

Traffic Impact Analysis

Pine Ridge Commons Planned Unit Development Amendment (PUDA) Growth Management Plan Amendment (GMPA)

Collier County, FL 06/25/2017

Prepared for:

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Collier County Transportation Review Fee – Small Scale Study – No Fee

Statement of Certification

I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of Traffic and Transportation Engineering.



This item has been electronically signed and sealed by Norman J. Trebilcock, PE using a SHA-1 authentication code.

Printed copies of this document are not considered signed and sealed, and the SHA-1 authentication code must be verified on any electronic copies.

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Project Description

The Pine Ridge Commons project is an existing approved Planned Unit Development (PUD) pursuant to Collier County Ordinance No. 1999–94, as may be amended. The subject parcel has a total gross area of approximately 31 acres.

The project site is located on the northeast quadrant of the intersection of Goodlette-Frank Road (CR 851) and Pine Ridge Road (CR 896), approximately 0.5 miles east of US 41, in Section 10, Township 49 South, Range 25 East, Collier County.

Refer to Fig. 1 – Project Location Map, which follows, and Appendix A: PUD Master Plan.

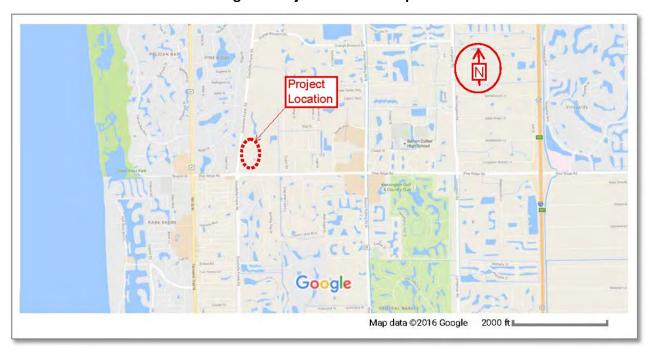


Fig. 1 – Project Location Map

The Collier County approved ordinance currently allows the site to be developed for a maximum of 275,000 square feet of retail and commercial uses. Consistent with the approved Pine Ridge Commons PUD Traffic Impact Statement (TIS) prepared by Wilson Miller, dated August, 1999, the site is approved to be developed for up to a maximum 125,000sf gross leasable area of retail shopping and 150,000sf gross floor area of office financial institution space.

As this development has been under construction for a number of years, the built uses are as follows: Retail – 75,243sf, and General Office – 129,099sf (Office – 36,140sf, Valley National Bank – Out Parcel – 3,600sf, Naples Trust – Out Parcel – 6,000sf, Quarles & Brady office building – 43,993sf, and Premier Executive office building – 39,366sf).

The Pine Ridge Commons PUDA – GMPA proposes to retain the option to develop as currently allowed by zoning and add a potential development option consisting of existing developed commercial uses and 375 residential multi-family dwelling units.

The project provides the highest and best use scenario with respect to the project's proposed trip generation. For the purpose of this report, the Institute of Transportation Engineers (ITE) Land Use Code 220 – Apartments is utilized for the residential portion of this project. The development program is illustrated in **Table 1**.

Table 1
Development Program

Potential Development	ITE Land Use	ITE Land Use Code	Total Size
Approved PUD ⁽¹⁾	Shopping Center	820	125,000sf
Approved POD	General Office Building	710	150,000sf
	Shopping Center	820	75,243sf
Proposed PUDA Scenario ⁽²⁾	General Office Building	710	129,099sf
	Apartments	220	375 dwelling units

Note(s): (1) per approved Pine Ridge Commons PUD TIS, dated August, 1999. (2) Existing built to date conditions and proposed 375 apartments.

Access to the site is approved from both Goodlette-Frank Road and Pine Ridge Road. For the purposes of this rezone application, no changes to the previously approved accesses are requested.

Trip Generation

The project's site trip generation is based on the ITE <u>Trip Generation Manual</u>, 9th <u>Edition</u>, and the software program OTISS (Online Traffic Impact Study Software, most current version). The ITE rates and equations are used for the trip generation calculations, as applicable. The ITE – OTISS trip generation calculation worksheets are provided in **Appendix B: Trip Generation Calculations ITE 9th Edition**.

The residential associated common recreation amenities are considered passive incidental to residential use, and are not included in the trip generation analysis.

The **internal capture** accounts for a reduction in external traffic because of the interaction between the multiple land uses in a site. Per Collier County TIS Guidelines and Procedures, the

internal capture trips should be reasonable and should not exceed 20% of the total project trips.

For this project, the software program OTISS is used to generate associated internal capture trips. The OTISS process follows the trip balancing approach as recommended in the ITE Trip Generation Manual, 9th Edition (Volume 1): User's Guide and Handbook, Chapter 7 – procedure for estimating multi-use trip generation internal capture, aka "triangle method".

The resulting internal capture rates are below the county limits.

The **pass-by trips** account for traffic that is already on the external roadway network and stops at the project on the way to a primary trip destination.

It should be noted that the driveway volumes are not reduced as a result of the pass-by reduction, only the traffic added to the surrounding streets and intersections. As such, pass-by trips are not deducted for operational-access analysis (all external traffic is accounted for).

Consistent with Collier County TIS Guidelines and Procedures, shopping center pass-by rates should not exceed 25% for the peak hour and the daily capture rates are assumed 10% lower than the peak hour capture rate. This analysis calculates Shopping Center LUC 820 pass-by daily rates at 15% and AM and PM peak hour rates at 25%.

The new PUDA – GMPA development scenario trip generation is illustrated in **Table 2A**. The trip generation analysis based on approved conditions is shown in **Table 2B**. The net new proposed trip generation (**Table 2C**) shows total proposed conditions versus existing allowed (the difference between **Table 2A** and **Table 2B**).

Table 2A
Trip Generation (Proposed PUDA Conditions) – Average Weekday

Development	24 Hour Two- Way Volume	AM	l Peak H	our	PN	Л Peak Ho	our
		Enter	Exit	Total	Enter	Exit	Total
Proposed PUDA ⁽¹⁾	9,635	325	228	553	422	520	942
Total Internal	1,556	18	18	36	68	68	136
Total External	8,079	307	210	517	354	452	806
Total Pass-By	732	18	11	29	53	55	108
Total Net External	7,347	289	199	488	301	397	698

Note(s): (1) Existing built to date and proposed 375 apartments.

Table 2B
Trip Generation (Approved PUD Allowed) – Average Weekday

Development	24 Hour Two- Way Volume	AN	1 Peak H	our	PI	VI Peak Ho	our
		Enter	Exit	Total	Enter	Exit	Total
Approved PUD	9,638	344	100	444	376	566	942
Total Internal	550	4	4	8	18	18	36
Total External	9,088	340	96	436	358	548	906
Total Pass-By	1,136	27	17	44	82	88	170
Total Net External	7,952	313	79	392	276	460	736

In agreement with the Collier County TIS guidelines, significantly impacted roadways are identified based on the proposed project highest peak hour trip generation and consistent with the peak hour of the adjacent street traffic. Based on the information contained in Collier County 2016 Annual Update and Inventory Report (AUIR), the peak hour for adjacent roadway network is PM.

For the purpose of this report, the potential project's traffic impact is analyzed based on projected PM peak hour net external trips generated as a result of the proposed PUDA-GMPA (as shown in **Table 2C**).

Table 2C
Trip Generation (Proposed Net New Traffic) – Average Weekday

Development	24 Hour Two- Way Volume		PM Peak Hou	r
		Enter	Exit	Total
Proposed PUDA (Net External Traffic)	7,347	301	397	698
Approved PUD (Net External Traffic)	7,952	276	460	736
Proposed New Net External Traffic Net Increase /(Net Decrease)	(605)	25	(63)	(38)

As illustrated in **Table 2C**, from a traffic stand point, the proposed rezone development scenario is less intensive when compared to the maximum allowed under current zoning conditions.

A detailed evaluation of applicable access points will be performed at the time of site development permitting/platting to determine turn lane requirements, as applicable.

As requested by staff, additional trip distribution and assignment analysis provided to better understand project imacts.

Trip Distribution and Assignment

The external traffic generated by the proposed PUDA project is empirically assigned to the adjacent roadways using the knowledge of the area.

The site-generated trip distribution is shown in **Table 3A, Traffic at Build-out Conditions** – **Distribution for Peak Hour** and is graphically depicted on the next page in **Fig. 2** – **Build-out Conditions** – **Distribution by Percentage and By PM Peak Hour**.

Table 3A

Traffic at Build-out Conditions – Distribution for Peak Hour

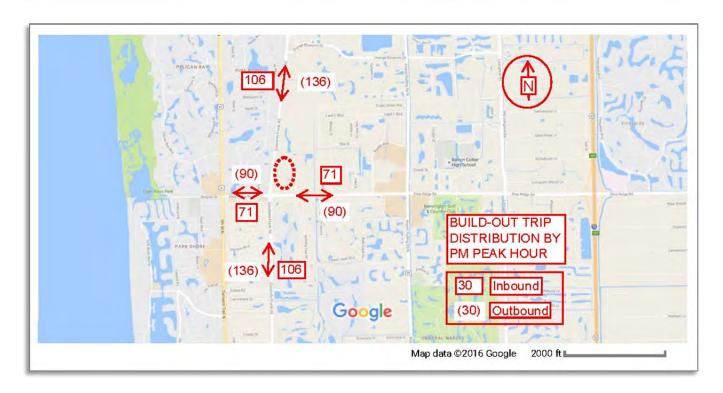
Roadway Link	Collier County	Roadway Link Location	Distribution of Project		Hour Project lume*
Link	Link No.		Traffic	Enter	Exit
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	30%	SB - 106	<u>NB – 136</u>
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	30%	NB - 106	SB – 136
Pine Ridge Road	64.0	US 41 to Goodlette-Frank Rd	20%	<u>EB – 71</u>	WB – 90
Pine Ridge Road	65.0	Goodlette-Frank Rd to Shirley Street	20%	<u>WB - 71</u>	EB – 90

Note(s): *Peak hour, peak direction traffic volumes are <u>underlined</u> and <u>bold</u> to be used in Roadway Link Level of Service calculations.

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Fig. 2 – Build-out Conditions – Distribution by Percentage and By PM Peak Hour



As illustrated in **Table 3B** which follows, concurrency analysis is calculated based on net new external traffic at PM peak hour period: trips generated at build-out conditions versus existing built conditions generated traffic (background traffic).

Table 3B

Trip Generation (Build out Net New Traffic) – Average Weekday*

Development		PM Peak Hour	
	Enter	Exit	Total
Proposed Built-out Conditions (Net External Traffic)	301	397	698
Existing Built Conditions (Net External Traffic)	189	340	529
New Net External Traffic Net Increase /(Net Decrease)	112	57	169

Note(s):

The new net external site-generated traffic distribution is shown in **Table 3C**, **Net New Traffic Conditions – Distribution for Peak Hour** and is graphically depicted in **Fig. 3 – Net New Traffic By PM Peak Hour**.

Table 3C
Net New Traffic Conditions – Distribution for Peak Hour

Roadway Link	Collier County	Roadway Link Location	Distribution of Project		Hour Project ume*
Link	Link No.		Traffic	Enter	Exit
Goodlette -	24.2	Orange Blossom to Pine	30%	SB – 34	NB – 17
Frank Road	24.2	Ridge Rd	30%	3b - 34	<u> ND - 17</u>
Goodlette -	25.0	Pine Ridge Rd to Golden	30%	NB – 34	SB – 17
Frank Road	25.0	Gate Pkwy	30%	<u>IND - 34</u>	36-17
Pine Ridge	640	US 41 to Goodlette-Frank	20%	ED 22	\A/D 12
Road	64.0	Rd	20%	<u>EB – 22</u>	WB – 12
Pine Ridge	CE O	Goodlette-Frank Rd to	200/	WD 22	FD 11
Road	65.0	Shirley Street	20%	<u>WB - 22</u>	EB – 11

Note(s):

^{*}For trip generation calculations refer to Appendix B.

^{*}Peak hour, peak direction traffic volumes are <u>underlined</u> and <u>bold</u> to be used in Roadway Link Level of Service calculations.

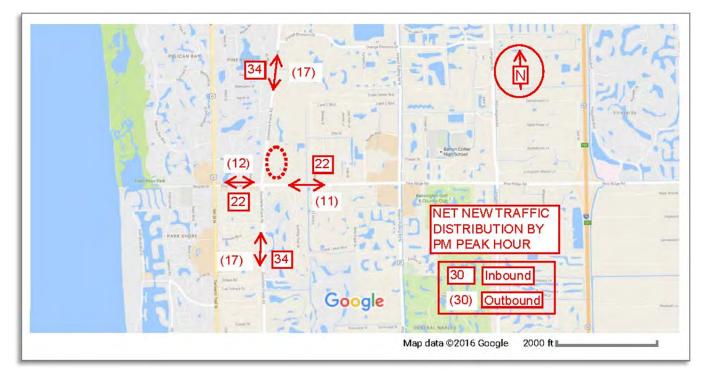


Fig. 3 – Net New Traffic By PM Peak Hour (at Build Out)

Background Traffic

Average background traffic growth rates were estimated for the segments of the roadway network in the study area using the Collier County Transportation Planning Staff guidance of a minimum 2% growth rate, or the historical growth rate from annual traffic counts (estimated from 2008 through 2015), whichever is greater.

Another way to derive the background traffic is to use the 2016 AUIR volume plus the trip bank volume. **Table 4, Background Traffic without Project** illustrates the application of projected growth rates to generate the projected background (without project) peak hour peak direction traffic volume for the build-out year 2021.

Table 4
Background Traffic without Project (2016 - 2021)

Roadway Link	CC AUIR Link ID#	Roadway Link Location	2016 AUIR Pk Hr, Pk Dir Background Traffic Volume (trips/hr)	Projected Traffic Annual Growth Rate (%/yr)*	Growth Factor	2021 Projected Pk Hr, Peak Dir Background Traffic Volume w/out Project (trips/hr) Growth Factor**	Trip Bank	2021 Projected Pk Hr, Peak Dir Background Traffic Volume w/out Project (trips/hr) Trip Bank***
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	1,530	2.0%	1.1041	<u>1,689</u>	0	1,530
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	1,850	2.0%	1.1041	<u>2,043</u>	0	1,850
Pine Ridge Road	64.0	US 41 to Goodlette- Frank Rd	1,870	2.0%	1.1041	<u>2,065</u>	37	1,907
Pine Ridge Road	65.0	Goodlette- Frank Rd to Shirley Street	1,940	2.0%	1.1041	<u>2,142</u>	5	1,945

Note(s):

*Annual Growth Rate - from 2016 AUIR, 2% minimum. **Growth Factor = (1+Annual Growth Rate) ⁵. 2021 Projected Volume= 2016 AUIR Volume x Growth Factor. ***2021 Projected Volume= 2016 AUIR Volume + Trip Bank. The projected 2021 Peak Hour – Peak Direction Background Traffic is the greater of the Growth Factor or Trip Bank calculation, which is <u>underlined</u> and <u>bold</u> as applicable.

Existing and Future Roadway Network

The existing roadway conditions are extracted from the 2016 Annual Update and Inventory Report (AUIR) and the project roadway conditions are based on the current Collier County 5-Year Work Program. Roadway improvements that are currently under construction or are scheduled to be constructed within the five-year Transportation Improvement Plan (TIP) or Capital Improvement program (CIP) are considered to be committed improvements. As no such improvements were identified in the Collier County 2016 AUIR, the evaluated roadways are anticipated to remain as such through project build-out. The existing and future roadway conditions are illustrated in **Table 5, Existing and Future Roadway Conditions**.

Table 5
Existing and Future Roadway Conditions

Roadway Link	CC AUIR Link ID #	Roadway Link Location	Exist Roadway	Min. Standard LOS	Exist Peak Dir, Peak Hr Capacity Volume	Future Project Build out Roadway
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	6D	E	2,400 (NB)	6D
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	6D	E	3,000 (NB)	6D
Pine Ridge Road	64.0	US 41 to Goodlette-Frank Rd	6D	E	2,800 (EB)	6D
Pine Ridge Road	65.0	Goodlette-Frank Rd to Shirley Street	6D	E	2,800 (WB)	6D

Note(s): 2U = 2-lane undivided roadway; 4D, 6D, 8D =4-lane, 6-lane, 8-lane divided roadway, respectively; LOS = Level of Service

Project Impacts to Area Roadway Network-Link Analysis

The Collier County Transportation Planning Services developed Level of Service (LOS) volumes for the roadway links impacted by the project, which were evaluated to determine the project impacts to the area roadway network in the future year 2021. The Collier County Transportation Planning Services guidelines have determined that a project will be considered to have a significant and adverse impact if **both** the percentage volume capacity exceeds 2% of the capacity for the link directly accessed by the project and for the link adjacent to the link directly accessed by the project; 3% for other subsequent links **and** if the roadway is projected to operate below the adopted LOS standard.

Based on these criteria, this project does not create any significant and adverse impacts to the area roadway network. **Table 6, Roadway Link Level of Service** illustrates the LOS impacts of the project on the roadway network closest to the project. All analyzed roadway links are projected to operate above the adopted LOS standard with or without the project at 2021 future build-out conditions.

As illustrated in Collier County Land Development Code (LDC), Chapter 6.02.02 – M.2., once traffic from a development has been shown to be less than significant on any segment using Collier County TIS criterion, the development's impact is not required to be analyzed further on any additional segments.

Table 6
Roadway Link Level of Service (LOS) – With Project in the Year 2021

Roadway Link	CC AUIR Link ID#	Roadway Link Location	2016 Peak Dir, Peak Hr Capacity Volume	Roadway Link, Peak Dir, Peak Hr (Project Vol Added)*	2021 Peak Dir, Peak Hr Volume w/Project **	% Vol Capacity Impact by Project	Min LOS exceeded without Project? Yes/No	Min LOS exceeded with Project? Yes/No
Goodlette - Frank Road	24.2	Orange Blossom to Pine Ridge Rd	2,400 (NB)	NB – 17	<u>1,706</u>	0.71%	No	No
Goodlette - Frank Road	25.0	Pine Ridge Rd to Golden Gate Pkwy	3,000 (NB)	NB – 34	<u>2,077</u>	1.13%	No	No
Pine Ridge Road	64.0	US 41 to Goodlette- Frank Rd	2,800 (EB)	EB – 22	<u>2,087</u>	0.79%	No	No
Pine Ridge Road	65.0	Goodlette- Frank Rd to Shirley Street	2,800 (WB)	WB - 22	<u>2,164</u>	0.79%	No	No

Note(s): *Refer to **Table 3C** from this report. **2021 Projected Volume = 2021 background (refer to **Table 4**) + Project Volume added.

In agreement with the Collier County Growth Management Plan – Transportation Element – Policy 5.2, project traffic that is 1% or less of the adopted peak hour service volume represents a de minimis impact. As illustrated in **Table 6**, the projected traffic impact is de minimis for the purposes of this PUDA application.

The analyzed Pine Ridge Road and Goodlette-Frank Road (north of Pine Ridge Road) links are located within the Northwest Transportation Concurrency Management Area (TCMA). The TCMAs designation is provided in Policy 5.6 of the Transportation Element.

In agreement with Policy 5.7 of the Transportation Element, the TCMA concurrency is measured on a system-wide basis such that each TCMA shall maintain 85% of its lane miles at or above the LOS standards. Based on the information contained in 2016 AUIR, the Northwest TCMA percent lane miles meeting standard is 100.0%.

As illustrated in Policy 5.8(d) – Transportation Element, no impact will be de minimus if it exceeds the adopted LOS standard of any affected designated hurricane evacuation routes within a TCMA. Any impact to a hurricane evacuation route within a TCMA shall require a proportionate share congestion mitigation payment provided the remaining LOS requirements of the TCMA are maintained. As illustrated in **Table 6**, no LOS deficiencies are expected for the analyzed roadway network.

Improvement Analysis

Based on the link analysis and trip distribution, the additional net new traffic is not a significant and adverse traffic generator for the roadway network at this location.

As illustrated in our analysis, the projected traffic impact is not significant, or adverse for the purposes of this application. The Northwest TCMA contains sufficient capacity to maintain 85% of its lane miles at or above the LOS standard (as required in Policy 5.7 of the Transportation Element).

A detailed evaluation of applicable access points will be performed at the time of site development permitting/platting to determine turn lane requirements, as applicable.

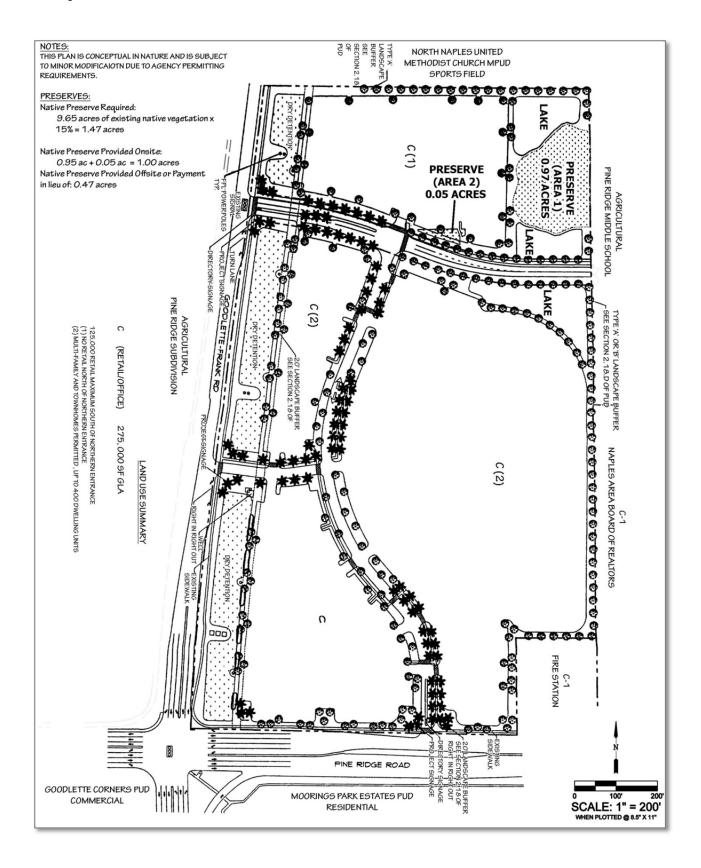
Based on the results of this analysis, the development may be limited to 942 unadjusted twoway PM weekday peak hour external trips.

Mitigation of Impact

The developer proposes to pay the appropriate Collier County Road Impact Fee as building permits are issued for the project.

Appendix A: PUD Master Plan

(1 Sheet)



Appendix B: Trip Generation Calculations ITE 9th Edition

(11 Sheets)

State/Province:				Zip/Postal Code:			
Country:				Client Name:			
Analyst's Name:				Edition:	ITE-TGM 9th Edition	th Edition	
LAND USE	SIZE	WEEKDAY		AM PEAK HOUR	KHOUR	PM PEAK HOUR	HOUR
		Entry	Exit	Entry	Exit	Entry	Exit
820 - Shopping Center	125 (1)	3926	3925	111	89	334	362
Reduction		0	0	0	0	0	0
Internal		157	118	2	2	7	1
Pass-by		565	571	27	17	82	88
Non-pass-by		3204	3236	82	49	245	263
710 - General Office Building	150 (2)	894	893	233	32	42	204
Reduction		0	0	0	0	0	0
Internal		118	157	2	2	£	7
Pass-by		0	0	0	0	0	0
Non-pass-by		9//	736	231	30	31	197
Total		4820	4818	344	100	376	999
Total Reduction		0	0	0	0	0	0
Total Internal		275	275	4	4	18	18
Total Pass-by		565	571	27	17	82	88
Total Non-pass-by		3980	3972	313	79	276	460

And the second s	INDEPENDENT VARIABLE 1000 Sq. Feet Gros:	SIZE TIME PERIOD 125 Weekday	METHOD Best Fit (LOG) Ln(T) = 0.65Ln(X) + 5.83 Best Fit (LOG)	ENTRY 3926	of Trips EXIT TOTAL 3925 7851
LAND USE 820 - Shopping Center	INDEPENDENT VARIABLE 1000 Sq. Feet Gros:	125 Weekday	Best Fit (LOG) Un(T) = 0.65Ln(X) + 5.83	8	
LAND USE 820 - Shopping Center	1000 Sq. Feet Gros V	125 Weekday	Best Fit (LOG) Un(T) = 0.65Ln(X) + 5.83	8	
820 - Shopping Center	1000 Sq. Feet Gros V	125 Weekday	Best Fit (LOG) Un(T) = 0.65Ln(X) + 5.83	8	
			Ln(T) = 0.65Ln(X) + 5.83	3926	3925 7851
710 - General Office Building	1000 Sq. Feet Gros:	150 Weekday	Best Fit (LOG)		
			Ln(T) = 0.76Ln(X) + 3.68	894	893 1787
		TRAFFIC REDUCTION			
		TRAFFIC REDUCTIONS			
		INTERNAL TRIPO			
		INTERNAL TRIPS			
recommended values s	djusted Entry Trips and Ex ee the <u>ITE Handbook</u> or <u>N</u>	it Trips from the previous se ICHRP 684.	ection. To record any not		
0 - Shopping Center it 3925 Demand Exit	3 % (118)	Balanced: 118	Demand Entry	710 - Gen	eral Office Building
try 3926 Demand Ent	ry: 4 % (157)	Balanced: 157	Demand Exit	22 % (196)	Exit 893
20 - Shopping Center					
	TOTAL TRIPO	INTERNAL	TRIPS	Fire	Envision Tribe
	TOTAL TRIPS	710 - General Office Building	Total	EXI	ERNAL TRIPS
Entry	3926 (100%)	157 (4%)	157 (4%)	7 3	3769 (96%)
Exit	3925 (100%)	118 (3%)	118 (3%)	-	3807 (97%)
Total	7851 (100%)	275 (4%)	275 (4%)	7	7576 (96%)
0 - General Office Building					
		INTERNAL	TRIPS		
	TOTAL TRIPS	820 - Shopping Center	Total	EXT	ERNAL TRIPS
		620 - Shopping Center	Total		
Entry	894 (100%)	118 (13%)	118 (13%)		776 (87%)
Entry Exit	894 (100%) 893 (100%)	118 (13%) 157 (18%)	118 (13%) 157 (18%)		776 (87%) 736 (82%)

				PERIOD SETTING		v D	ATA PRO	IDED BY ITE
		ariable, Time Period, ar To record any notes, cli			sed in the calculation	of the nur	mber of Tri	ps
PROJECT NAME PIN	NE RIDGE COMM	ONS - ZONING ALLOWED						
ANALYSIS NAME A	AM Peak Hour							
_								
LAND	USE	VARIABLE	SIZE	TIME PERIOD	METHOD	ENTR	EXIT	TOTAL
Q 820 - Shopping C	Center	1000 Sq. Feet Gros:	125	Weekday, Peak Hou	Best Fit (LOG) Ln(T) = 0.61Ln(X) + 2.24	111	68	179
710 - General Off	fice Building	1000 Sq. Feet Gros:	150	Weekday, A.M. Pea	Best Fit (LOG) Ln(T) = 0.8Ln(X) + 1.57	233	32	265
				The time periods do not	match			
			TR	AFFIC REDUCTIONS				
				Automotive automotive				
				INTERNAL TRIPS				
be deducted fr	rom the adju	at have been reduced fr sted Entry Trips and Ex the <u>ITE Handbook</u> or <u>N</u>	t Trips f	rom the previous secti				
820 - Shopping Cen	nter					710	- General Off	ice Building
	Demand Exit	3 % (2)		Balanced: 2	Demand Entry:			Entry 233
Entry 111	Demand Entry	2 % (2)		Balanced: 2	Demand Exit	23 %	(7)	Exit 32
820 - Shopping Cer	nter	TOTAL TRIPS		INTERNAL TR			EXTERNAL	TRIPS
Entry	1	111 (100%)	710 - Ge	neral Office Building 2 (2%)	Total 2 (2%)	7	109 (98	96.1
Exit		68 (100%)		2 (3%)	2 (3%)		66 (979	
Total		179 (100%)		4 (2%)	4 (2%)		175 (98	%)
710 - General Office	e Building							
7 10 - General Office	e building			INTERNAL TR	ine			
		TOTAL TRIPS	000	Shopping Center	Total		EXTERNAL	TRIPS
Entry	1	233 (100%)	020	2 (1%)	2 (1%)	1	231 (99	96)
Exit		32 (100%)		2 (6%)	2 (6%)		30 (949	
Total		265 (100%)		4 (2%)	4 (2%)		261 (98	%)
The icon prodata provided	ous section.	Pass-by Trips for each I To record any notes, cli Pass-by% value indicat EXTERNA	and Usck & Ad	ld Notes above.	ing the icon changes		Pass-by%	
The icon prodata provided	eceding the by ITE.	To record any notes, cli Pass-by% value indicat	and Usck Acces data	e. The percentage wil ld Notes above. provided by ITE. Click	ing the icon changes	a custom	Pass-by%	value to
from the previo	ous section. receding the by ITE. LANDUSE	To record any notes, cli Pass-by% value indicat	and Usck A Ades data	e. The percentage will delete the percentage will delete the provided by ITE. Click	ing the icon changes	a custom	Pass-by%	value to

					DAT		
	dent Variable, Time Period alysis. To record any notes			sed in the calculation	of the numbe	er of Trips	
PROJECT NAME: PINE RIDGE	E COMMONS - ZONING ALLOWED						
ANALYSIS NAME PM Peak	Hour						
	Water and the same of the same						
LAND USE	JNDEPENDENT VARIABLE	SIZE	TIME PERIOD	METHOD	BYTRY	EXIT	TOTAL
820 - Shopping Center	1000 Sq. Feet Gros:	125	Weekday, Peak Hou	Best Fit (LOG) Ln(T) = 0.67Ln(X) + 3.31	334	362	696
710 - General Office Buil	ding 1000 Sq. Feet Gross	150	Weekday, P.M. Peal	Best Fit (LIN)	42	204	246
			The time periods do not	T = 1.12(X) + 78.45 match			
		TDA	FFIC REDUCTIONS				
		IKA	IFFIC REDUCTIONS				
		11	NTERNAL TRIPS				
be deducted from th	e adjusted Entry Trips and es see the ITE Handbook of			on. To record any not			
be deducted from the recommended value to - Shopping Center	es see the <u>ITE Handbook</u> of			Demand Entry		eneral Office	Building
be deducted from the recommended value of the commended value of the	es see the <u>ITE Handbook</u> of the ITE Handbook		Balanced 11 Balanced 7	Demand Entry Demand Exit	710 - Ge	3)	
recommended value 20 - Shopping Center xit 362 Demand	es see the <u>ITE Handbook</u> of the ITE Handbook	or <u>NCHRP 68</u>	Balanced 11	Demand Entry Demand Exit	710 - Ge 31 % (13 23 % (47	3)	Entry 42 Exit 204
be deducted from the recommended value 20 - Shopping Center xit 362 Demand ntry 334 Demand 20 - Shopping Center Entry	Exit 3 % (11) Entry. 2 % (7) TOTAL TRIPS 334 (100%)	or <u>NCHRP 68</u>	Balanced: 11 Balanced: 7 INTERNAL TRI eral Office Building 7 (2%)	Demand Entry Demand Exit PS Total 7 (2%)	710 - Ge 31 % (13 23 % (47	3) (TERNAL TR 327 (98%)	Entry 42 Exit 204
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		Edition:	ITE-TGM	ITE-TGM 9th Edition	
ANDUSE	WEEKDAY	AM PEAK HOUR	SHOUR	PM PEAK HOUR	THOUR
		Entry	Exit	Entry	Exit
820 - Shopping Center (75,243 (*)	2823 2822	-88	50	238	257
Reduction		0	0	0	0
Internal		6	80	26	39
Pass-by		18	11	53	55
Non-pass-by 2		54	31	159	163
710 - General Office Building 129.1 (2)		207	28	38	185
Reduction		0	0	0	0
Internal		2	83	ò	00
Pass-by		0	0	0	0
Non-pass-by		205	25	30	177
220 - Apartment 375 (3)		37	150	146	78
Reduction		0	0	0	0
Internal		7	7	34	21
Pass-by		0	0	0	0
Non-pass-by		30	143	112	25
Total 4		325	228	422	520
Total Reduction		0	0	0	0
Total Internal		18	18	89	89
Total Pass-by		18		53	55
Total Non-pass-by	216	289	199	301	397

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Q 710 - General O	Office Building	1000 Sq. I	eet Gros: 🗸	129.1	Weekday		Part Et // C	(G)	8	797	797	159
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Analysis: Weekday Page 2 of 2 220 - Apartment INTERNAL TRIPS TOTAL TRIPS EXTERNAL TRIPS 710 - General Office Building 820 - Shopping Center Total Entry 1198 (100%) 326 (27%) 872 (73%) 310 (26%) 16 (1%) Exit 1198 (100%) 254 (21%) 0 (0%) 254 (21%) 944 (79%) Total 2396 (100%) 564 (24%) 16 (1%) 580 (24%) 1816 (76%) EXTERNAL TRIPS Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total number of External Trips from the previous section. To record any notes, click of Add Notes above. The vicon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a custom Pass-by% value to data provided by ITE. NON-PASS-BY TRIPS PASS-BY% LAND USE EXTERNAL TRIPS PASS-BY TRIPS 820 - Shopping Center 4883 15 % 732 710 - General Office Building 0 1380 1380 0 0 220 - Apartment 1816 1816 Print Preview Save Analysis https://otisstraffic.com/projectstudy?projectid=17201&study=51569 6/8/2017

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Q 820 - Shoppir	ng Center	1000 Sq.	Feet Gros	75.2	Weekda	ay, Peak Hot	Best Fit (LOG)	_	8	81	50	131
Q 710 - Genera	l Office Building	1000 Sq.	Feet Gros	129	1 Weekda	ay, A.M. Pea	Best Fit (LOG)	V	0	207	28	235
Q 220 - Apartme	ent	Dwelling	Units	375		ay, Peak Hot	Best Fit (LIN) T = 0.49(X)	+ 3.73	0	37	150	187
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Analysis: AM Peak Hour Page 2 of 2 220 - Apartment INTERNAL TRIPS TOTAL TRIPS EXTERNAL TRIPS 710 - General Office Building 820 - Shopping Center Total Entry 37 (100%) 6 (16%) 1 (3%) 7 (19%) 30 (81%) Exit 150 (100%) 7 (5%) 0 (0%) 7 (5%) 143 (95%) 187 (100%) 14 (7%) 173 (93%) Total 13 (7%) 1 (1%) EXTERNAL TRIPS Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total number of External Trips from the previous section. To record any notes, click of Add Notes above. The vicin preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a custom Pass-by% value to data provided by ITE. NON-PASS-BY TRIPS EXTERNAL TRIPS LAND USE PASS-BY% PASS-BY TRIPS 820 - Shopping Center 114 25 % 29 85 710 - General Office Building 230 0 230 220 - Apartment 173 173 Print Preview Save Analysis https://otisstraffic.com/projectstudy?projectid=17201&study=51570 6/8/2017

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below displ Internal Tri section. To 684. 828 - Shopping Exit 257 Entry 238 828 - Shopping Exit 257 Entry 238 718 - General O Exit 185 Entry 38 820 - Shopping	ays the total n ps for each Lar record any no Center Demand Exit: Center TOTAL TRI 238 (1009 257 (1009 495 (1009)	umber of nd Use w tes, click 2 % 12 % 0 % 0 % PS.	trips the fill be determined the fill be determined the fill be determined to the fill be determ	between the second at have a second at have a second at least a se	INTER INTER INTERIOR	ERNAL TRIPS Land Use on the left reduced from a part the adjusted Entry For recommended visual section of the	Demand Entry: Demand Exit: Demand Exit: 26 39 65	710 (15%) (13%)	e tota rom tr ndboc - Gene (12) (43) (45) (41) (3) (0)	number e previ bk or NC ral Office 220 - A l	Building Entry 38 Exit 18 Exit 78 Exit	1 3 3 5 5 6 4 6 3 6 4 6 8 8

220 - Apartment					
	TOTAL TRIPS		710 - General Office	44.5	EXTERNAL TRIPS
Futur	145 (1000)	820 - Shopping Center	Building	Total	110 (778)
Entry	146 (100%) 78 (100%)	31 (21%) 21 (27%)	3 (2%) 0 (0%)	34 (23%) 21 (27%)	112 (77%) 57 (73%)
Total	224 (100%)	52 (23%)	3 (1%)	55 (25%)	169 (75%)
External Tri	os from the previous	-by Trips for each Land of section. To record any	notes, click Add Note	es above.	
	LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NON-PASS-BY TRIPS
820 - Shopping C	enter	430	O 25 %	108	322
710 - General Off	ice Building	207	0 %	0	207
220 - Apartment		169	0 %	0	169
		Print Preview	Save Analysis		
		Print Preview	Save Analysis		
		Print Preview	Save Analysis		
		Print Preview	Save Analysis		
		Print Preview	Save Analysis		
		Print Preview	Save Analysis		
		Print Preview	Save Analysis		