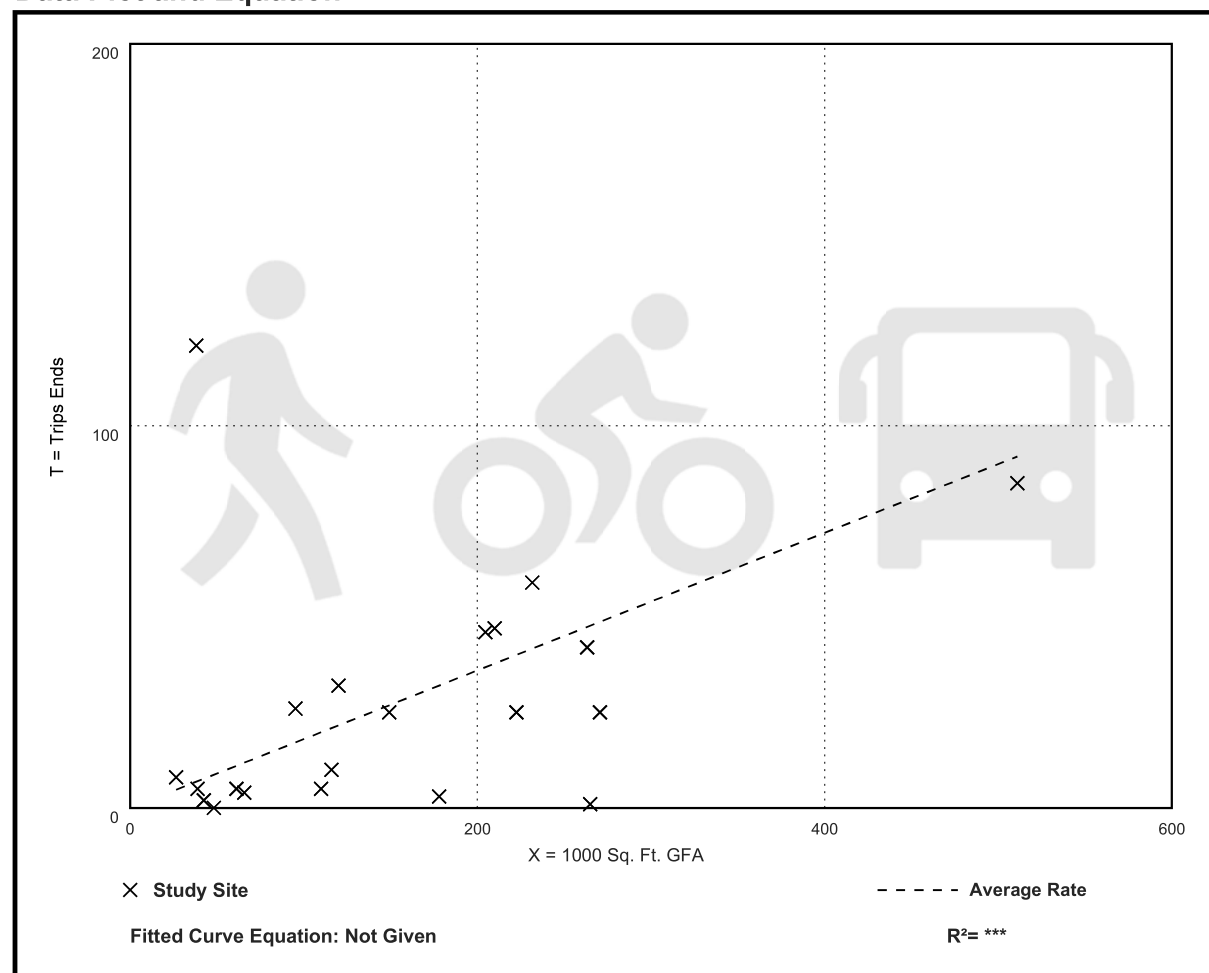
Avg. 1000 Sq. Ft. GFA: 156

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.00 - 3.17	0.34

Data Plot and Equation



General Office Building (710)

Walk+Bike+Transit 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: 19

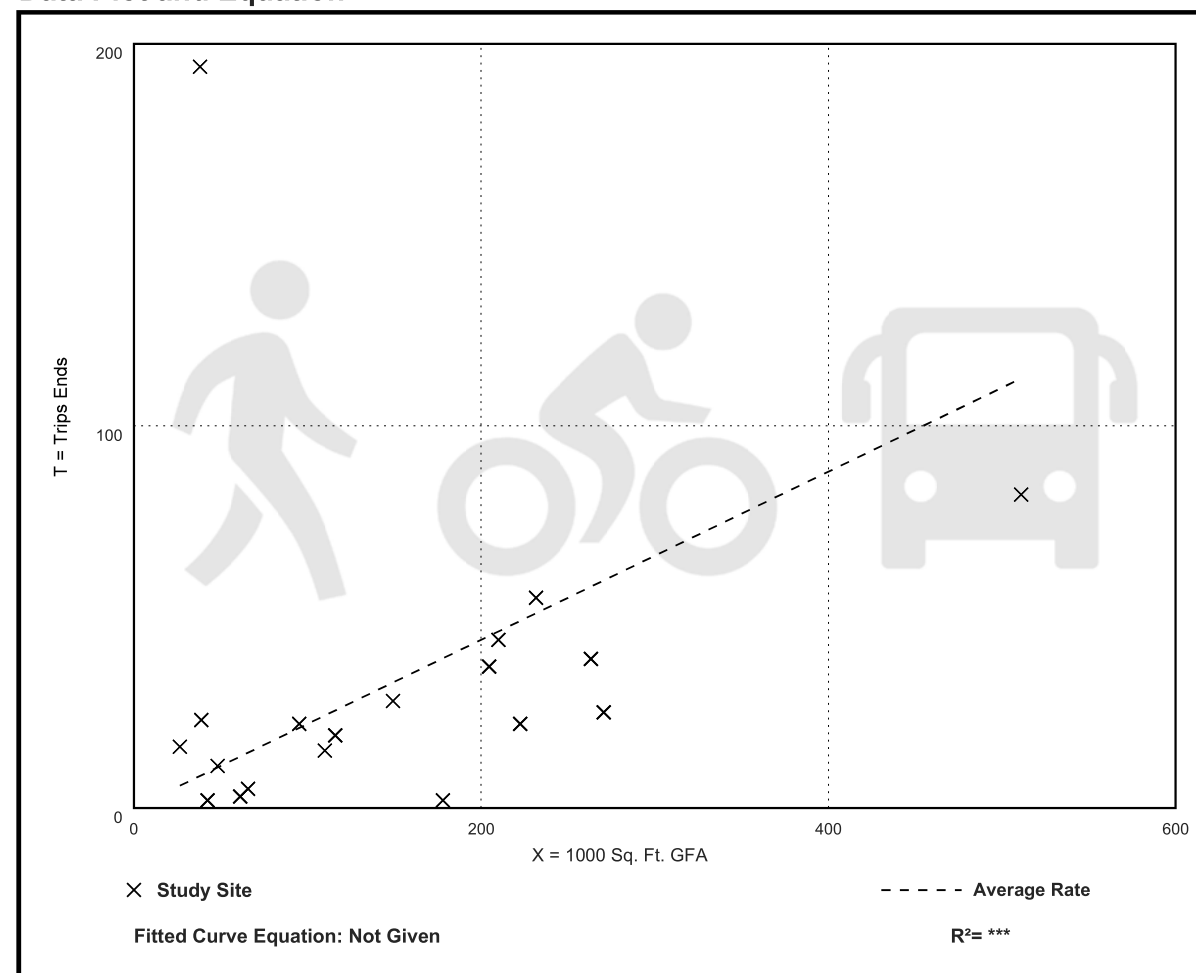
Avg. 1000 Sq. Ft. GFA: 152

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.01 - 5.09	0.59

Data Plot and Equation



General Office Building (710)

Walk+Bike+Transit Trip Ends vs: Employees

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: 7

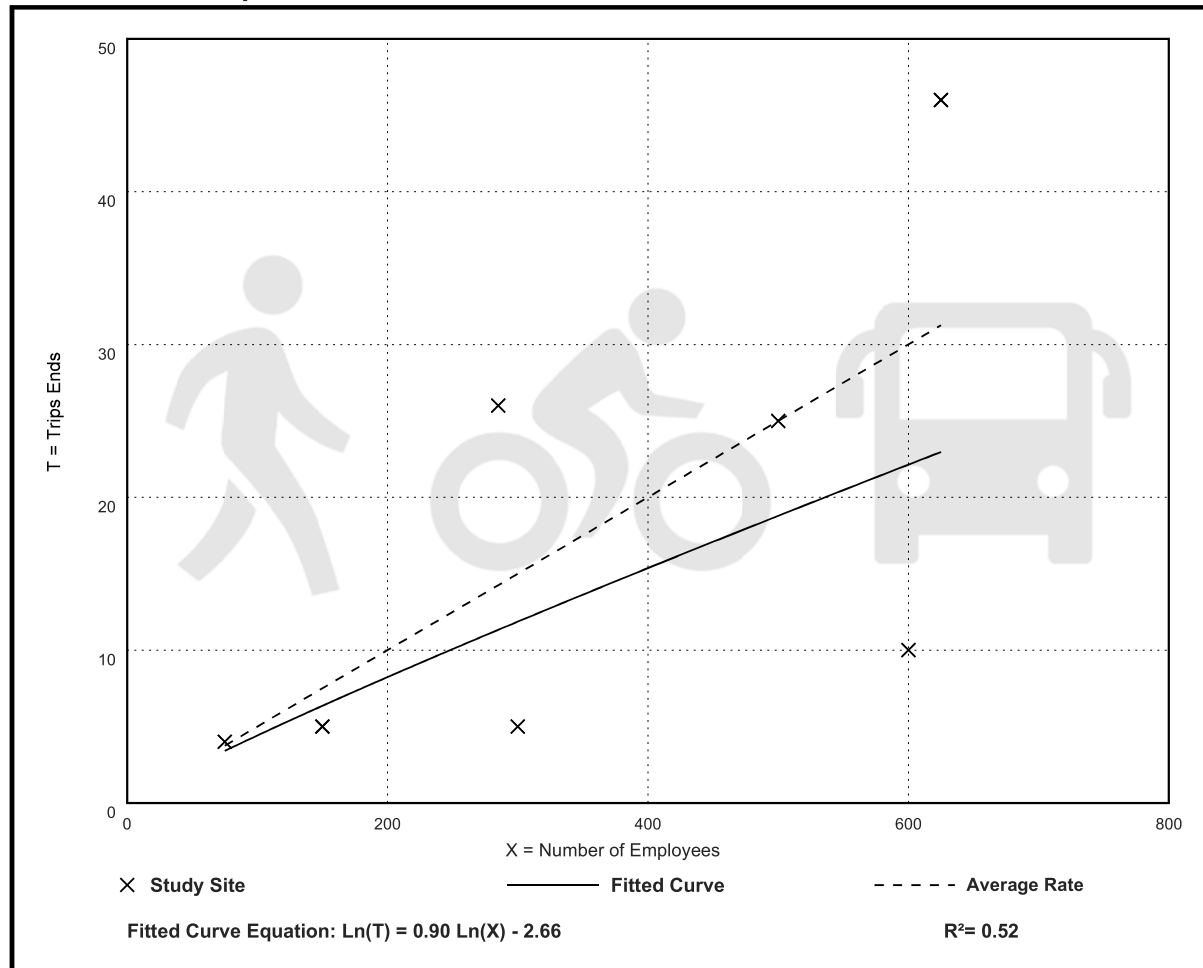
Avg. Num. of Employees: 362

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.09	0.03

Data Plot and Equation



General Office Building (710)

Walk+Bike+Transit Trip Ends vs: Employees

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: 7

Avg. Num. of Employees: 362

Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.08	0.02

Data Plot and Equation

