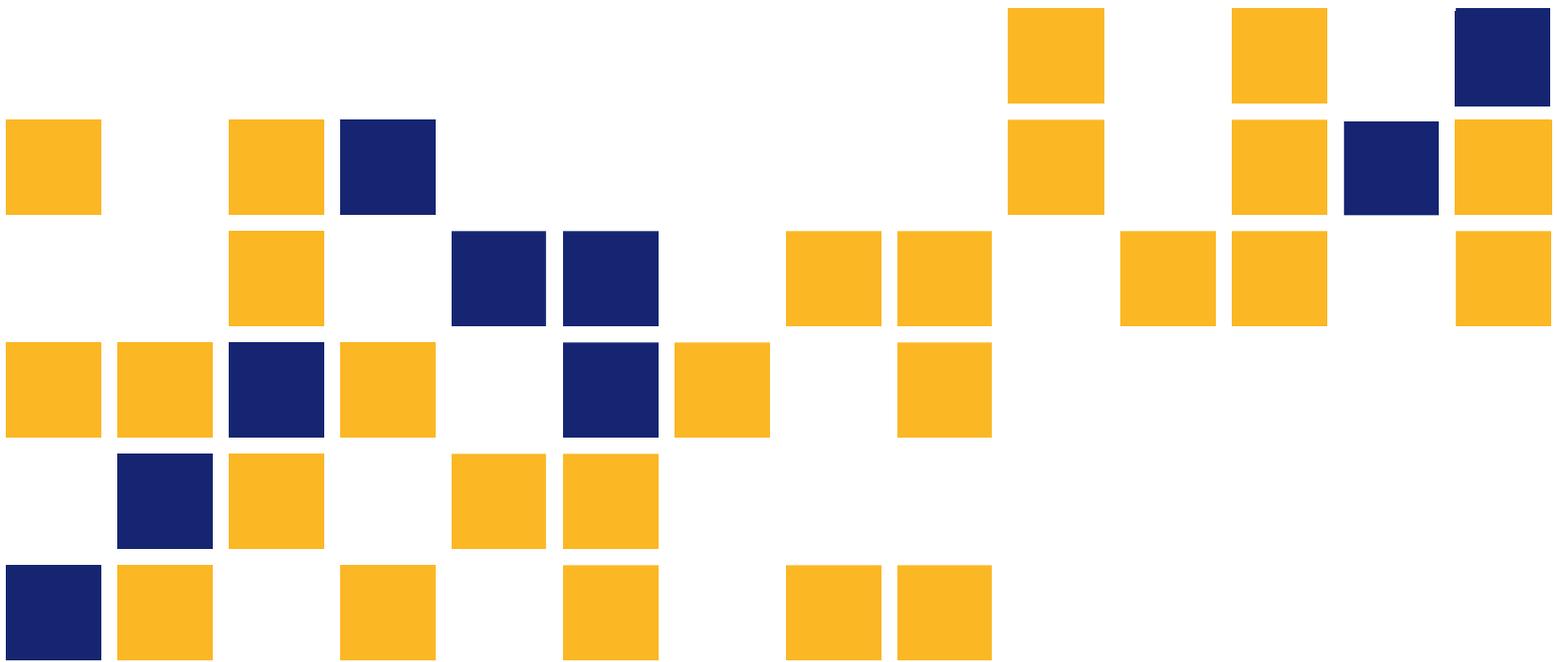


Establishment of Local Trip Generation Rates or Equations for Mixed-Use Developments in Kansas

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The University of Kansas



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Final Report

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THE KANSAS DEPARTMENT OF TRANSPORTATION
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and
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PREFACE

The Kansas Department of Transportation's (KDOT) Kansas Transportation Research and New-Developments (K-TRAN) Research Program funded this research project. It is an ongoing, cooperative and comprehensive research program addressing transportation needs of the state of Kansas utilizing academic and research resources from KDOT, Kansas State University and the University of Kansas. Transportation professionals in KDOT and the universities jointly develop the projects included in the research program.

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The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views or the policies of the state of Kansas. This report does not constitute a standard, specification or regulation.

Abstract

Currently, the trip generation rates and equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 8th Edition* are based on the information collected at single-use, free-standing sites and cannot be directly applied to multi-use developments. Application of this data for multi-use development sites requires use of an adjustment factor called “internal capture rate”, which is expressed as a percent reduction to the trips generated by individual land uses. These reductions are applied externally to the site at the entrances, adjacent intersections and roadways. They are distinct and separate from “pass-by” and “diverted-link” trips and are applied before “pass-by” and “diverted-link” trip reductions are applied.

While the trip generation rates for individual uses on a multi-use development site may be the same or similar to what they are for free-standing sites, there is potential for interaction between among those uses within the site, particularly where the trip can be made by walking. As a result, the total generation of vehicle trips entering and exiting the multi-use site may be reduced from simply a sum of the individual, discrete trips generated by each land use.

Because the development of mixed-use or multi-use sites is increasingly popular, ITE wishes to increase the database on multi-use developments in order to provide internal capture data for a broader range of land uses. ITE would appreciate additional data from analyses of such developments.

The goal of this research project is to establish a local trip generation rate model for multi-use developments in state of Kansas, which can potentially be submitted to the ITE headquarter for inclusion in the national database as well.

The primary objectives were to identify several appropriate multi-use development sites in the state and document vehicular trip data generated by each site in order to develop a trip generation model that can be used to better estimate trip numbers generated by such sites.

A total of three sites were selected and studied for this project including “Mission Farms” and “Park Place” developments, both in Leawood, Kansas; and “Metcalf95 Complex” in Overland Park, Kansas.

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The work reported herein has been performed as project number K-TRAN: KU-11-7 “*Establishment of Local Trip Generation Rates or Equations for Mixed-Use Developments in Kansas*” for the Kansas Department of Transportation (KDOT) by the Kansas University Transportation Center (KUTC), a subsidiary of the Kansas University Transportation Research Institute (KUTRI), and administered by The Kansas University Center for Research (KUCR).

The completion of this project was the combined effort of a number of dedicated staff members of these organizations who helped with contractual agreements preparation; project coordination and monitoring; data collection, summary, reduction and analysis; report finalization and editorial comments. Furthermore, a number of public agencies and business entities throughout the state played significant instrumental roles in providing valuable information during the data collection process.

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Chapter 1: Introduction

1.1 Background

According to the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, a multi-use development is typically a single site consisting of two or more ITE land use classifications between which trips can be made without leaving the site. They are commonly ranging in size from 100,000 to 2 million square feet.

While the trips generated by individual land uses on such sites may be the same or similar to what they are for free-standing sites, there is potential for interaction among the individual uses. The trips made between individual land uses within a multi-use development site are called “internal” or “captured” trips. They can be made by walking or by vehicles using the internal roadways without using external streets. Therefore, the total vehicular trips entering and exiting the site can/may be less than the sum of the individual discrete trips generated by each land use.

Currently, the trip generation rates and equations contained in the Institute of Transportation Engineers (ITE) *Trip Generation manual, 8th Edition* are based on the information collected at single-use, free-standing sites and cannot be directly applied to multi-use developments. Application of this data for multi-use development sites requires use of an adjustment factor called “internal capture rate”, which is expressed as a percent reduction to the trips generated by individual land uses. These reductions are applied externally to the site at the entrances, adjacent intersections and roadways. They are distinct and separate from “pass-by” and “diverted-link” trips and are applied before “pass-by” and “diverted-link” trip reductions are applied.

1.2 Goals and Objectives

The objective of this research project is to

- To collect and compile trip data for a number of mixed-use development sites at selected locations in Kansas. The procedure in which the data will be collected and compiled will follow the recommended guidelines suggested by ITE.
- Using the collected data, develop a model that can be used to estimate trip generation rates for mixed-use developments in Kansas. This model can be

expressed in the form of “Rates”, “Equations” and/or “Internal Capture Rates”;
and

- Submit the collected data to ITE Headquarter for inclusion in the national database.

1.3 Scope

Because the concept of mixed-use development is still, relatively, new in Kansas with only a few sites in existence and/or underdevelopment, the scope of this project was originally set at studying four or fewer sites that would fit the characteristics of a mixed-use development as described by ITE.

As mentioned in the subsequent Chapters, a statewide search resulted in identifying five sites as potential candidates for this study, only three of which were qualified as appropriate mixed-use development suitable for analysis purposes.

1.4 Need

Internally captured trips can/may be a significant component in the travel patterns at a multi-use development. Current studies conducted by ITE to quantify these capture rates are limited and the need for local mixed-use trip rates is eminent, especially with mixed-use developments gaining popularity. The results of this research can, hopefully, be used

- To better estimate the trips generated by mixed-use developments in state of Kansas;
- To identify and evaluate potential interaction among different uses of mixed-use development sites; and
- To expand the database on observed trip generation rates published by ITE for use at national level.

Currently, transportation professionals in Kansas use the trip generation rates outlined in the *ITE Trip Generation Manual, 8th Edition*. With fast growing communities in certain parts of the state and mixed-use developments becoming more popular, the need for local mixed-use trip rates become more eminent.

Lack of both, national and local data on trip rates for mixed-use developments has raised a number of decision-making concerns amongst politicians and transportation professionals to produce more accurate forecasts of new trips generated by proposed new mixed-use developments. Establishment of local trip generation “Rates”, “Equations” and/or “Internal Capture Rates“ for such developments will enable analysts to assess traffic impact of such new developments on adjacent street network more accurately.

1.5 Project Approach

The following paragraphs highlight the steps taken to conduct this study

- A large number of local agencies throughout the state, with likelihood of having one or more existing multi-use development sites in their jurisdictions, were contacted to identify as many sites as possible that would fit the characteristics of a multi-use development. The focus areas included major population areas including cities and counties in the state of Kansas. A copy of the correspondence letter requesting this information is included in Appendix D with the list of individual local agencies that were contacted.
- Upon identification of candidate sites by local agencies, a preliminary investigation was conducted to obtain pertinent information on file such as land-use characteristics, size, occupancy rate, location, and etc. for individual sites. Furthermore, a cursory field and online investigation was conducted to compile additional data necessary to verify that the candidate sites meet the ITE’s definition and guidelines for multi-use developments.
- Based on the preliminary investigation, appropriate sites were selected for this study.
- In-depth field and office investigations were conducted at each of the selected sites to describe site characteristics, identify limitations and establish a procedure to collect trip data by examining different methods such as the

- Need for in-person interviews
- Need for cordon traffic count during peak-hours and/or 24-hour period
- Need for internal traffic counts if internal streets exist and can be isolated and if they carry most of the internal trips (both pedestrian and vehicular)
- Trip data at each selected site were collected, compiled and results summarized.
- An analysis was conducted to establish trip rates for each selected site.
- A model for use in estimating trip numbers generated by a multi-use development site was developed.
- A trip generation analysis (using the rates suggested by the ITE Trip Generation Manual, 8th Edition for individual free-standing land uses) was conducted for each of the selected sites and results were compared to the actual trips as well as those predicted by the developed model.

Chapter 2: Site Selection

2.1 Site Selection Criteria

To maintain consistency with ITE's nationally recognized database and procedure, the following criteria were considered for selection of appropriate sites for this study. These criteria are divided into two categories – general criteria for all development sites and criteria specific to multi-use development sites.

2.1.1 *General Criteria for all Development Sites*

2.1.1.1 Number of Survey Sites

Sufficient sample size is necessary to enable the analyst to draw valid conclusions from the trip generation study. However, no simple statistical methodology has been established for determining the number of sites that should be studied to obtain statistically significant trip generation results.

In reality, trip generation is influenced by far more than one or two independent variables. As a result, significant variation of individual sites from the weighted average rate or regression curve is frequent.

Common practice in the traffic planning industry has been to collect trip generation data at three to five sites that truly meet the recommended site selection criteria with the assumption that this data will yield a relatively stable sample. In specific, for establishing a local trip generation rate, at least three sites need to be surveyed.

2.1.1.2 Selection of Appropriate Sites

Site selection is critical in achieving representative and consistent trip generation rates. Suggested criteria for identifying sites for collection of trip generation data are as follows

- Data should be transferable; therefore it is critical that both trip data and development characteristics be representative of the land use to be analyzed. This includes development size, mix of development

components and geographic location with respect to the area roadway network and area development patterns

- The development should have reasonably full occupancy (i.e. at 85th percent) and appear to be economically healthy (Note: %occupancy at the time of the survey, if applicable, should be recorded).
- The development should be mature (i.e. at least two years old) and located in a mature area so it represents the ultimate characteristics of a “successful” development.
- The data needed to describe the independent variable should be available.
- The site should be selected on the ability to obtain accurate trip generation and development characteristics.
- It should be possible to isolate the site for counting purposes
- The site should have a limited number of driveways (as data collection cost consideration).
- The driveways (or the method of counting traffic) should ensure against double-counting vehicles.
- It should be possible for counts to be made safely. The need for any special security measures should be identified.
- The site should consist of multi-use activity.
- There should be minimal to no on-site construction or adjacent roadway construction.
- Permission should be obtained from the owner or the building manager (Note: owners/managers are sometimes more willing to be surveyed if the confidentiality of their site is guaranteed or if the results are provided to them).

2.1.2 Multi-Use Development Site Criteria

A basic premise behind the data presented in ITE Trip Generation Manual is that data were collected at single-use, free-standing sites. However, the development of mixed-use or

multi-use sites is increasingly popular. While the trip generation rates for individual uses on such sites may be the same or similar to what they are for free-standing sites, there is potential for interaction between among those uses within the multi-use site, particularly where the trip can be made by walking. As a result, the total generation of vehicle trips entering and exiting the multi-use site may be reduced from simply a sum of the individual, discrete trips generated by each land use.

- A multi-use development, as defined by ITE Trip Generation Handbook, is typically a single real-estate project that consists of two or more ITE Land Use classifications between which trips can be made without using the off-site road system.
- Because of the nature of these land uses, the trip-making characteristics are interrelated, and some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system.
- Multi-use developments are commonly found ranging in size from 100,000 square feet to 2 million square feet.
- The internal trip-making characteristics of a multi-use development sites are directly related to the mix of on-site land uses (which are typically a combination of residential, office, shopping/retail, restaurant, entertainment and hotel/motel). When combined within a single mixed-use development, these land uses tend to interact and thus attract a portion of each other's trip generation.
- The driveways serving the multi-use site should not serve any adjacent property.
- The selected multi-use site should have no or a minimal presence of through trips (i.e. external trips that pass through the site without stopping).
- What is NOT a multi-use development
 - CBD

- Suburban activity centers
- Existing ITE land use classification with potential for a mix of land uses, such as
 - Shopping center
 - Office park with retail
 - Office building with retail
 - Hotel with limited retail and restaurant space

2.2 Site Selection and Evaluation

As mentioned earlier, a large number of local agencies throughout the state, with likelihood of having one or more existing multi-use development sites in their jurisdictions, were contacted to identify as many sites as possible that would fit the characteristics of a multi-use development. The focus areas included major population areas including cities and counties in the state of Kansas. A copy of the correspondence letter requesting this information is included in Appendix D with the list of individual local agencies that were contacted.

Because the concept of mixed-use development is still, relatively, new in Kansas with only a few sites in existence and/or under development, only a few cities responded favorably - collectively, identifying five candidate sites as follows:

- Site #1 – “Mission Farms” development located at the intersection of Mission Road and Indian Creek Parkway in Leawood, Kansas (See Figure 2.1 for details).
- Site #2 – “Park Place” development located on the northeast corner of the intersection of Nall Road and 117th Street in Leawood, Kansas (See Figure 2.2 for details).
- Site #3 – “Metcalf95 Complex” development located on the southwest corner of the intersection of 95th Street and Metcalf Avenue in Overland Park, Kansas (See Figure 2.3 for details).
- Site #4 – “Parkway Plaza” development located on the northwest corner of the intersection of 135th Street and Roe Avenue in Leawood, Kansas.

- Site #5 – “Hobbs Taylor Lofts” development located on the northeast corner of 8th Street and New Hampshire Road in Lawrence, Kansas.

As the next step, a preliminary investigation was conducted to screen these sites and verify whether or not they meet the ITE criteria for multi-use development sites. The process included field inspection, online search and checking city records on file for general information such as land-use characteristics, development size, occupancy rate, internal and adjacent roadway characteristics, economic viability of the sites and etc. The results of this investigation, as summarized in Table 2.1, indicate that only Sites #1, #2 and #3 meet all the ITE criteria for multi-use development sites. For the purpose of this study, therefore, only these three sites are selected as appropriate sites.

Note: The original proposal for this project called for four sites to be investigated. Selection of only three sites is a deviation from the original scope of work and is a noted limitation for this study due to lack of number of qualified sites.

Following paragraphs highlight some of the main characteristics of these sites with additional detail information included in Appendix A.

2.2.1 Site #1 – Mission Farms

A mixed-use development located at the intersection of Mission Road and Indian Creek Parkway in Leawood, Kansas. The master plan for this development shows two independent areas – “Mission Farms” located on the east side of Mission Road at Indian Creek Parkway (partially developed and occupied), and “Mission Farms West” located on the west side of Mission Road between 105th Street and Indian Creek Parkway (currently under construction). This study focuses on “Mission Farms” site that is partially built and occupied with the following site characteristics:

- Built portion consists of approximately 155,205 square feet of gross floor area.
- Approximately 75.5% of the built space is occupied and operational.
- Various land use components comprising the occupied space include residential, office, retail, restaurant and bank.

- The site appears to be economically healthy.
- Access to the site is provided at two locations on Mission Road. An unrestricted primary access drive that lines up with Indian Creek Parkway to the west and a restricted (right-in/right-out) secondary access drive near the property line to the north. For more details, refer to Figure 2.1.
- Field observation indicates that current construction activity on “Mission Farms West” does not interfere with the traffic flow to/from the site under study.

2.2.2 Site #2 – Park Place

A mixed-use development located on the northeast corner of the intersection of 117th Street and Nall Avenue in Leawood, Kansas. This site is also partially built and occupied with some construction activity on the northwestern portion of the site. This study focuses on the built and occupied portion of the site with the following characteristics:

- Built portion consists of approximately 329,452 square feet of gross floor area.
- Approximately 92.6% of the built space is occupied and operational.
- Various land use components comprising the occupied space include office, retail, restaurant and hotel with residential component being added as future phases.
- The site appears to be economically healthy.
- Access to the site is provided at five locations. Two unrestricted access drives – one on 117th Street providing direct access to one of the two garages and one on Town Center Drive. Three restricted access drives – a “right-in/right-out/left-in” on 117th Street functioning as the primary access drive to the site and two “right-in/right-out” access drives on Nall Avenue providing one of which provides direct access to the second garage. For more details, refer to Figure 2.2.

- Field observation indicates that current construction activity on the northwest portion of the site (future phase of the development) does not interfere with the traffic flow to/from the site under study.

2.2.3 Site #3 – Metcalf95 Complex

A mixed-use development located on the southwest corner of the intersection of 95th Street and Metcalf Avenue in Overland Park, Kansas. Unlike the other two sites, this site is fully built but partially occupied with the following characteristics:

- The site (100% built) consists of approximately 161,129 square feet of gross floor area.
- Approximately 82.3% of the built space is occupied and operational.
- Various land use components comprising the occupied space include office, retail and restaurant with no residential component.
- The site appears to be economically healthy.
- Access to the site is provided at several locations all of which are indirect access drives shared with adjoining properties. As illustrated in Figure 2.3, the points of access onto the adjacent street network include two unrestricted access drives on Riely Road (to the west), two restricted (right-in/right-out) access drives on 95th Street (to the north), another restricted (right-in/right-out) access drive on Metcalf Avenue (to the east), and two unrestricted access drives on 97th Street.
- Field observation indicates that although all driveways to this site are shared with adjoining properties, it is practically possible (at the time trip count surveys are being conducted) to distinguish between trips generated by this site and those by the adjoining businesses.

Table 2.2 provides a summary of the various land use composition for each of the subject sites. The data shows that various land use components, among the three selected sites, fall under the following ranges (expressed as percent of total occupied gross floor area):

- Residential Use: 0%–43%
- Office Use: 25%–67%
- Retail/Service Use: 31%–52%
 - Retail Stores: 8%–19%
 - Restaurants: 13%–15%
 - Others: 3%–29%

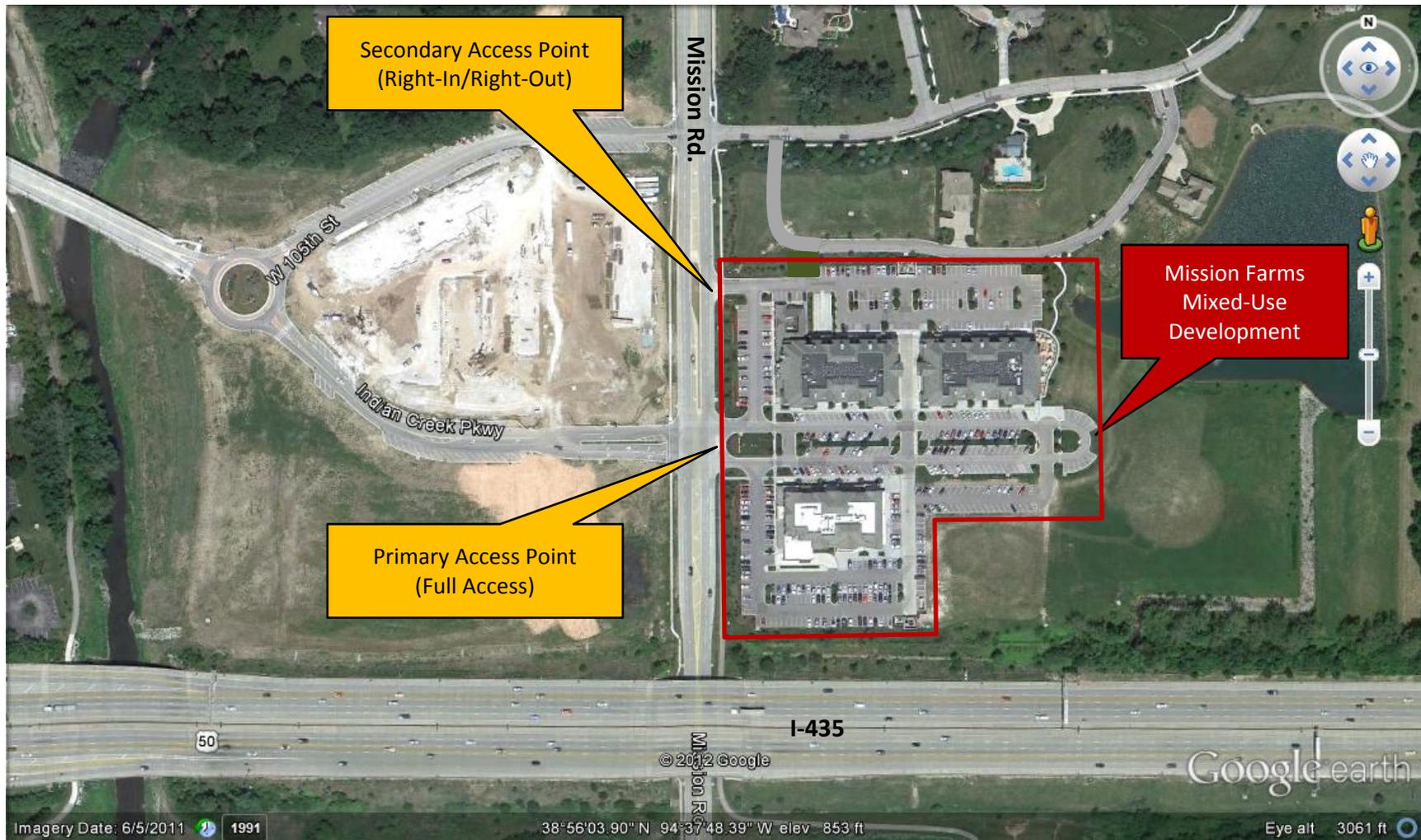


Figure 2-1
Site #1: "Mission Farms" Mixed-Use Development, Leawood, Kansas (June 2012)

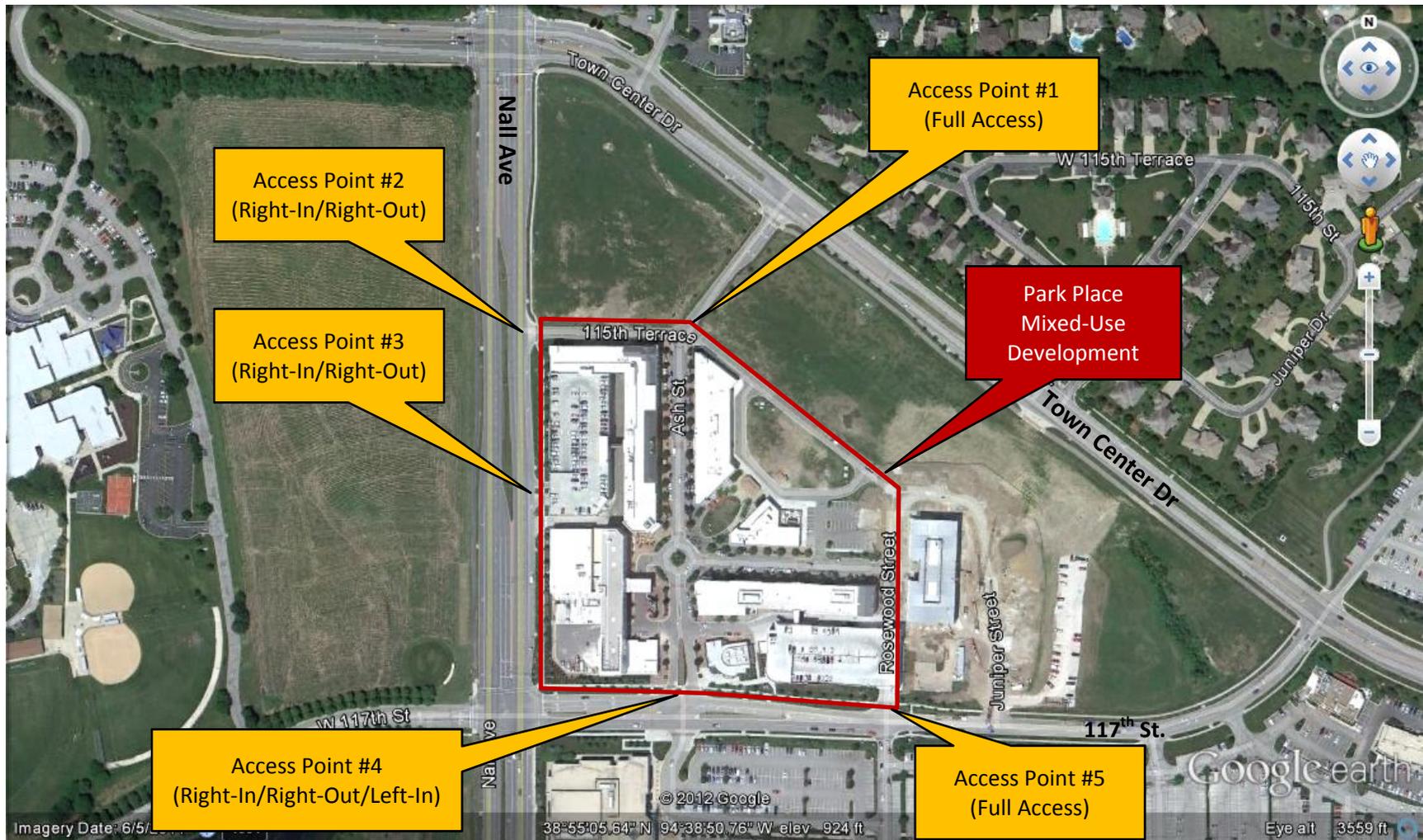


Figure 2-2
Site #2: “Park Place” Mixed-Use Development, Leawood, Kansas (June 2012)

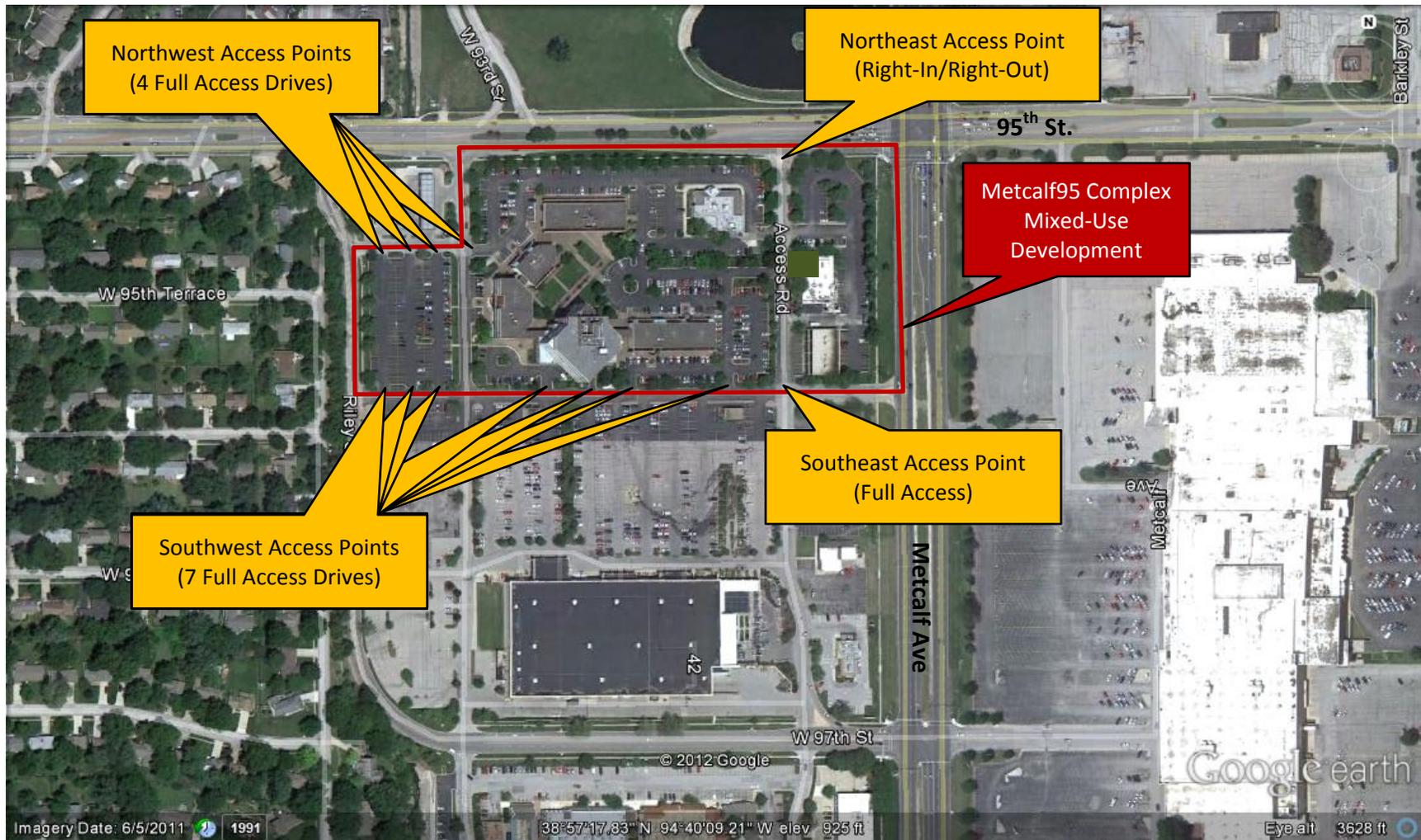


Figure 2-3
Site #3: “Metcalf95 Complex” Mixed-Use Development, Overland Park, Kansas (June 2012)

**Table 2-1
Site Selection Criteria Checklist**

Item No.	Characteristics of a Multi-Use Development Site (ITE Guidelines)	Site #1	Site #2	Site #3	Site #4	Site #5
		Mission Farms Leawood, KS	Park Place Leawood, KS	Metcalf95 Overland Park, KS	Parkway Plaza Leawood, KS	Hobbs Taylor Lofts Lawrence, KS
1	Is the site a single real estate project?	✓	✓	✓	✓	✓
2	Does the site consist of two (2) or more ITE land-use classifications?	Residential Office Retail Restaurant Bank	Residential Office Retail Restaurant Hotel	Office Retail Restaurant	Residential Retail Restaurant	Residential Office Retail
3	Is the site fully developed/built?	Partial *	Partial *	✓	Partial *	✓
4	Is the total square footage of the <i>built</i> portion of the site between 100,000 and 2,000,000 square feet?	~ 155,205 sf * ✓	~ 329,452 sf * ✓	~ 161,129 sf * ✓	~ 70,000 sf * NO	~ 110,000 sf * ✓
5	Does the built portion of the site have a <i>reasonably</i> high occupancy rate? and/or appears to be economically healthy?	~ 117,180 sf 75.5% * ✓	~ 305,110 sf 92.6% * ✓	~ 132,531 sf 82.3% * ✓	< 50% * (NO) NO	< 60% * (NO) NO
6	Is the site mature (over 2 years old)?	✓	✓	✓	NO	✓
7	Can the trips between various land use components be made without using the off-site roadway system?	✓	✓	✓	✓	✓
8	Does the site have its own independent driveway(s), not shared with any adjacent property?	✓	✓	✓	✓	NO
9	Is the presence of through traffic minimal?	✓	✓	✓	✓	✓
10	Are the site's internal and/or adjacent streets <i>free</i> of any construction activity that would interfere with traffic flow? **	✓	✓	✓	✓	✓
11	Is the site away from CBD/downtown area?	✓	✓	✓	✓	NO
Site meets ITE Multi-Use Development Criteria?		✓	✓	✓	NO	NO

* As of July 2012

Table 2-2
Various Land-Use Composition* for Selected Mixed-Use Development Sites

Site	Development Name and Location	Occupied Space (sf)	Land-Use Component											
			Residential		Office		Retail		Restaurant		Bank		Hotel	
			(sf)	% of Total	(sf)	% of Total	(sf)	% of Total	(sf)	% of Total	(sf)	% of Total	(sf)	% of Total
1	Mission Farms, Leawood Kansas	117,180	49,564	42.3%	30,231	25.8%	17,983	15.3%	15,518	13.2%	3,884	3.3%	0	0%
2	Park Place, Leawood Kansas	305,110	0	0%	147,590	48.4%	26,525	8.7%	44,264	14.5%	0	0%	86,731	28.4%
3	Metcalfe95, Overland Park Kansas	132,531	0	0%	88,175	66.5%	24,470	18.5%	19,886	15.0%	0	0%	0	0%

* As of July 2012

Chapter 3: Trip Data Collection

3.1 Methodology

To maintain consistency with ITE's nationally recognized database and procedure, efforts were made to follow (when practically possible and within project budget) the methodology prescribed by ITE during data collection phase of this study. Following paragraphs highlight a complete and exhaustive list of the ITE guidelines for use with general sites as well as multi-use development sites.

3.1.1 *General Methodology for all Development Sites*

3.1.1.1 Survey Period

- Site-generated traffic should be counted, if possible, for a full 7-day period to determine when total site-generated trips peak during weekdays and the weekend.
- At the minimum, automatic traffic recorder counts should be taken throughout a full 24-hour period, although a preferred length of time would consist of 48 consecutive hours.
- Some sites require manual counting techniques because automatic traffic recorder devices will not capture all trips (or may not be accurate due to the configuration of the site driveways).
- Manual traffic counts should last for a minimum of 2 hours for each peak period, depending on whether the adjacent street traffic peak or the generator's peak is being surveyed.
- If the desired traffic analysis requires other periods, counts for those periods should also be obtained.
- The day of the week and time of the day are also important considerations in obtaining meaningful results. The purpose of the study will dictate the critical time period for analysis.
- In many cases the season of the year is also important. In general, traffic generation for land uses with little or no seasonal variation should be

counted on average days. For land uses with significant seasonal variation, time periods representing the 30th to 50th highest hours of the year may be used.

- Care should be taken to avoid making counts during special events, holidays, construction periods, bad weather, or other times when conditions at the study site or in its vicinity may affect site trip generation.
- The time period being surveyed should represent typical activity for the site (e.g. no data collection should be conducted during a super sale at a retail site) unless the study is specifically designed for collecting data during a peak time (e.g. holiday shopping season for retail sites).

3.1.1.2 Independent Variable Data Compilation

- The data for the independent variable should be readily available, for the survey site.
- The number of trips generated at the site should be influenced in a logical way by the independent variable.
- Available site data should be accurate, for sites being counted and proposed future development (i.e. if it cannot be projected for new development, it is not an appropriate independent variable).
- Variables for similar sites should be provided directly and not merely estimated from a different variable.
- In general, it is recommended that data be collected and compiled for as many potential, appropriate independent variables as practical. The sample data collection forms presented here, contain a list of suggested data to obtain.

3.1.1.3 Development Data Requirements

- Trip generation estimates are based on development characteristics that are used as independent variables. This normally requires a check with the

owners or managers of the development to ensure the availability of accurate data on physical characteristics.

- Number of dwelling units vs. occupied dwelling units
 - Number of square footage vs. occupied square footage
 - Leased vs. owned
- Description of the site
 - Square Footage and/or units
 - Percent Occupancy
 - Site Acreage
 - Location within area (central business district, suburban, rural)
 - Name and description of principal uses
- Site Plan
- Adjacent Street Traffic Volumes

3.1.1.4 Traffic Counting

- Count directional traffic volumes (entering and exiting) by 15-minute period.
- Where directional counts cannot be made automatically, manual counts should be made during the street peak periods, plus the peak period of the generator to record the peak-hour entering and exiting volumes. Two or more days of peak period traffic counts are desirable.
- If possible, collect hourly traffic volume data (or obtain from the governing jurisdiction) on all streets adjacent to and with access to/or from the site so that adjacent street peak hours can be determined. The traffic volumes must be done concurrently.
- Surveys of traffic counts conducted on public streets may require a courtesy call to the proper governing authority. Providing a copy of the traffic volume data or the final study to either the public or private agency involved is another good policy.

- Data concerning the site should be obtained through interviews with the site owner or manager and, if necessary, by means of measurements.
- Verify automatic counts with manual counts for short periods. If pneumatic road tube counters are used, exercise extra caution and verification because the accuracy of this equipment may degrade at low speed traffic conditions.
- If pass-by data are being collected, specific intercepts surveys will be needed.
- If needed, record hourly entering and exiting traffic by vehicle classification and vehicle occupancy and compare with corresponding automatic counts to determine a factor for adjusting the raw automatic counts. This may require classifying vehicles by number of axles if automatic counters have been used.

3.1.1.5 Data Collection at Multi-Use Developments

As ITE wishes to increase the database on multi-use developments in order to provide internal capture data for a broader range of land uses, efforts were made to follow their guidelines (if practically possible) when collecting trip data for this study. The field data collection at the site should include an “in-person, on-site interview” and a “cordon traffic count”. Conducting internal traffic counts should also be considered at sites where internal streets exist and can be isolated and where internal streets carry most of the internal trips (both pedestrian and vehicular).

3.1.1.6 Site Characteristics

- Compile the necessary information to describe the multi-use development and each of its individual land uses.
- Obtain information on the independent variables reported under each of the individual land uses in ITE Trip Generation Manual.

- A map or sketch should also be prepared showing buildings, internal streets, access to the external street system and locations of the counts and interviews.
- If possible, the data collection program should obtain a description and assessment of the proximity/accessibility of the complementary uses within the site and a description and assessment of the proximity of competing markets outside the site.

3.1.1.7 Traffic Count (Cordon)

- Driveway volumes at all entrances/exits at the multi-use site should be counted for as long of a period as possible.
- If only 48 hours of data can be obtained, volumes should be counted during the mid-week (Tuesday through Thursday) to avoid daily variations that may occur on Monday and Friday.
- If the selected period for design of site access could be the weekend, traffic counts and surveys should likewise be conducted during the weekend.
- Ideally 7 consecutive days of data are recommended if budgets allow and if site driveways are configured to enable complete and accurate counts. With 7 days of data, daily variations can be computed and a weekday average and weekend average can be calculated.
- Driveway counts should be conducted during the same periods as interviews.

3.1.1.8 Traffic Count (Internal)

For some multi-use developments, it will be possible to validate the survey results for overall internal trip-making with a comprehensive count of internal pedestrians and vehicles. In such cases, pedestrians and vehicles travelling among on-site land uses should be counted during the interview time periods.

3.1.1.9 Intercept Interviews

- Concurrent with gathering driveway volumes, interviews of workers, shoppers, visitors and residents of the site should be conducted.
- The objective of the intercept survey is to obtain information on trip purposes at the multi-use site, the origins and destinations of trips entering and exiting the site and the mode of each trip.
- Interviews of persons are typically conducted on site as they leave the site (or leave a single land use within the site).
- Each interview obtains information on the trips to and from the site and is administered on site.
- A minimum of 100 interviews per time period should be conducted at the multi-use development. For larger developments (i.e. with at least 300,000 square feet of office or retail space), a minimum of 200 interviews per time period should be completed.

3.2 Field Data Collection and Limitations

In an effort to collect site data including trip data collected in the field, utmost care was taken to follow the above-mentioned guidelines as closely as possible - within practical means, budgetary limitations, certain site restrictions and other project constraints. One of the major limitations for collecting field data was imposed by the individual property management entities who **did not** allow for:

- Installation of any traffic counters at any of the driveway locations to the sites and/or any locations within the site; and
- Performing any intercept interviews of the site patrons.

Given these constraints and budget limitations, the trip data collection effort conducted in the field was narrowed down to manual cordon counts (less intrusive means) at each site under study as follows:

- During both morning and afternoon peak-hours (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) of several typical weekdays in a typical month of the year.
- Each site was counted on Tuesday, Wednesday and Thursday in June 2012 (i.e. typical weekdays and typical month).
- Both inbound and outbound trips at each and every driveway to each site under study were recorded for each count period.
- Counts were conducted in 15-minute intervals.
- Peak-hour directional counts on adjacent street networks were also recorded at each site.
- For Site #3, where all driveways to the site are shared by adjoining properties, utmost care was exercised to distinguish between trips to/from the site under study and those of the adjoining properties.

The results of these counts are shown in Appendix B and summarized in Tables 3.1, 3.2 and 3.3 for Site #1, #2 and #3, respectively. The values shown in these tables reflect the actual trips observed at each site during each count period with the three-day average values shown as well. In summary, on average

- **Site #1** generates 91 trip-ends (70 inbound and 21 outbound) during the morning peak-hour and 271 trip-ends (168 inbound and 103 outbound) during the afternoon peak-hour of a typical weekday. For this site, the peak flows occur between 7:45 and 8:45 a.m. and 4:45 and 5:45 p.m.
- **Site #2** generates 339 trip-ends (272 inbound and 67 outbound) during the morning peak-hour and 732 trip-ends (405 inbound and 327 outbound) during the afternoon peak-hour of a typical weekday. For this site, the peak flows occur between 7:30 and 8:30 a.m. and 5:00 and 6:00 p.m.
- **Site #3** generates 279 trip-ends (202 inbound and 77 outbound) during the morning peak-hour and 449 trip-ends (237 inbound and 212 outbound) during the afternoon peak-hour of a typical weekday. For this site, the peak flow occurs between 8:00 and 9:00 a.m. and 5:00 and 6:00 p.m.

Table 3-1

Summary of Peak-Hour Trips, Generated by "Mission Farms" Mixed-Use Development, Leawood, KS (June 2012)

Site Access	Trips
Primary Access Point (Full Access)	Inbound
	Outbound
	Driveway Total (2-Way)
Secondary Access Point (Right-In/Right-Out)	Inbound
	Outbound
	Driveway Total (2-Way)
Combined Access Points	Site Total (2-Way)

Morning Peak-Hour of Generator (One Hour Between 7:00 and 9:00 a.m.), vph			
Count #1	Count #2	Count #3	<i>Average</i>
67	79	59	68
12	19	10	14
79	98	69	82
4	3	0	2
6	7	6	6
10	10	6	9
89	108	75	91

Afternoon Peak-Hour of Generator (One Hour Between 4:00 and 6:00 p.m.), vph			
Count #1	Count #2	Count #3	<i>Average</i>
152	175	155	161
89	88	86	88
241	263	241	248
7	6	7	7
17	13	18	16
24	19	25	23
265	282	266	271

Table 3-2

Summary of Peak-Hour Trips, Generated by "Park Place" Mixed-Use Development, Leawood, KS (June 2012)

Site Access	Trips	Morning Peak-Hour of Generator (One Hour Between 7:00 and 9:00 a.m.), vph				Afternoon Peak-Hour of Generator (One Hour Between 4:00 and 6:00 p.m.), vph			
		Count #1	Count #2	Count #3	Average	Count #1	Count #2	Count #3	Average
Access Point #1 (Full Access)	Inbound	78	71	78	76	120	123	163	135
	Outbound	17	13	16	15	23	29	34	29
	Driveway Total (2-Way)	95	84	94	91	143	152	197	164
Access Point #2 (Right-In/Right-Out)	Inbound	6	3	7	5	9	7	6	7
	Outbound	2	6	3	4	13	15	7	12
	Driveway Total (2-Way)	8	9	10	9	22	22	13	19
Access Point #3 (Right-In/Right-Out)	Inbound	60	62	61	61	30	33	36	33
	Outbound	16	19	19	18	100	101	113	105
	Driveway Total (2-Way)	76	81	80	79	130	134	149	138
Access Point #4 (Right-In/Right-Out/Left-In)	Inbound	80	79	82	80	161	168	206	178
	Outbound	15	31	16	21	115	119	125	120
	Driveway Total (2-Way)	95	110	98	101	276	287	331	298
Access Point #5 (Full Access)	Inbound	42	61	48	50	46	51	58	52
	Outbound	8	7	11	9	58	67	59	61
	Driveway Total (2-Way)	50	68	59	59	104	118	117	113
Combined Access Points	Site Total (2-Way)	324	352	341	339	675	713	807	732

Table 3-3

Summary of Peak-Hour Trips, Generated by "Metcalf95" Mixed-Use Development, Overland Park, KS (June 2012)

Site Access	Trips	Morning Peak-Hour of Generator (One Hour Between 8:00 and 9:00 a.m.), vph				Afternoon Peak-Hour of Generator (One Hour Between 5:00 and 6:00 p.m.), vph			
		Count #1	Count #2	Count #3	Average	Count #1	Count #2	Count #3	Average
Northwest Access points (4 Drives) (Full Access)	Inbound	45	56	60	54	48	52	54	51
	Outbound	16	47	51	38	98	58	50	69
	Driveway Total (2-Way)	61	103	111	92	146	110	104	120
Southwest Access Points (7 Drives) (Full Access)	Inbound	93	91	96	93	20	21	24	22
	Outbound	10	21	23	18	75	70	68	71
	Driveway Total (2-Way)	103	112	119	111	95	91	92	93
Southeast Access Point (Full Access)	Inbound	43	46	47	45	189	151	152	164
	Outbound	12	19	22	18	63	73	80	72
	Driveway Total (2-Way)	55	65	69	63	252	224	232	236
Northeast Access Point (Right-In/Right-Out)	Inbound	30			10				
	Outbound	10			3				
	Driveway Total (2-Way)	40			13				
Combined Access Points	Site Total (2-Way)	259	280	299	279	493	425	428	449

NOTE:

Blacked out cells denote closure of the access drive due to repair work. During this time period, vehicles access the site via other drives.

Chapter 4: ITE Trip Generation Estimation

4.1 Analysis

For comparison purposes, the average vehicular trips generated by each of the subject sites were also estimated (as compared to the actual observed trips) using the trip generation rates suggested by the *ITE Trip Generation Manual, 8th Edition*. In doing so, appropriate ITE Land Use Codes best representing the individual components of each site with their respective independent variables were selected and both, “Average Rate Method” and “Regression Equation Method” were evaluated. The results of this analysis are shown in Appendix C and highlighted in the following paragraphs.

4.1.1 Site #1 – Mission Farms

As mentioned earlier, the built portion of this site is comprised of 155,205 square feet of gross floor area with approximately 75.5% of the space (117,180 sf) occupied and operational. The occupied area consists of:

- 42 dwelling units of Condominiums (ITE Land Use Code 230 with “Number of Dwelling Units” as Independent Variable);
- 30,231 square feet of General Office (ITE Land Use Code 710 with “Gross Floor Area” as Independent Variable);
- 17,983 square feet of various retail shops (ITE Land Use Code 814 with “Gross Leasable Area” as Independent Variable);
- A bank with 2 drive-thru lanes (ITE Land Use Code 912 with “Number of Drive Thru Lanes” as Independent Variable; and
- Four restaurants that collectively occupy approximately 15,518 square feet of space. One of these restaurants is open all day for breakfast, lunch and dinner with relatively high-turnover (ITE Land Code 932 with “Gross Floor Area” as Independent Variable), and the others are only open for lunch and dinner with less of a turnover (ITE Land Use Code 931 with “Gross Floor Area” as Independent Variable).

Table 4.1 provides a summary of the calculated trips generated by Site #1 using the rates suggested by the *ITE Trip Generation Manual, 8th Edition*. The results indicate that this site will likely generate the following number of trips:

- On average, 128 trip-ends (79 inbound and 49 outbound) during the morning peak-hour of a typical weekday;
- On average, 297 trip-ends (153 inbound and 144 outbound) during the afternoon peak hour of a typical weekday; and
- On average, 3,154 trip-ends (two-way volumes) during 24-hour period of a typical weekday.

4.1.2 Site #2 – Park Place

As mentioned earlier, the built portion of this site is comprised of 329,452 square feet of gross floor area with approximately 92.6% of the space (305,110 sf) occupied and operational. The occupied area consists of:

- A Hotel with 156 rooms (ITE Land Use Code 310 with “Number of Rooms” as Independent Variable);
- A Health/Fitness Center with an area of approximately 2,722 square feet (ITE Land Use Code 492 with “Gross Floor Area” as Independent Variable);
- 147,590 square feet of variety of office spaces (ITE Land Use Code 710 with “Gross Floor Area” as Independent Variable);
- 26,525 square feet of various retail shops (ITE Land Use Code 814 with “Gross Leasable Area” as Independent Variable); and
- A number of restaurants that collectively occupy approximately 44,264 square feet of space. A couple of these restaurants are open all day for breakfast, lunch and dinner with relatively high-turnover (ITE Land Code 932 with “Gross Floor Area” as Independent Variable) and the others are only open for lunch and dinner with less of a turnover (ITE Land Use Code 931 with “Gross Floor Area” as Independent Variable).

Table 4.2 provides a summary of the calculated trips generated by Site #2 using the rates suggested by the *ITE Trip Generation Manual, 8th Edition*. The results indicate that this site will likely generate the following number of trips:

- On average, 450 trip-ends (310 inbound and 140 outbound) during the morning peak-hour of a typical weekday;
- On average, 747 trip-ends (354 inbound and 393 outbound) during the afternoon peak hour of a typical weekday; and
- On average, 8,376 trip-ends (two-way volumes) during 24-hour period of a typical weekday.

4.1.3 Site #3 – Metcalf95 Complex

As mentioned earlier, this site is fully built and comprises 161,129 square feet of gross floor area with approximately 82.3% of the space (132,531 sf) occupied and operational. The occupied area consists of:

- 88,175 square feet of variety of office space (ITE Land Use Code 710 with “Gross Floor Area” as Independent Variable);
- 24,470 square feet of various retail shops (ITE Land Use Code 814 with “Gross Leasable Area” as Independent Area); and
- Four (4) restaurants that collectively occupy approximately 19,886 square feet of space. One of these restaurants is open for breakfast and lunch with relatively high-turnover (ITE Land Use Code 932 with “Gross Floor Area” as Independent Variable), another one is only open for lunch but provides catering services as well, and the other two are only open for lunch and dinner with less of a turnover (ITE Land Use Code 931 with “Gross Floor Area” as Independent Variable).

Table 4.3 provides a summary of the calculated trips generated by Site #3 using the rates suggested by the *ITE Trip Generation Manual, 8th Edition*. The results indicate that this site will likely generate the following number of trips:

- On average, 397 trip-ends (268 inbound and 129 outbound) during the morning peak-hour of a typical weekday;
- On average, 465 trip-ends (190 inbound and 275 outbound) during the afternoon peak hour of a typical weekday; and
- On average, 4,824 trip-ends (two-way volumes) during 24-hour period of a typical weekday.

Table 4-1

**Summary of Trip Generation Calculation (Total Driveway Volumes) Using ITE Trip Generation Manual, 8th Edition
Occupied Portion of the Existing "Mission Farms" Mixed-Use Development, Leawood, KS (June 2012)**

Method of Trip Estimation	Land Use (ITE CODE)	Size Indep. Var.	Typical Weekday						
			24-hr, Two-Way Volume (vpd)	AM Peak-Hour (vph)			PM Peak-Hour (vph)		
				Enter	Exit	Total	Enter	Exit	Total
Weighted Average Rate Method	Residential Component:								
	Condominium (230)	42 Units	244	3	15	18	15	7	22
	Office Component:								
	General Office Use (710)	30,231 GFA (sf)	333	41	6	47	8	37	45
	Retail/Service Component:								
	Specialty Retail Center (814)	17,983 GLA (sf)	797				21	27	48
	Bank (912)	2 Drive Thru Lanes	279	11	8	19	27	28	55
Restaurants (931 & 932)	15,518 GFA (sf)	1,501	24	20	44	82	45	127	
	Entire Development		3,154	79	49	128	153	144	297

NOTES:

- 1) The trip generation numbers in this table are calculated using the rates suggested in the "ITE Trip Generation Manual", 8th Edition.
- 2) The number of trips are determined by both Weighted Average Rate Method and the Regression Equation Method and the method that generates trips with statistical significance is selected for analysis.
- 3) GFA denotes Gross Floor Area in square feet.
- 4) GLA denotes Gross Leasable Area in square feet.
- 5) Blank cells indicate no data available.

**Table 4-2
Summary of Trip Generation Calculation (Total Driveway Volumes) Using ITE Trip Generation Manual, 8th Edition
Occupied Portion of the Existing "Park Place" Mixed-Use Development, Leawood, KS (June 2012)**

Method of Trip Estimation	Land Use (ITE CODE)	Size Indep. Var.	Typical Weekday						
			24-hr, Two-Way Volume (vpd)	AM Peak-Hour (vph)			PM Peak-Hour (vph)		
				Enter	Exit	Total	Enter	Exit	Total
Weighted Average Rate Method	Lodging Component: Hotel (310)	156 rooms	1,275	53	34	87	48	44	92
	Recreation Component: Health/Fitness Center (492)	2,722 GFA (sf)	90	2	2	4	5	4	9
	Office Component: General Office Use (710)	147,590 GFA (sf)	1,625	201	28	229	37	183	220
	Retail/Service Component: Specialty Retail Center (814)	26,525 GLA (sf)	1,176				32	40	72
	Restaurants (931 & 932)	44,264 GFA (sf)	4,210	54	76	130	232	122	354
	Entire Development		8,376	310	140	450	354	393	747

NOTES:

- 1) The trip generation numbers in this table are calculated using the rates suggested in the "ITE Trip Generation Manual", 8th Edition.
- 2) The number of trips are determined by both Weighted Average Rate Method and the Regression Equation Method and the method that generates trips with statistical significance is selected for analysis.
- 3) GFA denotes Gross Floor Area in square feet.
- 4) GLA denotes Gross Leasable Area in square feet.
- 5) Blank cells indicate no data available.

Table 4-3

**Summary of Trip Generation Calculation (Total Driveway Volumes) Using ITE Trip Generation Manual, 8th Edition
Occupied Portion of the Existing "Metcalfe95 Complex" Mixed-Use Development, Overland Park, KS (July 2012)**

Method of Trip Estimation	Land Use (ITE CODE)	Size Indep. Var.	Typical Weekday						
			24-hr, Two-Way Volume (vpd)	AM Peak-Hour (vph)			PM Peak-Hour (vph)		
				Enter	Exit	Total	Enter	Exit	Total
Weighted Average Rate Method	Office Component: General Office Use (710)	88,175 GFA (sf)	1,211	149	20	169	30	147	177
	Retail/Service Component: Specialty Retail Center (814)	24,470 GLA (sf)	1,085				29	37	66
	Restaurants (932)	19,886 GFA (sf)	2,528	119	109	228	131	91	222
	Entire Development		4,824	268	129	397	190	275	465

NOTES:

- 1) The trip generation numbers in this table are calculated using the rates suggested in the "ITE Trip Generation Manual", 8th Edition.
- 2) The number of trips are determined by both Weighted Average Rate Method and the Regression Equation Method and the method that generates trips with statistical significance is selected for analysis.
- 3) GFA denotes Gross Floor Area in square feet.
- 4) GLA denotes Gross Leasable Area in square feet.
- 5) Blank cells indicate no data available.

Chapter 5: Trip Generation Rate Model Formulation

5.1 Analysis

As mentioned in the previous Chapters, the occupied portion of the three sites selected for this study range between approximately 117,000 to 305,000 square feet of Gross Floor Area with an average value of approximately 185,000 square feet. Using the information presented in Tables 3.1, 3.2 and 3.3, which represent the actual (observed) morning and afternoon peak-hour trip numbers for Site #1, #2 and #3, respectively, in conjunction with the occupied areas for each site and their overall average, trip rates for these mixed-use development sites were calculated. The results, as summarized at the bottom of Figures 5.1 and 5.2 (labeled as “Data Points”), indicate that during the morning peak-hour of a typical weekday and the afternoon peak-hour of a typical weekday.

5.1.1 Morning Peak-Hour of a Typical Weekday

- Site #1 generates 0.78 trip-ends/hr/1,000 GFA with directional distribution of 77%–23% (inbound–outbound);
- Site #2 generates 1.11 trip-ends/hr/1,000 GFA with directional distribution of 80%–20% (inbound–outbound); and
- Site #3 generates 2.11 trip-ends/hr/1,000 GFA with directional distribution of 72%–28% (inbound–outbound).

5.1.2 Afternoon Peak-Hour of a Typical Weekday

- Site #1 generates 2.31 trip-ends/hr/1,000 GFA with directional distribution of 62%–38% (inbound–outbound);
- Site #2 generates 2.40 trip-ends/hr/1,000 GFA with directional distribution of 55%–45% (inbound–outbound); and
- Site #3 generates 3.39 trip-ends/hr/1,000 GFA with directional distribution of 53%–47% (inbound–outbound).

Based on the data points presented in this study (three selected sites), the data can further be reduced to calculate *weighted average trip rate* for a mixed-use development site with similar characteristics as the ones selected for this study. The results indicate:

- An average rate of 1.28 trip-ends/hr/1,000 GFA with directional distribution of 76%–24% (inbound–outbound) during the morning peak-hour of a typical weekday; and
- An average rate of 2.62 trip-ends/hr/1,000 GFA with directional distribution of 57%–43% (inbound–outbound) during the afternoon peak-hour of a typical weekday.

5.2 Model Formulation

The results of the analysis show that the aforementioned average values, as depicted in Figures 5.1 and 5.2 (labeled as “Data Plot”), represent “straight line” Models to estimate average trip numbers generated by a mixed-use development site during the morning and afternoon peak-hours of a typical weekday.

5.2.1 Trip Generation Rate Model for Morning Peak-Hour

$$T = 1.28X \quad \text{(Equation 5.1)}$$

$$T_i = 0.76T \quad \text{(Equation 5.1a)}$$

$$T_o = 0.24T \quad \text{(Equation 5.1b)}$$

5.2.2 Trip Generation Rate Model for Afternoon Peak-Hour

$$T = 2.62X \quad \text{(Equation 5.2)}$$

$$T_i = 0.57T \quad \text{(Equation 5.2a)}$$

$$T_o = 0.43T \quad \text{(Equation 5.2b)}$$

Where: T = Average Vehicular Trip Ends, *vph*

X = 1,000 Square Feet of Gross Floor Area

$T_i = \text{Inbound Trips, vph}$

$T_o = \text{Outbound Trips, vph}$

5.2.3 Model Variables

Type of Development:	Mixed-Use (Multi-Use)	
Number of Sites (Data Points):	3	
Independent Variable	Gross Floor Area	
Range of Size	150,000 sf–350,000 sf	
Range of Various Land Use Compositions	Residential Use	0%–43%
	Office Use	25%–67%
	Retail/Service Use	31%–52%

Mixed-Use Development Site

Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area (GFA)**
 On a: **Weekday**
Peak-Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

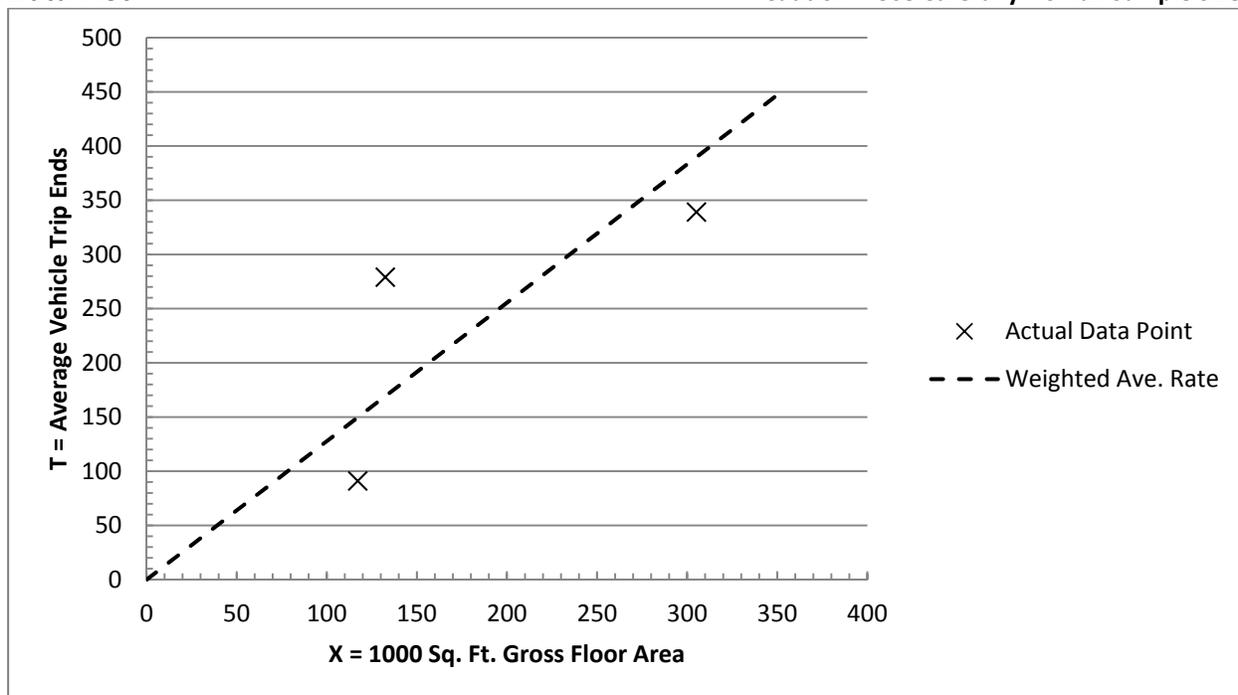
Number of Studies: 3
 Average 1000 Sq. Feet of Occupied GFA: 185
 Directional Distribution: 76% entering, 24% exiting

Trip Generation per 1000 Sq. Feet of Occupied Gross Floor Area (GFA)

Weighted Average Rate	Range of Rates	Standard Deviation
1.28	0.78 – 2.11	0.69

Data Plot

Caution – Use Carefully – Small Sample Size



Data Points

Site No.	Total Occupied GFA (1000 sf), X	Average Vehicle Trip Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/1000 GFA)
1	117.180	91	77%	23%	0.78
2	305.110	339	80%	20%	1.11
3	132.531	279	72%	28%	2.11
All	554.821	709	76%	24%	1.28

Figure 5-1
Trip Generation Rate Model for Multi-Use Development Site
(Morning Peak-Hour of a Typical Weekday)

Mixed-Use Development Site

Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area (GFA)**
 On a: **Weekday**
Peak-Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

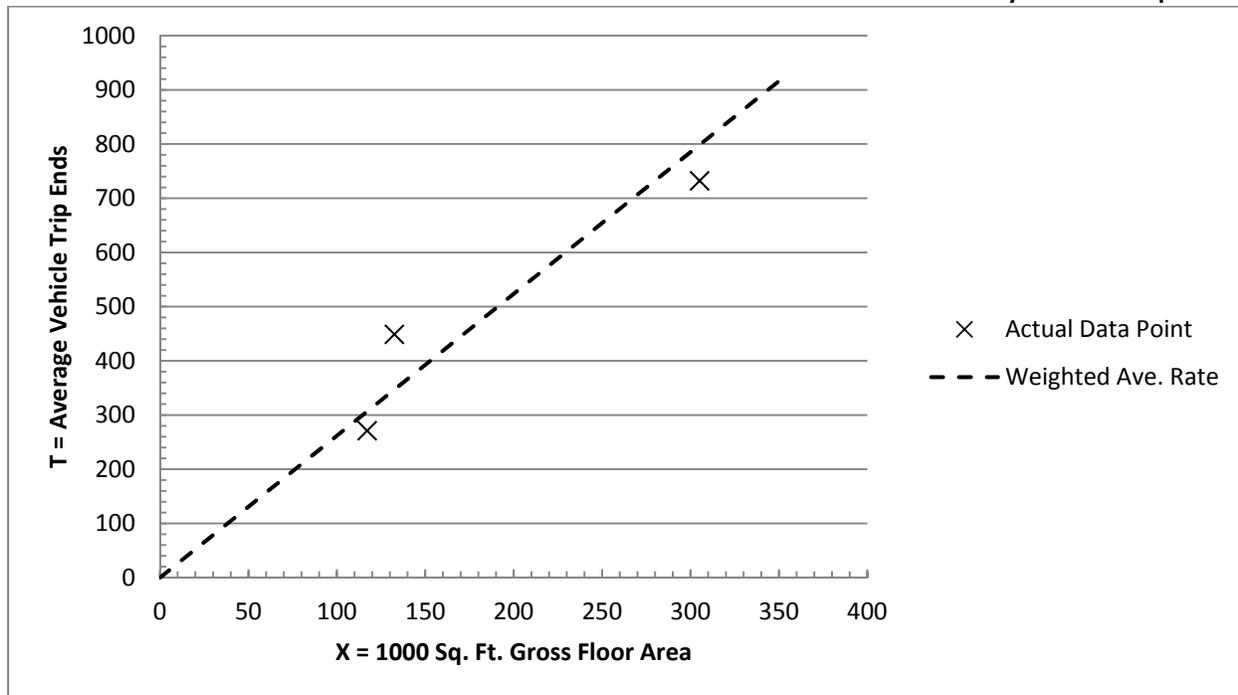
Number of Studies: 3
 Average 1000 Sq. Feet of Occupied GFA: 185
 Directional Distribution: 57% entering, 43% exiting

Trip Generation per 1000 Sq. Feet of Occupied Gross Floor Area (GFA)

Weighted Average Rate	Range of Rates	Standard Deviation
2.62	2.31 – 3.39	0.60

Data Plot

Caution – Use Carefully – Small Sample Size



Data Points

Site No.	Total Occupied GFA (1000 sf), X	Average Vehicle Trip Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/1000 GFA)
1	117.180	271	62%	38%	2.31
2	305.110	732	55%	45%	2.40
3	132.531	449	53%	47%	3.39
All	554.821	1452	57%	43%	2.62

Figure 5-2
Trip Generation Rate Model for Multi-Use Development Site
(Afternoon Peak-Hour of a Typical Weekday)

5.3 Actual (Observed) Trips versus Estimated Trips (ITE Rates)

For comparison purposes, the results of the trip generation analysis using the rates suggested by the *ITE Trip Generation Manual, 8th Edition* were measured against the actual trips that were observed in the field. The results, as summarized in Table 5.1, indicate that during both morning and afternoon peak-hours, using the ITE rates results in an overestimation of the trips for each of the subject sites as follows:

- During the morning peak-hour, the overestimation is, significantly, high in the range of 32.7% to 42.3% with an average value of 37.5%; and
- During the afternoon peak-hour, however, the overestimation is much less in the range of 2.0% and 9.6% with an average value of 3.9%.

These overestimations can be interpreted in several ways and may be the result of one or combination of the following factors:

- Internal trips between various land use components of the multi-use development sites, resulting in a reduction in the trips on the offsite Streets. As mentioned earlier, ITE rates apply to individual stand-alone land-uses and do not account for internal trip capture, hence overestimating the actual trips for multi-use developments.
- Normal variation of data presented in the ITE Trip Generation Manual can also result in either under- and/or overestimation of the trips for some or all land-use types.
- Selection of the most appropriate ITE Land-Use Code to represent various components of the multi-use developments.
- Other factors such as seasonal variation of traffic, possible offsite events, and potential for error in data collection procedure.

5.4 Findings

1. Although utmost care was taken (for this study) to select the most appropriate multi-use development sites, collect necessary information on the independent variables, and collect field data on trips, caution should be exercised in using the models presented in Equations 5.1,

5.1a, 5.1b and 5.2, 5.2a, 5.2b. This is mainly because of the small sample size (three sites) and large variation in the land-use composition of each site. More multi-use development sites need to be studied for the results to be conclusive. For instance, as a follow up to this project, future study can be carried out at the same sites when they are fully developed and occupied.

2. With respect to the internal capture rate for multi-use development sites, this study provides very limited information that is not conclusive. This is mainly because an on-site intercept interview was not conducted due to restrictions imposed by the property management entities for all three sites.

One could, however, argue that percent overestimation of trip numbers by ITE rates (as mentioned in the previous paragraphs and summarized in Table 5.1) may cautiously be considered as a tool to estimate the internal trips captured between various land-use components of the multi-use site. If this were to be the case, only the numbers for the afternoon peak-hour should be used because they seem to be more realistic as compared to those for the morning peak-hour.

For instance, the baseline trips can first be calculated using the ITE rates for individual land use components of the multi-use development site. The sum of all these trips can then be reduced using the discount rates listed in Table 5.1 ranging between 2.0% and 10% in order to estimate the actual trips generated by the subject site during the afternoon peak-hour.

Table 5-1

Comparison of the Actual Site-Generated Trips (Observed) to the Estimated Values Using ITE Rates

Site	Development Name and Location	Occupied Space (sf)	Average Vehicular Trip-Ends (2-way Driveway Volumes) During Peak-Hour of Adjacent Street Traffic					
			One Hour between 7 and 8 a.m.			One Hour between 4 and 6 p.m.		
			Actual * (vph)	ITE Estimate ** (vph)	ITE Over-Estimation *** (%)	Actual * (vph)	ITE Estimate ** (vph)	ITE Over-Estimation *** (%)
1	Mission Farms, Leawood Kansas	117,180	91	128	40.7%	271	297	9.6%
2	Park Place, Leawood Kansas	305,110	339	450	32.7%	732	747	2.0%
3	Metcalf95, Overland Park Kansas	132,531	279	397	42.3%	449	465	3.6%
All		554,821	709	975	37.5%	1,452	1,509	3.9%

NOTES:

* Average over three separate field observations - one on each typical weekday (i.e. Tuesday, Wednesday and Thursday) in June 2012.

** Based on trip rates suggested in the ITE Trip Generation Manual, 8th Edition for individual land-use components of the site.

*** This over-estimation may have been resulted due to one or combination of factors below:

- 1- Internal trips between various components of the multi-use development, resulting in a reduction in the trips on the offsite Streets.
- 2- Normal variation of data presented in the ITE Trip Generation Manual.
- 3- Selection of the most appropriate ITE land-use code to represent various components of the multi-use development.

References

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12. *FDOT Trip Characteristics Study of Multi-Use Developments*. Tindale-Oliver and Associates, for FDOT District IV, December 1993.
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15. *The Trip Characteristics of New Self Sustaining Communities*.

APPENDIX A

SUMMARY OF LAND-USE AND SIZE CHARACTERISTICS FOR INDIVIDUAL SITES SELECTED FOR ANALYSIS

MIXED-USE DEVELOPMENTS IN LEAWOOD KANSAS

Tenant	Subdivision	Address	Occupancy Group	Certificate of occupancy ; Date of issue.
American Energy	Mission Farms	10601 Mission Rd. Leawood KS 66206		2/10/2009
Building a - Unit 303	Mission Farms	10511 Mission Rd. 303 Leawood KS 66206		3/16/2009
Building a - Unit 305	Mission Farms	10511 Mission Rd. 305 Leawood KS 66206		3/19/2009
Building a - Unit 306	Mission Farms	10511 Mission Rd. 306 Leawood KS 66206		4/27/2009
Building a - Unit 307	Mission Farms	10511 Mission Rd. 307 Leawood KS 66206		3/16/2009
Building a - Unit 308	Mission Farms	10511 Mission Rd. 308 Leawood KS 66206		6/25/2009
Building a - Unit 309	Mission Farms	10511 Mission Rd. 309 Leawood KS 66206		5/18/2009
Building a - Unit 311	Mission Farms	10511 Mission Rd. 311 Leawood KS 66206		4/27/2009
Building a - Unit 312	Mission Farms	10511 Mission Rd. 312 Leawood KS 66206		5/18/2009
Building a - Unit 314	Mission Farms	10511 Mission Rd. 314 Leawood KS 66206		4/27/2009
Building a - Unit 316	Mission Farms	10511 Mission Rd. 316 Leawood KS 66206		3/9/2009
Building b - Unit 201	Mission Farms	10531 Mission Rd. 201 Leawood KS 66206		6/25/2009
Building b - Unit 202	Mission Farms	10531 Mission Rd. 202 Leawood KS 66206		10/1/2009
Building b - Unit 203	Mission Farms	10531 Mission Rd. 203 Leawood KS 66206		7/27/2009
Building b - Unit 204	Mission Farms	10531 Mission Rd. 204 Leawood KS 66206		6/30/2009
Building b - Unit 205	Mission Farms	10531 Mission Rd. 205 Leawood KS 66206		5/6/2009
Building b - Unit 206	Mission Farms	10531 Mission Rd. 206 Leawood KS 66206		6/30/2009
Building b - Unit 207	Mission Farms	10531 Mission Rd. 207 Leawood KS 66206		7/27/2009
Building b - Unit 208	Mission Farms	10531 Mission Rd. 208 Leawood KS 66206		6/26/2009
Building b - Unit 209	Mission Farms	10531 Mission Rd. 209 Leawood KS 66206		6/26/2009
Building b - Unit 210	Mission Farms	10531 Mission Rd. 210 Leawood KS 66206		7/27/2009
Building b - Unit 211	Mission Farms	10531 Mission Rd. 211 Leawood KS 66206		3/9/2009
Building b - Unit 212	Mission Farms	10531 Mission Rd. 212 Leawood KS 66206		7/27/2009
Building b - Unit 214	Mission Farms	10531 Mission Rd. 214 Leawood KS 66206		7/27/2009
Building b - Unit 215	Mission Farms	10531 Mission Rd. 215 Leawood KS 66206		4/24/2009
Building b - Unit 216	Mission Farms	10531 Mission Rd. 216 Leawood KS 66206		10/1/2009
Computer Sciences co	Mission Farms	10601 Mission Rd. Leawood KS 66206		2/10/2009

Exclusive md	Mission Farms	10521 Mission Rd. Leawood KS 66206	B	9/24/2009
Ferrel Capital	Mission Farms	10601 Mission Rd. Leawood KS 66206	B	4/15/2011
Kansas Venture Capital	Mission Farms	10601 Mission Rd. Leawood KS 66206	B	2/2/2011
Oppenheimer	Mission Farms	10601 Mission Rd. Leawood KS 66206	B	7/15/2009
Sampson dental	Mission Farms	10601 Mission Rd. Leawood KS 66206	B	4/15/2011
Shell	Mission Farms	10601 Mission Rd. Leawood KS 66206	B	6/18/2008
Solutions Bank	Mission Farms	10601 Mission Rd. Leawood KS 66206	B	6/16/2008
Unit 301	Mission Farms	10531 Mission Rd. 301 Leawood KS 66206		10/23/2009
Unit 302	Mission Farms	10531 Mission Rd. 302 Leawood KS 66206		10/23/2009
Unit 303	Mission Farms	10531 Mission Rd. 303 Leawood KS 66206		10/23/2009
Unit 304	Mission Farms	10531 Mission Rd. 304 Leawood KS 66206		10/23/2009
Unit 305	Mission Farms	10531 Mission Rd. 305 Leawood KS 66206		10/23/2009
Unit 306	Mission Farms	10531 Mission Rd. 306 Leawood KS 66206		10/23/2009
Unit 307	Mission Farms	10531 Mission Rd. 307 Leawood KS 66206		10/23/2009
Unit 308	Mission Farms	10531 Mission Rd. 308 Leawood KS 66206		10/23/2009
Unit 309	Mission Farms	10531 Mission Rd. 309 Leawood KS 66206		10/23/2009
Unit 310	Mission Farms	10531 Mission Rd. 310 Leawood KS 66206		10/23/2009
Unit 311	Mission Farms	10531 Mission Rd. 311 Leawood KS 66206		10/23/2009
Unit 312	Mission Farms	10531 Mission Rd. 312 Leawood KS 66206		10/23/2009
Unit 314	Mission Farms	10531 Mission Rd. 314 Leawood KS 66206		12/11/2009
Unit 315	Mission Farms	10531 Mission Rd. 315 Leawood KS 66206		12/15/2009
Unit 316	Mission Farms	10531 Mission Rd. 316 Leawood KS 66206		12/112009

Tenant	Subdivision	Address	Occupancy Group	Certificate of occupancy ; Date of issue.
American heritage holdings	Park Place	11521 Ash st. Leawood KS 66211	B	8/20/2008
Bella b's & bella bambino	Park Place	11553 Ash st. Leawood KS 66211	M	8/9/2010
Building a - shell	Park Place	11520 Ash st. Leawood KS 66211	A-3GEN	2/2/2011
Building g - shell	Park Place	5201 W 115th Pl. Leawood KS 66211	M	12/13/2010
Cafe roux	Park Place	11554 Ash st. Fish City Grill, Leawood KS 66211	A-2	5/10/2010
Carmens cafe	Park Place	11526 Ash st. Leawood KS 66211	A-2	7/20/2010
Craig Allen's	Park Place	11544 Ash st. Craig Allen's, Leawood KS 66211	B	9/21/2009
Cupcake al a mode	Park Place	11529 Ash st. Leawood KS 66211	B	3/12/2010
Envy boutique	Park Place	11543 Ash st. Leawood KS 66211	M	6/16/2008
Ericcson conference room	Park Place	11550 Ash st. Leawood KS 66211		2/2/2011
Ericsson telecom	Park Place	11550 Ash st. -STE 200 Leawood KS 66211	B	8/1/2008
Flowers by emily	Park Place	11527 Ash st. Leawood KS 66211	M	3/12/2010
Fountain capital management	Park Place	11567 Ash st. Leawood KS 66209	B	8/15/2008
Go bug	Park Place	11530 Ash st. Leawood KS 66211	M	10/10/2008
Hathaway shoe	Park Place	11531 Ash st. Leawood KS 66211	M	3/12/2010
IBM	Park Place	11550 Ash st. -STE 200 Leawood KS 66211		3/18/2009
Ingredient	Park Place	11563 Ash st. Leawood KS 66211	A-2	6/13/2008
Kc surroundings	Park Place	11523 Ash st. Leawood KS 66211		10/31/2008
Lululemons	Park Place	11551 Ash st. 235 Leawood KS 66211	B	8/10/2010
Michael shae salon #A-09	Park Place	11520 Ash st. Leawood KS 66211	M	7/20/2010
Northwest retail @ aloft hotel	Park Place	11620 Ash st. Leawood KS 66211		12/11/2009
Overland consulting	Park Place	11551 Ash st. Leawood KS 66211	B	3/19/2009
Paciugo gelato shop	Park Place	5260 W 116th Pl Paciugo Leawood KS 66211	A-1	10/6/2008
Park place developers office	Park Place	11551 Ash st. Leawood KS 66211		10/31/2008
Picasso exotic aquatics	Park Place	11535 Ash st. Leawood KS 66211	M	1/25/2011
Ra sushi bar	Park Place	11638 Ash st. Ra sushi Leawood KS 66211		6/6/2011
Rice gallery	Park Place	11535 Ash st. Leawood KS 66211	M	10/10/2008

Rps financial	Park Place	5251 W 116th Pl. Leawood KS 66211	B	2/4/2011
Specialty fertilizer products - remodel	Park Place	11550 Ash st.-STE 200 Leawood KS 66211	B	2/9/2011
Specialty fertilizer products	Park Place	11550 Ash st.-STE 200 Leawood KS 66211		12/20/2008
The learning tree	Park Place	11536 Ash st. Leawood KS 66211	M	6/27/2008
Tortoise capital	Park Place	11550 Ash st.-STE 200 Leawood KS 66211	B	7/11/2008
Zte usa	Park Place	11551 Ash st. Leawood KS 66211	B	1/29/2010

Building 6 - shell	Parkway Plaza	4861 W 134th st., Leawood KS 66209	B	6/18/2008
building 7 - shell	Parkway Plaza	4851 W 134th st., Leawood KS 66209	B	6/18/2008
Emergent care plus	Parkway Plaza	4800 W 135th st., Leawood KS 66209	B	12/15/2009
Emily hart bridal	Parkway Plaza	4800 W 135th st., Leawood KS 66209	M	7/21/2010
Eva reynolds fine arts	Parkway Plaza	4851 W 134th st., Leawood KS 66209		12/20/2008
Gaslight grille - offices	Parkway Plaza	13451 Briar st. Leawood KS 66209	B	2/2/2011
Gentry dental	Parkway Plaza	4861 W 134th st., Leawood KS 66209	B	2/10/2009
Green earth cleaners - shell	Parkway Plaza	13420 Roe Ave., Leawood KS 66209	B	10/17/2008
Integrite salon	Parkway Plaza	4800 W 135th st., Leawood KS 66209	B	10/30/2008
Mandarinism	Parkway Plaza	4800 W 135th st 170., Leawood KS 66209	A-2	7/1/2008
Massage heights	Parkway Plaza	4800 W 135th st., Leawood KS 66209		12/20/2008
Parkway plaza building 9 - shell	Parkway Plaza	13440 Roe Ave., Leawood KS 66209		5/27/2009
Parkway plaza condo's - building 4	Parkway Plaza	4901 W 133 rd st., Leawood KS 66209	R-2	12/11/2009
Pizza fusion	Parkway Plaza	4800 W 135th st., Leawood KS 66209		2/20/2009
Runway's clothing store	Parkway Plaza	4800 W 135th st., Leawood KS 66209	M	?
Sazzy's	Parkway Plaza	4800 W 135th st., Leawood KS 66209	M	12/1/2010
Sumo hibachi	Parkway Plaza	4800 W 135th st., Leawood KS 66209	A-2	6/30/2009
Thompson orthodontics	Parkway Plaza	4851 W 134th st., Leawood KS 66209	B	6/24/2008
Tide green cleaners - tenant finish	Parkway Plaza	13420 Roe Ave., Leawood KS 66209	M	10/17/2008
white box - suite b	Parkway Plaza	4861 W 134th st., Leawood KS 66209	B	6/25/2009

SITE #1: MISSION FARMS

MASTER PLAN**MISSION ROAD (EAST)**

	<u>Built</u>	<u>Use</u>	<u>Floor Area(sf)</u>	<u>Units/stories</u>
Building A	Existing	Retail/Residential		3 stories
Building B	Existing	Retail/Residential		3 stories
Building F	Existing	Retail/Office	45618	3 stories
Building E	<i>Future</i>	Retail/Office	35075	
Building D	<i>Future</i>	Office	75000	3 stories
Building C	<i>Future</i>	Retail/Office	15000	
Townhome Villas	<i>Future</i>	Residential		20 units

MISSION ROAD (WEST)

	<u>Built</u>	<u>Use</u>	<u>Floor Area(sf)</u>	<u>Units/stories</u>
Building 1	<i>Future</i>	Retail	8572	
Building 6	<i>Future</i>	Retail	8000	
Building 10	<i>Future</i>	Retail	8572	
Building 12	<i>Future</i>	Office	20000	
Building 2	<i>Future</i>	Retail(Restaurant)	20000	
Building 3	<i>Future</i>	Retail	37000	
Building 4	<i>Future</i>	Retail	27000	
Building 5	<i>Future</i>	Office OR hotel	70000	4 stories
The Village at Mission Farms	<i>Future</i>	Residential		212 units
Building 13 (Townhomes)	<i>Future</i>	Residential		4 units?
Building 14 (Townhomes)	<i>Future</i>	Residential		6 units?
Building 15 (Townhomes)	<i>Future</i>	Residential		4 units?

Building A

1st Floor 19285

Occupied Space

	Floor area (sf)	Percent of occupiable floor area	Occupant type	Biz Category
Noel's Fine gifts & interiors	2436	12.63%	Commercial	Retail/Interior deco goods
Natasha's Mulberry & Mott	1475	7.65%	Commercial	Retail/Restaurant
Blue Koi	3570	18.51%	Commercial	Retail/Restaurant
Blanc Burgers & Bottles	3132	16.24%	Commercial	Retail/Restaurant
Condominium Rental Office	532	2.76%	Commercial	Office
Xiphium	2494	12.93%	Commercial	Retail/Salon
Julia Shapiro Photography & Art	792	4.10%	Commercial	Retail/Photo&Art
Sassy Chic	1961	10.17%	Commercial	Retail/Boutique

Un-Occupied Space 2893 **15.00%** -

2nd Floor + 3rd Floor(Dwellings) 32

Occupied Space

	Dwelling Units		
Condominiums	23	Residential	-

Un-Occupied Space 9 **28.13%**

Building B

1st Floor 17244

Occupied Space

	Floor area (sf)	Percent of occupiable floor area	Occupant type	Biz Category
Artichokes	2925	16.96%	Commercial	Retail/Art activities
Room 39	2807	16.28%	Commercial	Retail/Restaurant
Van Brocks	1722	9.99%	Commercial	Retail/Jewelry

Un-Occupied Space 9790 **56.77%** -

2nd Floor + 3rd Floor(Dwellings) 30

Occupied Space

	Dwelling Units	
Condominiums	19	Residential

Un-Occupied Space 11 **36.67%**

Building F

1st Floor (total area(sf)) 15919

Occupied Space

	Floor area (sf)	Percent of occupiable floor area	Occupant type	Biz Category
Vico's Fine Jewelry	1839	11.55%	Commercial	Retail/Jewelry Retail/Cycling goods
Elite Cycling	1316	8.27%	Commercial	Retail/Restaurant
Avenues Bistro	6009	37.75%	Commercial	Retail/Boutique
Boutique Chic	1023	6.43%	Commercial	Retail/Banking
Arvest Bank	3884	24.40%	Commercial	

Un-Occupied Space

1848

11.61%

-

2nd Floor(total area(sf)) 12338

Occupied Space

American Energy	4245	34.41%	Commercial	Office
Computer Sciences Corporation (CSC)	1860	15.08%	Commercial	Office
Kansas Venture Capital(KCVI)	2230	18.07%	Commercial	Office
Sampson Dental	4003	32.44%	Commercial	Office

Un-Occupied Space

0

0.00%

-

3rd Floor 17361

Occupied Space

Oppenheimer	13116	75.55%	Commercial	Office
Ferrel Capital	4245	24.45%	Commercial	Office

Un-Occupied Space

0

0.00%



MISSION FARMS

Indian Creek Parkway (106th) & Mission Road
NEW ACCESS TO I-435 NOW OPEN



- Retail & Restaurant Sites Available For Sale and Lease
- Freestanding buildings with signage on I-435

FOR MORE INFORMATION,
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MASTER SITE PLAN

LIVE



WORK

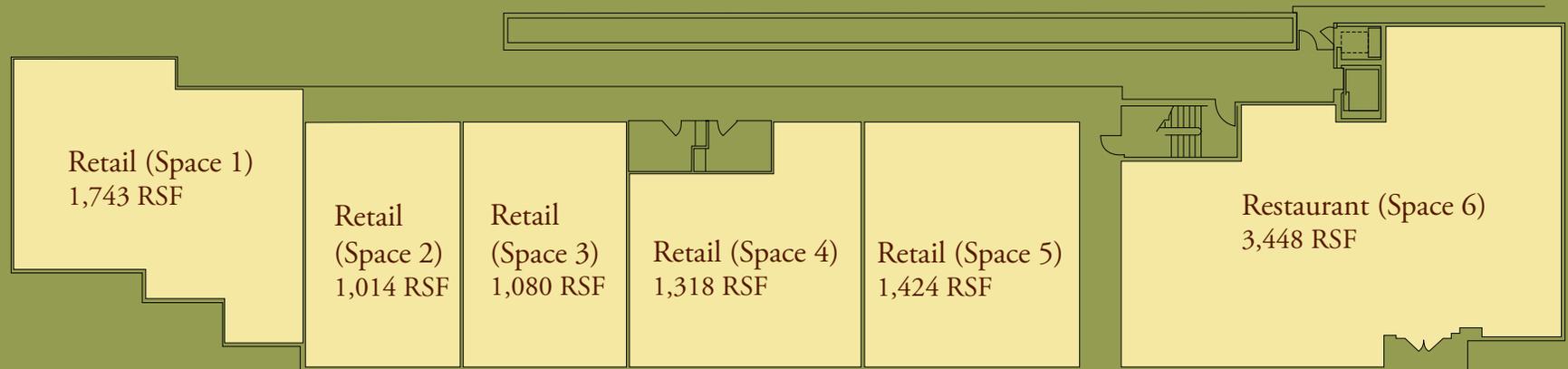


and play

THE VILLAGE AT MISSION FARMS



OCCUPANCY - DECEMBER 2011
1,000 - 6,600 SF OF RETAIL SPACE AVAILABLE



FLOOR PLAN

FOR SALE AND BUILD-TO-SUIT OPPORTUNITIES



212 Residences
Occupancy Spring 2012

3.08± Acres
70,000 SF Hotel
or Office

1.37± Acres
27,000 SF Retail

1.71± Acres
37,000 SF Retail

1.52± Acres
20,000 SF Retail

1.09± Acres

40,000 SF
Office/Retail

75,000 SF Office

15,000 SF
Office/Retail



Three 8,000-square-foot retail/restaurant buildings



JOIN US AT MISSION FARMS

EXISTING TENANTS

- ARTichokes
- Arvest Bank
- Avenues Bistro
- Blanc Burgers & Bottles
- Blue Koi Pan Asian Restaurant
- Elite Cycling
- Exclusive MD
- Julia Shapiro Photography
- Los Cabos Restaurant
- Natasha's Mulberry & Mott
- Noel's Fine Gifts & Interiors
- Room 39
- Sassy Chic
- Style & Grace
- VanBrock
- Vico's Fine Jewelry
- Xiphium Hair Salon

FOR MORE INFORMATION,
PLEASE CONTACT:

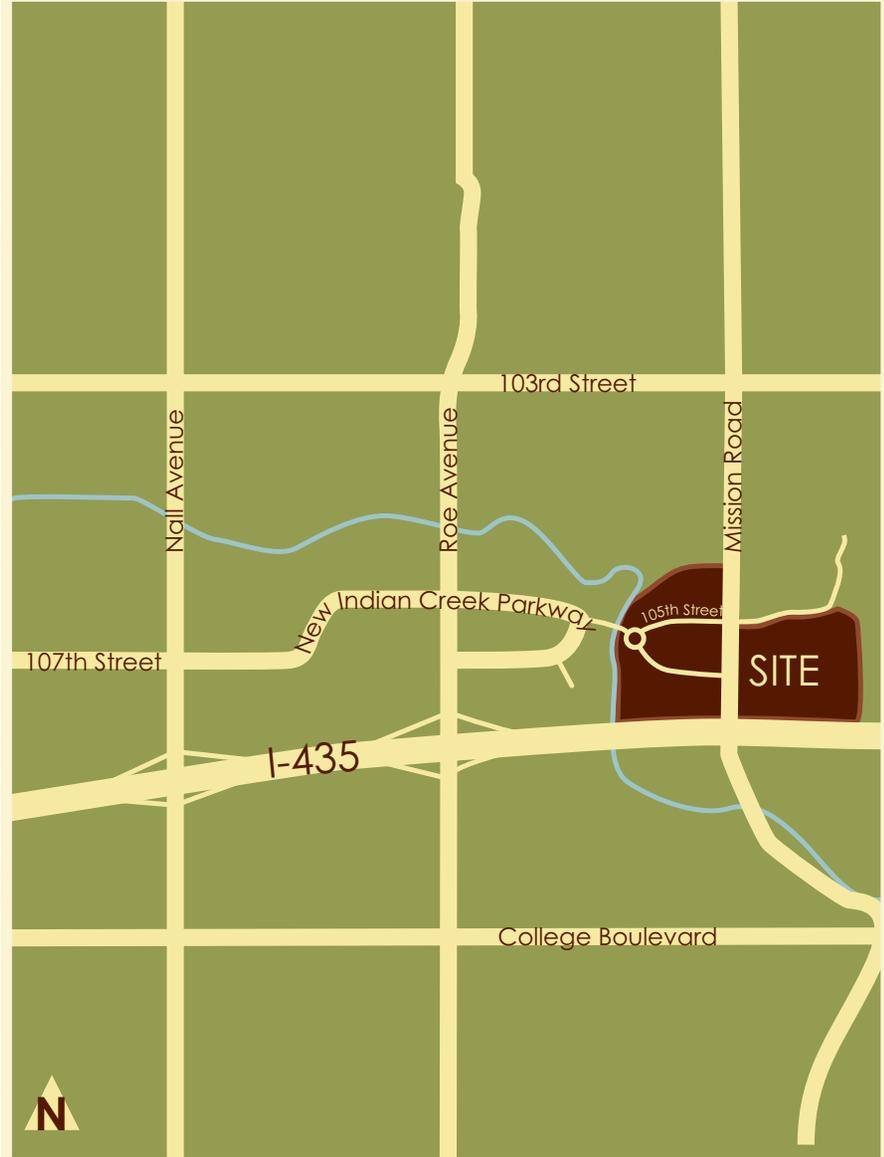
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Site Aerial

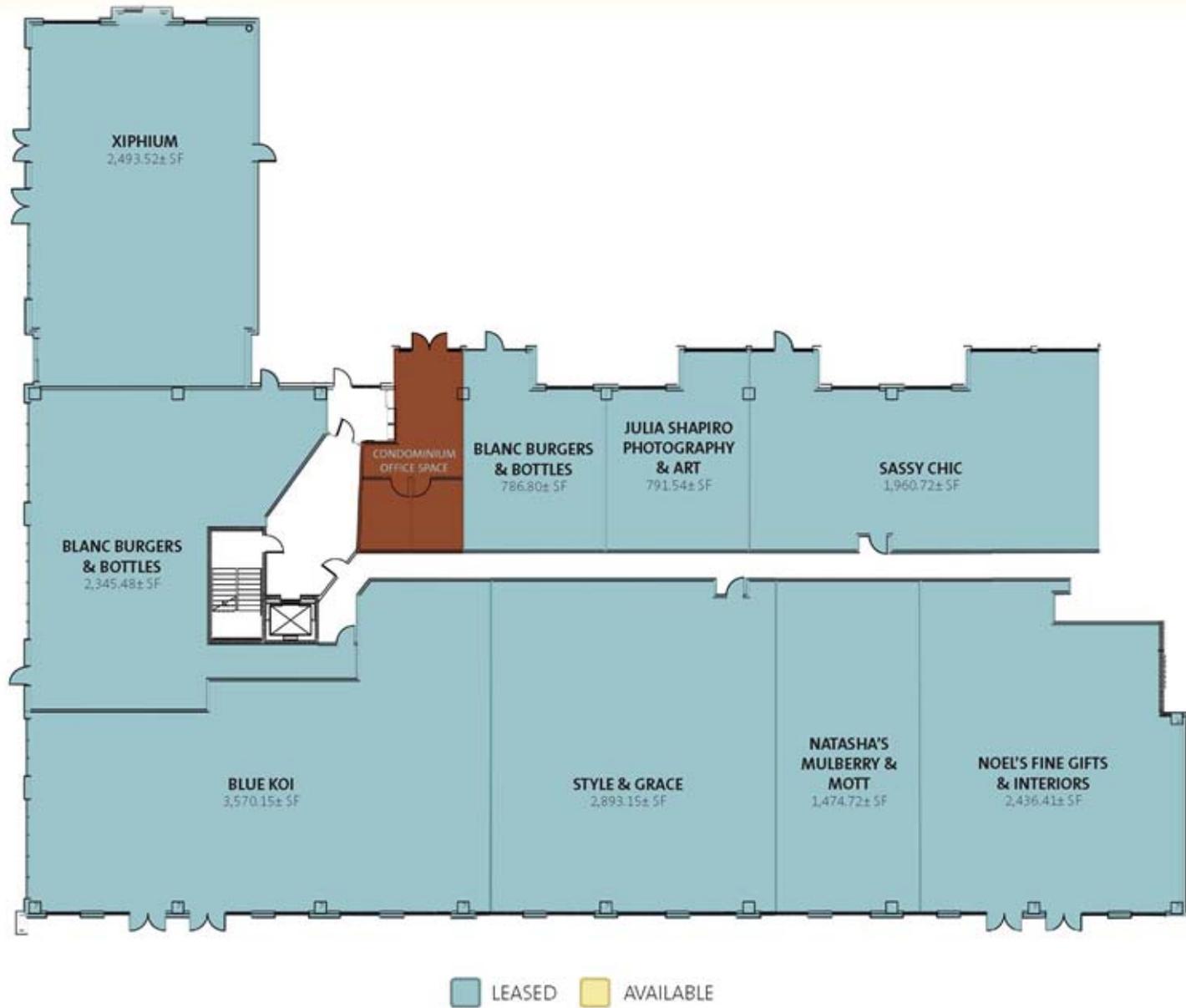


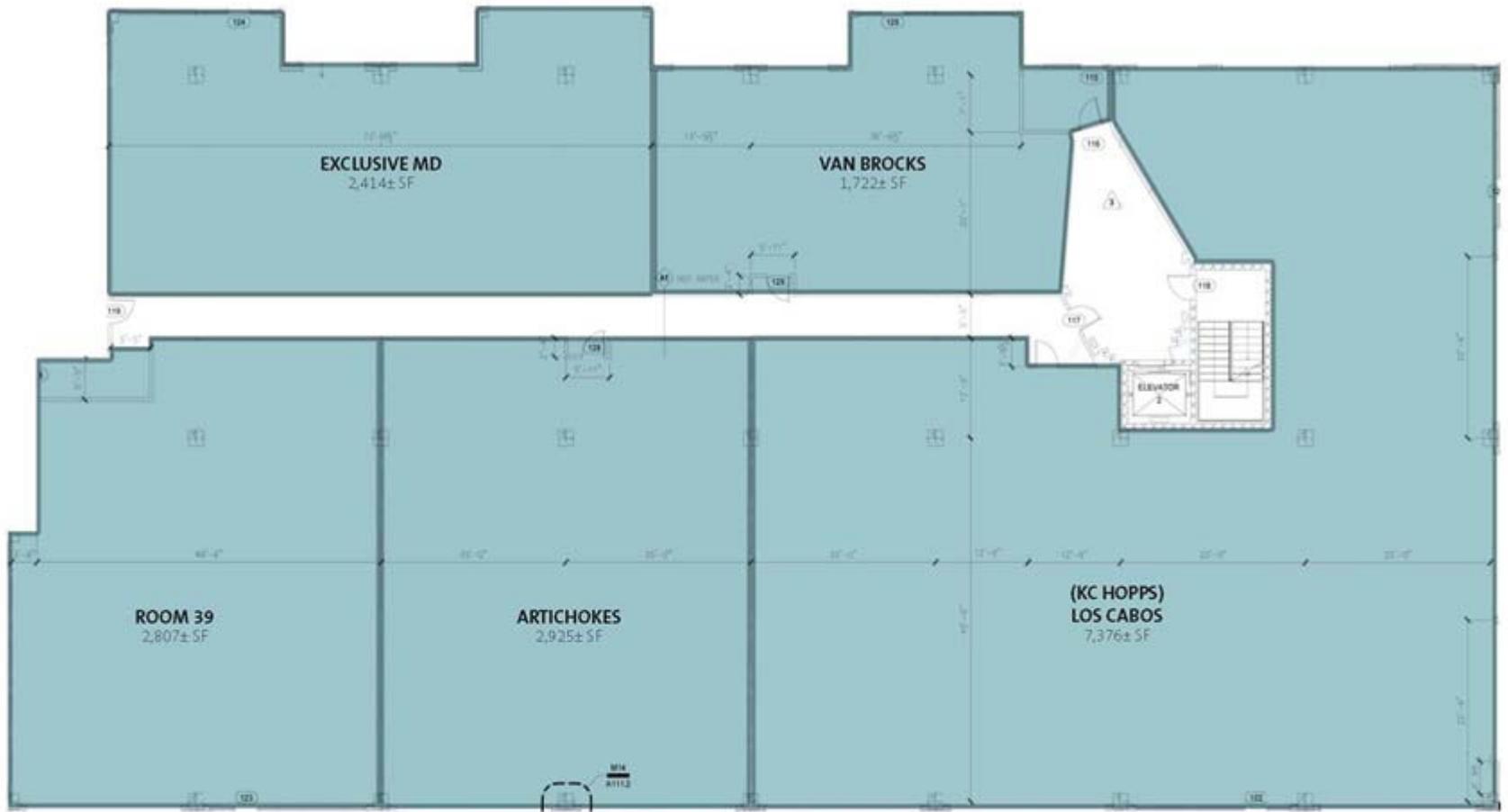
Site Map



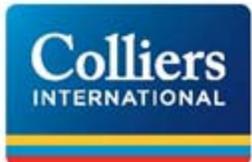


The information contained herein was obtained from sources believed reliable; however, no guarantees, warranties or representations are made as to the completeness or accuracy thereof. The presentation of this property is submitted subject to errors, omissions, change of price or conditions prior to sale or lease, or withdrawal without notice.

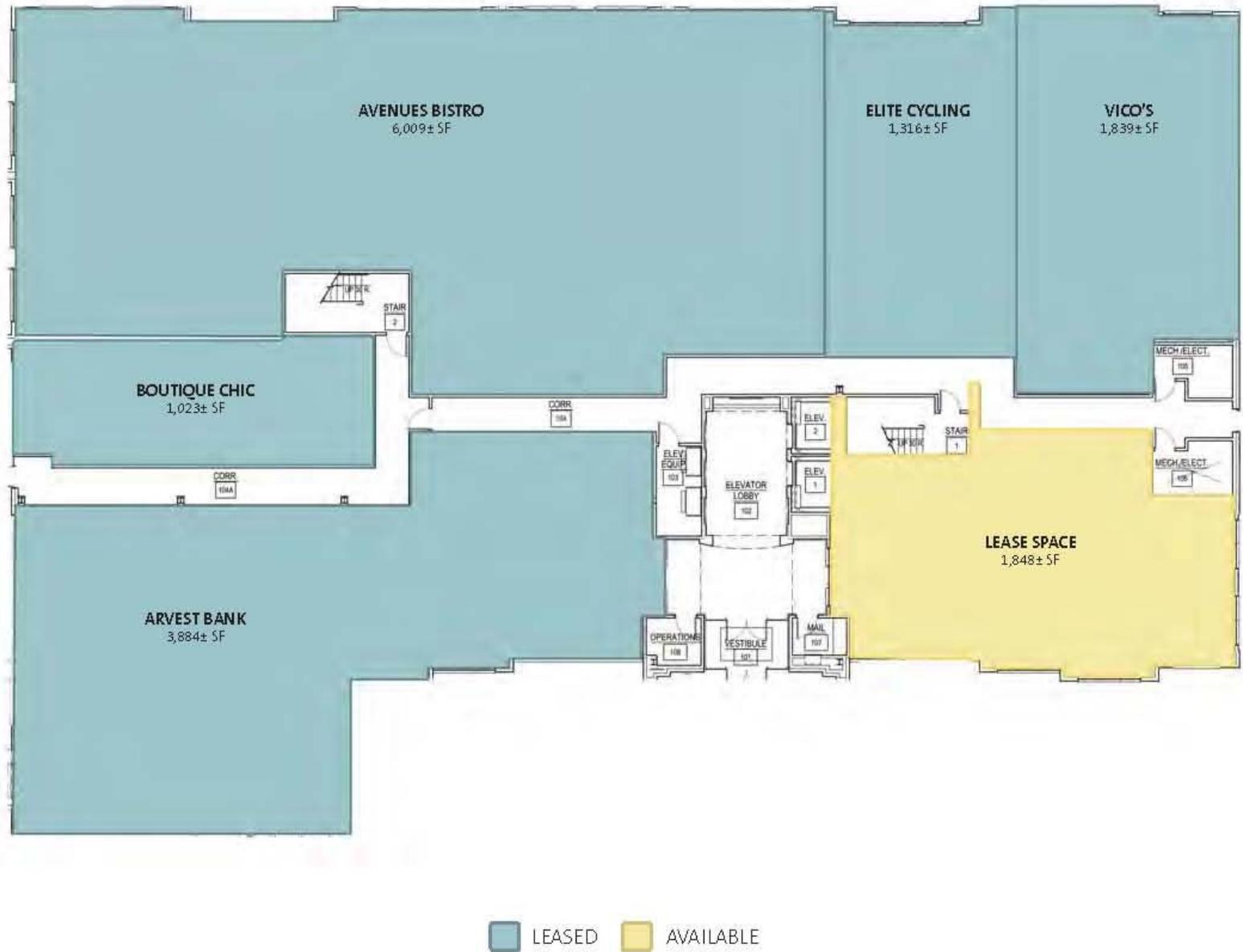




LEASED
 AVAILABLE



Floor Plans • Building B

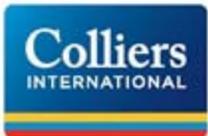




■ LEASED ■ AVAILABLE

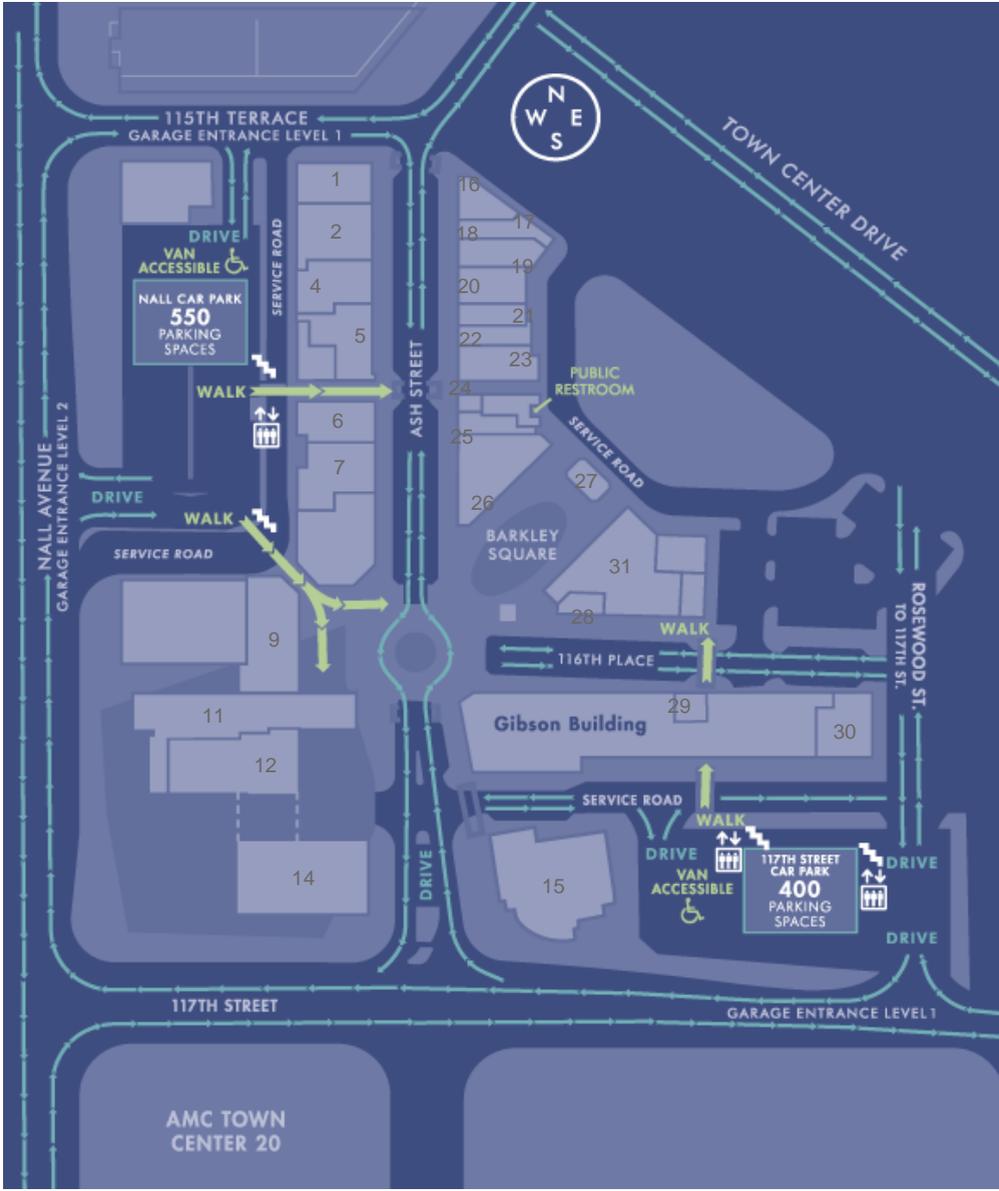


Building F • Second Floor



Building F • Third Floor

SITE #2: PARK PLACE



AMC TOWN
CENTER 20

PARK PLACE (LEAWOOD KS,66211)

Usage	Built Area (sf)
Office space (total)	~ 147,590
Retail space (total)	~ 102,927
Hotel (total)	~ 86,734

BECKER BUILDING

2 nd /3 rd Floor Tenants (Offices)	Address	Suite #	Area (sf)
<i>Alpert Company LP</i>	11551 Ash Street	200	
Fountain Capital Management	11511 Ash Street	250	4000
JDMA Group LLC	11551 Ash Street	205	1800+
Lululemon Athletica	11551 Ash Street	235	
<i>Mann Development Co. LLC</i>	11551 Ash Street	200	
Overland Consulting	11551 Ash Street	215	
<i>Park Place Partners</i>	11551 Ash Street	200	
ZTE USA	11551 Ash Street	220	
Total Office Floor Area (2nd + 3rd Floors)	11551 Ash Street		~ 39,592
1 st Floor Tenants (Retail)	Address	Store #	Area (sf)
KC Surroundings	11523 Ash Street	16	
Cupcake A La Mode	11529 Ash Street	18	
The Rice Gallery of Fine Art	11535 Ash Street	20	
EJ's Boutique	11543 Ash Street	22	
Luxe Boutique	11553 Ash Street	24	
Alysa Rene Boutique	11555 Ash Street	25	
Ingredient Restaurant	11563 Ash Street	26	4,607
Flowers by Emily	11527 Ash Street	17	
J. Hathaway Shoe Boutique	11531 Ash Street	19	
Le Reve Nail Salon	11539 Ash Street	21	
Annabelles Fine Linens	11547 Ash Street	23	
Total Retail Floor Area (1st Floor)			~ 17,307

STAND-ALONE BUSINESSES

California Pizza Kitchen	11655 117 th Street	15	8,677
Barley Square Storage Room (empty)		27	
Paciugo Gelato	5260 116 th Place	28	745
Mestizo	5270 116 th Place	31	5,077

AUBREY BUILDING

2nd/3rd Floor Tenants (Offices)	Address	Suite	Area (sf)
IBM Corporation	11550 Ash Street	350	8,971
Tortoise Capital Advisors	11550 Ash Street	300	17,500
Ericsson Inc.	11550 Ash Street	200	14,376
Specialty Fertilizer Products(SFP)	11550 Ash Street	200	12,199
Total Office Floor Area (2nd + 3rd Floors)			~ 53,046
1ST Floor Tenants (Retail)	Address	Store #	Area (sf)
Michael Shae Salon & Day Spa	11520 Ash Street	1	2,462
Carmen's Cafe	11526 Ash Street	2	3,775
The Learning Tree	11536 Ash Street	4	3,043
The Gents Place	11544 Ash Street	5	3,252
Original Marv Deli	11554 Ash Street	6	2,382
Picasso Exotic Aquatics	11556 Ash Street	7	3,597
Trezo Vino Wine Bistro (Vacant)	11570 Ash Street	8	4,873
Total Retail Floor Area (1st Floor)			~ 23,384

GIBSON BUILDING

2nd/3rd Floor Tenants	Address	Suite	Area (sf)
RPS Financial (North Western Mutual)	5251 W 116th Place		
Regus	5251 W 116th Place	200	
Total Office Floor Area (2nd + 3rd Floors)			~ 45,828
1ST Floor Tenants (Retail)	Address	Store #	Area (sf)
Tallulah Belle's	5255 W 116 th Place	29	726
Bar Method	5215 W 116 th Place	30	2,722
(Vacant)			19,466
Total Retail Floor Area (1st Floor)			~ 22,914

BUILDING D

Tenant (Office)	Address	#	Area (sf)
Muller Bressler Brown	11610 Ash Street	9	9,124

Tenant (Retail)	Address	#	Area (sf)
801 Chophouse	11616 Ash Street	9	5,249
Ra Sushi	11638 Ash Street	12	6,124
Gordon Biersch	11652 Ash Street	14	8,373
Total Retail Floor Area			~ 19,746

Tenant (Others)	Address	#	Area (sf)/rooms
Aloft Hotel	11620 Ash Street	11	156 rooms

Links

<http://pressreleases.kcstar.com/?q=node/28038>

<http://www.bizjournals.com/kansascity/stories/2008/05/05/story5.html>

<http://www.parkplaceleawood.com/happenings/news/66>

<http://www.parkplaceleawood.com/happenings/news/17>

<http://www.parkplaceleawood.com/happenings/news/20>

<http://parkplaceleawood.com/happenings/news/94>

<http://destinationparkplace.com/happenings/news/63>

<http://parkplaceleawood.com/happenings/news/79>

<http://www.costar.com/News/Article/Ericsson-Leases-14376-SF-in-Leawood/101319>

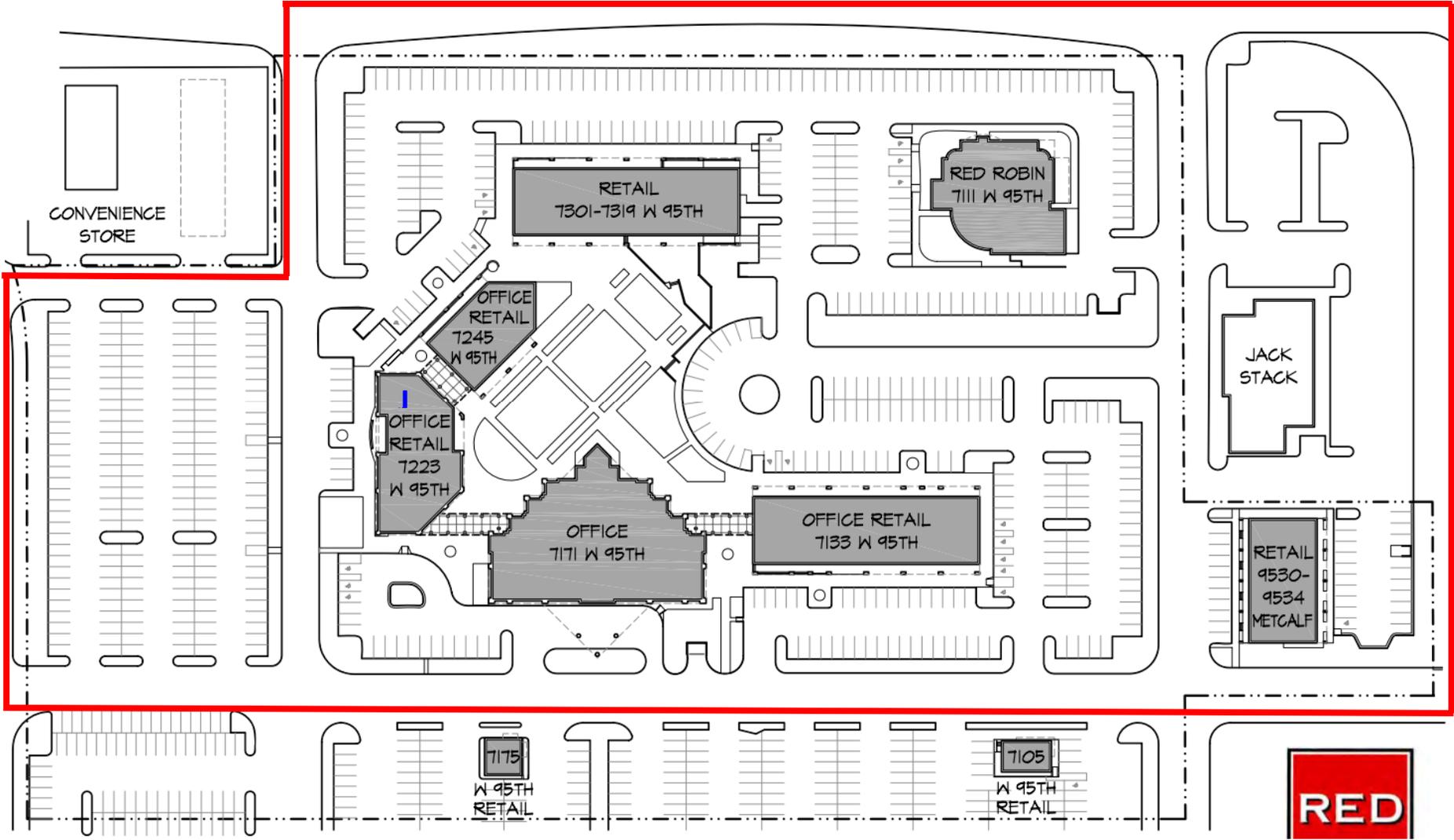
<http://www.bizjournals.com/kansascity/news/2011/07/27/muller-bressler-brown-heads-to-leawood.html>

<http://www.regus.com/locations/US/KS/Leawood/KansasLeawoodGibsonBuildingOpeningSoon.htm?product=offices>

<http://www.bizjournals.com/kansascity/news/2011/07/18/douthit-frets-rouse-gentile-and-rhodes.html>

SITE #3: METCALF95 COMPLEX

WEST 95TH STREET



CONVENIENCE
STORE

RETAIL
7301-7319 W 95TH

RED ROBIN
7111 W 95TH

OFFICE
RETAIL
7245
W 95TH

OFFICE
RETAIL
7223
W 95TH

OFFICE
7171 W 95TH

OFFICE RETAIL
7133 W 95TH

JACK
STACK

RETAIL
9530-
9534
METCALF

7175
W 95TH
RETAIL

7105
W 95TH
RETAIL



METCALF 95 COMPLEX

<i>As of 7/21/2012</i>								
	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	Occupancy
BUILDING B (7133)					19452	4826	14626	75.19%
Bridge Studio	7115	Retail	Occupied					
?	7119	Retail	Vacant	1700				
Matchmaker International	7125	Retail	Occupied					
Cynthia Yin OD LLC	7127	Retail	Occupied					
Farmers Insurance Group	7123	Retail	Occupied					
?	7121	Retail	Vacant	1736				
Elsa Wood Calson Architects	200	Office	Occupied					
E Tek Global Inc	203	Office	Occupied					
Henry Stoever	209	Office	Occupied					
Jane Head	210	Office	Occupied					
Cassidy Turley	217	Office	Occupied					
Gateway Travel	220	Office	Occupied					
Sheldon & Associates	223	Office	Occupied					
?	205	Office	Vacant	1390				
Wright Online	218	Office	Occupied					

	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	
BUILDING A (7171)					80246	15702	64544	80.43%
ej4.com	110 & 120	Office	Occupied					
Health Partnership Clinic	100	Office	Occupied					
ABPathfinder	150	Office	Occupied					
Wright Career College	200	Office	Occupied					
Spark Events, Inc.	210	Office	Occupied					
Our Billing Dept.	220	Office	Occupied					
?	225	Office	Vacant	1320				
Burr & Temkin South	230	Office	Occupied					
Store Financial Services LLC	330	Office	Occupied					
My FreightWorld LLC	310	Office	Occupied					
Store Financial Services LLC	400	Office	Occupied					
?	5th floor	Office	Vacant	14382				
MarketShare Group Inc	600	Office	Occupied					
	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	
BUILDING J (7203-7223)					18357	5562	12795	69.70%
Acupuncture Center	7211	Retail	Occupied					
?	7203	Retail	Vacant	864				
?	7207	Retail	Vacant	1241				
?	7219	Retail	Vacant	1156				
Guys Snacks Corporation	230	Office	Occupied					
Audit Store	225	Office	Occupied					
Yoh	350	Office	Occupied					
?	325	Office	Vacant	2301				

	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	
BUILDING G (7225-7245)					10716	1008	9708	90.59%
?	7225	Retail	Vacant	1008				
Beauty Obsessions	7227	Retail	Occupied					
Panache Hair Design	7235	Retail	Occupied					
Build MyMove	200	Office	Occupied					
	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	
BUILDING ? (7301-7319)					10460	0	10460	100.00%
MetroWalk & Run(Sports Medicine Store)	7301	Retail	Occupied					
First Watch (Breakfast, Brunch&Lunch)	7305	Retail	Occupied					
Hometown Hearing & Audiology	7309	Retail	Occupied					
Nail & Spa	7313	Retail	Occupied					
Lettuce Eat	7319	Retail	Occupied					
	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	
BUILDING L (9530-9534)					5500	1500	4000	72.73%
AmeriKick	9534	Retail	Occupied					
?	9530	Retail	Vacant	1500				
	Address/suite	Use	Status	Area (sf)	Total (sf)	Available (sf)	Leased (sf)	
RED ROBIN	7111	Retail	Occupied		8173		8173	100.00%
JACK STACK	9520	Retail	Occupied		8225		8225	100.00%
Entire Development Site					161129		132531	82.25%

APPENDIX B

SUMMARY OF CORDON TRAFFIC COUNTS (PEAK-HOURS OF TYPICAL WEEKDAYS, JUNE 2012)

SITE #1
MORNING PEAK-HOURS

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Morning Peak-Hours
 Sunny, warm

File Name : Mission&Indian Creek-am-1
 Site Code : 1
 Start Date : 6/5/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	1	1	1	4	2	0	0	0	2	0	1	0	0	1	7
07:30 AM	0	0	4	0	4	1	1	3	2	7	2	0	0	0	2	0	2	0	0	2	15
07:45 AM	0	0	3	0	3	1	0	0	1	2	8	0	0	1	9	0	7	0	0	7	21
Total	0	0	7	0	7	3	3	4	4	14	13	0	0	1	14	0	10	0	0	10	45
08:00 AM	0	0	10	0	10	0	1	1	1	3	2	0	0	1	3	0	6	0	0	6	22
08:15 AM	0	0	8	0	8	1	2	4	2	9	4	0	0	1	5	0	4	0	0	4	26
08:30 AM	0	0	9	0	9	0	1	1	2	4	1	0	0	1	2	0	5	0	0	5	20
08:45 AM	0	0	6	0	6	1	1	1	0	3	3	0	0	0	3	0	4	0	0	4	16
Total	0	0	33	0	33	2	5	7	5	19	10	0	0	3	13	0	19	0	0	19	84
Grand Total	0	0	40	0	40	5	8	11	9	33	23	0	0	4	27	0	29	0	0	29	129
Apprch %	0	0	100	0		15.2	24.2	33.3	27.3		85.2	0	0	14.8		0	100	0	0		
Total %	0	0	31	0	31	3.9	6.2	8.5	7	25.6	17.8	0	0	3.1	20.9	0	22.5	0	0	22.5	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Morning Peak-Hours
 Sunny, warm

File Name : Mission&Indian Creek-am-1
 Site Code : 1
 Start Date : 6/5/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	3	0	3	1	0	0	1	2	8	0	0	1	9	0	7	0	0	7	21
08:00 AM	0	0	10	0	10	0	1	1	1	3	2	0	0	1	3	0	6	0	0	6	22
08:15 AM	0	0	8	0	8	1	2	4	2	9	4	0	0	1	5	0	4	0	0	4	26
08:30 AM	0	0	9	0	9	0	1	1	2	4	1	0	0	1	2	0	5	0	0	5	20
Total Volume	0	0	30	0	30	2	4	6	6	18	15	0	0	4	19	0	22	0	0	22	89
% App. Total	0	0	100	0		11.1	22.2	33.3	33.3		78.9	0	0	21.1		0	100	0	0		
PHF	.000	.000	.750	.000	.750	.500	.500	.375	.750	.500	.469	.000	.000	1.00	.528	.000	.786	.000	.000	.786	.856

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Morning Peak-Hours
 Sunny, warm

File Name : Mission&Indian Creek-am-2
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	2	1	1	5	3	0	0	0	3	0	2	0	0	2	10
07:30 AM	0	0	6	0	6	1	1	4	3	9	3	0	0	0	3	0	3	0	0	3	21
07:45 AM	0	0	4	0	4	0	1	1	1	3	9	0	0	1	10	0	8	0	0	8	25
Total	0	0	10	0	10	2	5	6	5	18	16	0	0	1	17	0	13	0	0	13	58
08:00 AM	0	0	13	0	13	1	1	1	0	3	3	0	0	1	4	0	7	0	0	7	27
08:15 AM	0	0	9	0	9	1	3	6	3	13	5	0	0	0	5	0	5	0	0	5	32
08:30 AM	0	0	9	0	9	1	1	2	3	7	1	0	0	1	2	0	6	0	0	6	24
08:45 AM	0	0	7	0	7	1	1	1	0	3	3	0	0	1	4	0	4	0	0	4	18
Total	0	0	38	0	38	4	6	10	6	26	12	0	0	3	15	0	22	0	0	22	101
Grand Total	0	0	48	0	48	6	11	16	11	44	28	0	0	4	32	0	35	0	0	35	159
Apprch %	0	0	100	0		13.6	25	36.4	25		87.5	0	0	12.5		0	100	0	0		
Total %	0	0	30.2	0	30.2	3.8	6.9	10.1	6.9	27.7	17.6	0	0	2.5	20.1	0	22	0	0	22	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Morning Peak-Hours
 Sunny, warm

File Name : Mission&Indian Creek-am-2
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	4	0	4	0	1	1	1	3	9	0	0	1	10	0	8	0	0	8	25
08:00 AM	0	0	13	0	13	1	1	1	0	3	3	0	0	1	4	0	7	0	0	7	27
08:15 AM	0	0	9	0	9	1	3	6	3	13	5	0	0	0	5	0	5	0	0	5	32
08:30 AM	0	0	9	0	9	1	1	2	3	7	1	0	0	1	2	0	6	0	0	6	24
Total Volume	0	0	35	0	35	3	6	10	7	26	18	0	0	3	21	0	26	0	0	26	108
% App. Total	0	0	100	0		11.5	23.1	38.5	26.9		85.7	0	0	14.3		0	100	0	0		
PHF	.000	.000	.673	.000	.673	.750	.500	.417	.583	.500	.500	.000	.000	.750	.525	.000	.813	.000	.000	.813	.844

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Pkwy
 Morning Peak-Hours
 Sunny, cool

File Name : Mission&Indian Creek-am-3
 Site Code : 1
 Start Date : 6/7/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
07:00 AM	0	0	2	0	2	0	3	0	1	4	2	0	0	0	2	0	4	0	0	4	12
07:15 AM	0	0	3	0	3	0	2	1	0	3	2	0	0	0	2	0	3	0	0	3	11
07:30 AM	0	0	6	0	6	2	1	1	0	4	2	0	0	0	2	0	3	0	0	3	15
07:45 AM	0	0	3	0	3	0	1	0	2	3	5	0	0	0	5	0	6	0	0	6	17
Total	0	0	14	0	14	2	7	2	3	14	11	0	0	0	11	0	16	0	0	16	55
08:00 AM	0	0	7	0	7	0	2	2	1	5	1	0	0	0	1	0	8	0	0	8	21
08:15 AM	0	0	8	0	8	1	0	1	3	5	5	0	0	0	5	0	3	0	0	3	21
08:30 AM	0	0	6	0	6	2	1	0	0	3	2	0	0	0	2	0	5	0	0	5	16
08:45 AM	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	8
Total	0	0	24	0	24	4	4	3	4	15	8	0	0	0	8	0	19	0	0	19	66
Grand Total	0	0	38	0	38	6	11	5	7	29	19	0	0	0	19	0	35	0	0	35	121
Apprch %	0	0	100	0		20.7	37.9	17.2	24.1		100	0	0	0		0	100	0	0		
Total %	0	0	31.4	0	31.4	5	9.1	4.1	5.8	24	15.7	0	0	0	15.7	0	28.9	0	0	28.9	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Pkwy
 Morning Peak-Hours
 Sunny, cool

File Name : Mission&Indian Creek-am-3
 Site Code : 1
 Start Date : 6/7/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	3	0	3	0	1	0	2	3	5	0	0	0	5	0	6	0	0	6	17
08:00 AM	0	0	7	0	7	0	2	2	1	5	1	0	0	0	1	0	8	0	0	8	21
08:15 AM	0	0	8	0	8	1	0	1	3	5	5	0	0	0	5	0	3	0	0	3	21
08:30 AM	0	0	6	0	6	2	1	0	0	3	2	0	0	0	2	0	5	0	0	5	16
Total Volume	0	0	24	0	24	3	4	3	6	16	13	0	0	0	13	0	22	0	0	22	75
% App. Total	0	0	100	0		18.8	25	18.8	37.5		100	0	0	0		0	100	0	0		
PHF	.000	.000	.750	.000	.750	.375	.500	.375	.500	.800	.650	.000	.000	.000	.650	.000	.688	.000	.000	.688	.893

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Morning Peak-Hours
 Sunny, warm

File Name : Mission&Indian Creek-am-2-raw
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
07:00 AM	9	60	0	0	69	0	1	0	0	1	1	62	5	0	68	1	0	3	0	4	142
07:15 AM	10	62	0	0	72	1	2	1	1	5	3	66	7	0	76	2	2	6	0	10	163
07:30 AM	8	95	6	0	109	1	1	4	3	9	3	85	14	0	102	12	3	10	0	25	245
07:45 AM	9	129	4	0	142	0	1	1	1	3	9	92	12	1	114	4	8	4	0	16	275
Total	36	346	10	0	392	2	5	6	5	18	16	305	38	1	360	19	13	23	0	55	825
08:00 AM	9	89	13	0	111	1	1	1	0	3	3	74	10	1	88	2	7	5	0	14	216
08:15 AM	11	103	9	0	123	1	3	6	3	13	5	45	13	0	63	7	5	7	0	19	218
08:30 AM	17	89	9	0	115	1	1	2	3	7	1	86	12	1	100	13	6	5	0	24	246
08:45 AM	14	85	7	0	106	1	1	1	0	3	3	63	7	1	74	10	4	3	0	17	200
Total	51	366	38	0	455	4	6	10	6	26	12	268	42	3	325	32	22	20	0	74	880
Grand Total	87	712	48	0	847	6	11	16	11	44	28	573	80	4	685	51	35	43	0	129	1705
Apprch %	10.3	84.1	5.7	0		13.6	25	36.4	25		4.1	83.6	11.7	0.6		39.5	27.1	33.3	0		
Total %	5.1	41.8	2.8	0	49.7	0.4	0.6	0.9	0.6	2.6	1.6	33.6	4.7	0.2	40.2	3	2.1	2.5	0	7.6	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Morning Peak-Hours
 Sunny, warm

File Name : Mission&Indian Creek-am-2-raw
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	9	129	4	0	142	0	1	1	1	3	9	92	12	1	114	4	8	4	0	16	275
08:00 AM	9	89	13	0	111	1	1	1	0	3	3	74	10	1	88	2	7	5	0	14	216
08:15 AM	11	103	9	0	123	1	3	6	3	13	5	45	13	0	63	7	5	7	0	19	218
08:30 AM	17	89	9	0	115	1	1	2	3	7	1	86	12	1	100	13	6	5	0	24	246
Total Volume	46	410	35	0	491	3	6	10	7	26	18	297	47	3	365	26	26	21	0	73	955
% App. Total	9.4	83.5	7.1	0		11.5	23.1	38.5	26.9		4.9	81.4	12.9	0.8		35.6	35.6	28.8	0		
PHF	.676	.795	.673	.000	.864	.750	.500	.417	.583	.500	.500	.807	.904	.750	.800	.500	.813	.750	.000	.760	.868

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Pkwy
 Morning Peak-Hours
 Sunny, cool

File Name : Mission&Indian Creek-am-3-raw
 Site Code : 1
 Start Date : 6/7/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
07:00 AM	10	50	2	0	62	0	3	0	1	4	2	40	10	0	52	1	4	6	0	11	129
07:15 AM	10	86	3	0	99	0	2	1	0	3	2	58	10	0	70	3	3	4	0	10	182
07:30 AM	17	83	6	0	106	2	1	1	0	4	2	80	12	0	94	3	3	3	0	9	213
07:45 AM	22	123	3	0	148	0	1	0	2	3	5	80	12	0	97	10	6	9	0	25	273
Total	59	342	14	0	415	2	7	2	3	14	11	258	44	0	313	17	16	22	0	55	797
08:00 AM	12	109	7	0	128	0	2	2	1	5	1	69	10	0	80	5	8	5	0	18	231
08:15 AM	11	112	8	0	131	1	0	1	3	5	5	82	12	0	99	14	3	6	0	23	258
08:30 AM	16	89	6	0	111	2	1	0	0	3	2	71	12	0	85	8	5	6	0	19	218
08:45 AM	10	79	3	0	92	1	1	0	0	2	0	60	10	0	70	4	3	4	0	11	175
Total	49	389	24	0	462	4	4	3	4	15	8	282	44	0	334	31	19	21	0	71	882
Grand Total	108	731	38	0	877	6	11	5	7	29	19	540	88	0	647	48	35	43	0	126	1679
Apprch %	12.3	83.4	4.3	0		20.7	37.9	17.2	24.1		2.9	83.5	13.6	0		38.1	27.8	34.1	0		
Total %	6.4	43.5	2.3	0	52.2	0.4	0.7	0.3	0.4	1.7	1.1	32.2	5.2	0	38.5	2.9	2.1	2.6	0	7.5	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Pkwy
 Morning Peak-Hours
 Sunny, cool

File Name : Mission&Indian Creek-am-3-raw
 Site Code : 1
 Start Date : 6/7/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	22	123	3	0	148	0	1	0	2	3	5	80	12	0	97	10	6	9	0	25	273
08:00 AM	12	109	7	0	128	0	2	2	1	5	1	69	10	0	80	5	8	5	0	18	231
08:15 AM	11	112	8	0	131	1	0	1	3	5	5	82	12	0	99	14	3	6	0	23	258
08:30 AM	16	89	6	0	111	2	1	0	0	3	2	71	12	0	85	8	5	6	0	19	218
Total Volume	61	433	24	0	518	3	4	3	6	16	13	302	46	0	361	37	22	26	0	85	980
% App. Total	11.8	83.6	4.6	0		18.8	25	18.8	37.5		3.6	83.7	12.7	0		43.5	25.9	30.6	0		
PHF	.693	.880	.750	.000	.875	.375	.500	.375	.500	.800	.650	.921	.958	.000	.912	.661	.688	.722	.000	.850	.897

SITE #1
AFTERNOON PEAK-HOURS

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-1
 Site Code : 1
 Start Date : 6/5/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
04:00 PM	0	0	8	0	8	3	2	8	2	15	2	0	0	2	4	0	3	0	0	3	30
04:15 PM	0	0	9	0	9	5	4	12	5	26	4	0	0	6	10	0	6	0	0	6	51
04:30 PM	0	0	8	0	8	12	5	9	5	31	4	0	0	3	7	0	5	0	0	5	51
04:45 PM	0	0	13	0	13	4	5	11	5	25	12	0	0	1	13	0	10	0	0	10	61
Total	0	0	38	0	38	24	16	40	17	97	22	0	0	12	34	0	24	0	0	24	193
05:00 PM	0	0	18	0	18	11	11	10	6	38	7	0	0	2	9	0	12	0	0	12	77
05:15 PM	0	0	22	0	22	5	4	3	2	14	10	0	0	4	14	0	5	0	0	5	55
05:30 PM	0	0	20	0	20	9	6	10	4	29	15	0	0	0	15	0	8	0	0	8	72
05:45 PM	0	0	26	0	26	5	3	7	6	21	18	0	0	1	19	0	3	0	0	3	69
Total	0	0	86	0	86	30	24	30	18	102	50	0	0	7	57	0	28	0	0	28	273
Grand Total	0	0	124	0	124	54	40	70	35	199	72	0	0	19	91	0	52	0	0	52	466
Apprch %	0	0	100	0		27.1	20.1	35.2	17.6		79.1	0	0	20.9		0	100	0	0		
Total %	0	0	26.6	0	26.6	11.6	8.6	15	7.5	42.7	15.5	0	0	4.1	19.5	0	11.2	0	0	11.2	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-1
 Site Code : 1
 Start Date : 6/5/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	13	0	13	4	5	11	5	25	12	0	0	1	13	0	10	0	0	10	61
05:00 PM	0	0	18	0	18	11	11	10	6	38	7	0	0	2	9	0	12	0	0	12	77
05:15 PM	0	0	22	0	22	5	4	3	2	14	10	0	0	4	14	0	5	0	0	5	55
05:30 PM	0	0	20	0	20	9	6	10	4	29	15	0	0	0	15	0	8	0	0	8	72
Total Volume	0	0	73	0	73	29	26	34	17	106	44	0	0	7	51	0	35	0	0	35	265
% App. Total	0	0	100	0		27.4	24.5	32.1	16		86.3	0	0	13.7		0	100	0	0		
PHF	.000	.000	.830	.000	.830	.659	.591	.773	.708	.697	.733	.000	.000	.438	.850	.000	.729	.000	.000	.729	.860

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-2
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
04:00 PM	0	0	9	0	9	8	7	6	6	27	18	0	0	0	18	0	3	0	0	3	57
04:15 PM	0	0	9	0	9	7	5	8	3	23	12	0	0	2	14	0	9	0	0	9	55
04:30 PM	0	0	11	0	11	6	7	12	4	29	8	0	0	0	8	0	8	0	0	8	56
04:45 PM	0	0	10	0	10	8	7	5	1	21	8	0	0	3	11	0	5	0	0	5	47
Total	0	0	39	0	39	29	26	31	14	100	46	0	0	5	51	0	25	0	0	25	215
05:00 PM	0	0	16	0	16	9	6	8	1	24	11	0	0	0	11	0	7	0	0	7	58
05:15 PM	0	0	16	0	16	5	8	5	6	24	18	0	0	2	20	0	13	0	0	13	73
05:30 PM	0	0	18	0	18	11	6	7	4	28	22	0	0	3	25	0	4	0	0	4	75
05:45 PM	0	0	16	0	16	9	5	9	2	25	14	0	0	1	15	0	20	0	0	20	76
Total	0	0	66	0	66	34	25	29	13	101	65	0	0	6	71	0	44	0	0	44	282
Grand Total	0	0	105	0	105	63	51	60	27	201	111	0	0	11	122	0	69	0	0	69	497
Apprch %	0	0	100	0		31.3	25.4	29.9	13.4		91	0	0	9		0	100	0	0		
Total %	0	0	21.1	0	21.1	12.7	10.3	12.1	5.4	40.4	22.3	0	0	2.2	24.5	0	13.9	0	0	13.9	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-2
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	16	0	16	9	6	8	1	24	11	0	0	0	11	0	7	0	0	7	58
05:15 PM	0	0	16	0	16	5	8	5	6	24	18	0	0	2	20	0	13	0	0	13	73
05:30 PM	0	0	18	0	18	11	6	7	4	28	22	0	0	3	25	0	4	0	0	4	75
05:45 PM	0	0	16	0	16	9	5	9	2	25	14	0	0	1	15	0	20	0	0	20	76
Total Volume	0	0	66	0	66	34	25	29	13	101	65	0	0	6	71	0	44	0	0	44	282
% App. Total	0	0	100	0		33.7	24.8	28.7	12.9		91.5	0	0	8.5		0	100	0	0		
PHF	.000	.000	.917	.000	.917	.773	.781	.806	.542	.902	.739	.000	.000	.500	.710	.000	.550	.000	.000	.550	.928

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-3
 Site Code : 1
 Start Date : 6/7/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
04:00 PM	0	0	7	0	7	2	2	7	2	13	2	0	0	2	4	0	2	0	0	2	26
04:15 PM	0	0	8	0	8	4	4	11	4	23	3	0	0	6	9	0	5	0	0	5	45
04:30 PM	0	0	8	0	8	13	4	10	5	32	3	0	0	2	5	0	4	0	0	4	49
04:45 PM	0	0	12	0	12	3	4	9	4	20	13	0	0	1	14	0	11	0	0	11	57
Total	0	0	35	0	35	22	14	37	15	88	21	0	0	11	32	0	22	0	0	22	177
05:00 PM	0	0	17	0	17	12	10	10	7	39	8	0	0	1	9	0	13	0	0	13	78
05:15 PM	0	0	23	0	23	6	5	3	3	17	11	0	0	3	14	0	6	0	0	6	60
05:30 PM	0	0	19	0	19	9	6	9	4	28	14	0	0	2	16	0	8	0	0	8	71
05:45 PM	0	0	25	0	25	5	4	8	5	22	17	0	0	1	18	0	3	0	0	3	68
Total	0	0	84	0	84	32	25	30	19	106	50	0	0	7	57	0	30	0	0	30	277
Grand Total	0	0	119	0	119	54	39	67	34	194	71	0	0	18	89	0	52	0	0	52	454
Apprch %	0	0	100	0		27.8	20.1	34.5	17.5		79.8	0	0	20.2		0	100	0	0		
Total %	0	0	26.2	0	26.2	11.9	8.6	14.8	7.5	42.7	15.6	0	0	4	19.6	0	11.5	0	0	11.5	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Cr
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-3
 Site Code : 1
 Start Date : 6/7/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	12	0	12	3	4	9	4	20	13	0	0	1	14	0	11	0	0	11	57
05:00 PM	0	0	17	0	17	12	10	10	7	39	8	0	0	1	9	0	13	0	0	13	78
05:15 PM	0	0	23	0	23	6	5	3	3	17	11	0	0	3	14	0	6	0	0	6	60
05:30 PM	0	0	19	0	19	9	6	9	4	28	14	0	0	2	16	0	8	0	0	8	71
Total Volume	0	0	71	0	71	30	25	31	18	104	46	0	0	7	53	0	38	0	0	38	266
% App. Total	0	0	100	0		28.8	24	29.8	17.3		86.8	0	0	13.2		0	100	0	0		
PHF	.000	.000	.772	.000	.772	.625	.625	.775	.643	.667	.821	.000	.000	.583	.828	.000	.731	.000	.000	.731	.853

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-1-raw
 Site Code : 1
 Start Date : 6/5/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
04:00 PM	6	89	8	0	103	3	2	8	2	15	2	100	7	2	111	3	3	18	0	24	253
04:15 PM	8	91	9	0	108	5	4	12	5	26	4	103	9	6	122	4	6	21	0	31	287
04:30 PM	10	109	8	0	127	12	5	9	5	31	4	122	9	3	138	24	5	21	0	50	346
04:45 PM	14	106	13	0	133	4	5	11	5	25	12	125	17	1	155	17	10	18	0	45	358
Total	38	395	38	0	471	24	16	40	17	97	22	450	42	12	526	48	24	78	0	150	1244
05:00 PM	8	115	18	0	141	11	11	10	6	38	7	133	22	2	164	33	12	33	0	78	421
05:15 PM	10	128	22	0	160	5	4	3	2	14	10	147	9	4	170	11	5	18	0	34	378
05:30 PM	10	115	20	0	145	9	6	10	4	29	15	136	14	0	165	17	8	13	0	38	377
05:45 PM	7	115	26	0	148	5	3	7	6	21	18	101	10	1	130	20	3	17	0	40	339
Total	35	473	86	0	594	30	24	30	18	102	50	517	55	7	629	81	28	81	0	190	1515
Grand Total	73	868	124	0	1065	54	40	70	35	199	72	967	97	19	1155	129	52	159	0	340	2759
Apprch %	6.9	81.5	11.6	0		27.1	20.1	35.2	17.6		6.2	83.7	8.4	1.6		37.9	15.3	46.8	0		
Total %	2.6	31.5	4.5	0	38.6	2	1.4	2.5	1.3	7.2	2.6	35	3.5	0.7	41.9	4.7	1.9	5.8	0	12.3	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-1-raw
 Site Code : 1
 Start Date : 6/5/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Pkwy From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	14	106	13	0	133	4	5	11	5	25	12	125	17	1	155	17	10	18	0	45	358
05:00 PM	8	115	18	0	141	11	11	10	6	38	7	133	22	2	164	33	12	33	0	78	421
05:15 PM	10	128	22	0	160	5	4	3	2	14	10	147	9	4	170	11	5	18	0	34	378
05:30 PM	10	115	20	0	145	9	6	10	4	29	15	136	14	0	165	17	8	13	0	38	377
Total Volume	42	464	73	0	579	29	26	34	17	106	44	541	62	7	654	78	35	82	0	195	1534
% App. Total	7.3	80.1	12.6	0		27.4	24.5	32.1	16		6.7	82.7	9.5	1.1		40	17.9	42.1	0		
PHF	.750	.906	.830	.000	.905	.659	.591	.773	.708	.697	.733	.920	.705	.438	.962	.591	.729	.621	.000	.625	.911

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-2-raw
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
04:00 PM	11	75	9	0	95	8	7	6	6	27	18	81	11	0	110	17	3	18	0	38	270
04:15 PM	11	83	9	0	103	7	5	8	3	23	12	93	9	2	116	12	9	25	0	46	288
04:30 PM	10	81	11	0	102	6	7	12	4	29	8	118	9	0	135	24	8	19	0	51	317
04:45 PM	15	93	10	0	118	8	7	5	1	21	8	124	13	3	148	18	5	19	0	42	329
Total	47	332	39	0	418	29	26	31	14	100	46	416	42	5	509	71	25	81	0	177	1204
05:00 PM	14	101	16	0	131	9	6	8	1	24	11	159	17	0	187	28	7	29	0	64	406
05:15 PM	10	148	16	0	174	5	8	5	6	24	18	163	10	2	193	20	13	24	0	57	448
05:30 PM	7	124	18	0	149	11	6	7	4	28	22	141	18	3	184	12	4	19	0	35	396
05:45 PM	16	116	16	0	148	9	5	9	2	25	14	86	8	1	109	11	20	23	0	54	336
Total	47	489	66	0	602	34	25	29	13	101	65	549	53	6	673	71	44	95	0	210	1586
Grand Total	94	821	105	0	1020	63	51	60	27	201	111	965	95	11	1182	142	69	176	0	387	2790
Apprch %	9.2	80.5	10.3	0		31.3	25.4	29.9	13.4		9.4	81.6	8	0.9		36.7	17.8	45.5	0		
Total %	3.4	29.4	3.8	0	36.6	2.3	1.8	2.2	1	7.2	4	34.6	3.4	0.4	42.4	5.1	2.5	6.3	0	13.9	

Turning Movement Counts (All Vehicles)

Mission Farms Mixed-Use Development
 Intersection of Mission Road & Indian Creek Parkway
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Mission&Indian Creek-pm-2-raw
 Site Code : 1
 Start Date : 6/6/2012
 Page No : 2

Start Time	Mission Road From North					Mission Farms Main Drive From East					Mission Road From South					Indian Creek Parkway From West					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left	RT from 2nd Drive	App. Total	Right	Thru	Left	RT to 2nd Drive	App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	14	101	16	0	131	9	6	8	1	24	11	159	17	0	187	28	7	29	0	64	406
05:15 PM	10	148	16	0	174	5	8	5	6	24	18	163	10	2	193	20	13	24	0	57	448
05:30 PM	7	124	18	0	149	11	6	7	4	28	22	141	18	3	184	12	4	19	0	35	396
05:45 PM	16	116	16	0	148	9	5	9	2	25	14	86	8	1	109	11	20	23	0	54	336
Total Volume	47	489	66	0	602	34	25	29	13	101	65	549	53	6	673	71	44	95	0	210	1586
% App. Total	7.8	81.2	11	0		33.7	24.8	28.7	12.9		9.7	81.6	7.9	0.9		33.8	21	45.2	0		
PHF	.734	.826	.917	.000	.865	.773	.781	.806	.542	.902	.739	.842	.736	.500	.872	.634	.550	.819	.000	.820	.885

SITE #2
MORNING PEAK-HOURS

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #1 & #2-am-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
07:15 AM	0	21	0	0	21	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	25
07:30 AM	0	13	0	0	13	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	18
07:45 AM	0	18	0	0	18	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	24
Total	0	52	0	0	52	0	2	0	0	2	0	12	0	0	12	0	1	0	0	1	67
08:00 AM	0	20	0	0	20	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	24
08:15 AM	0	27	0	0	27	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	37
08:30 AM	0	23	0	0	23	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	28
08:45 AM	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	27
Total	0	92	0	0	92	0	0	0	0	0	0	16	0	0	16	0	8	0	0	8	116
Grand Total	0	144	0	0	144	0	2	0	0	2	0	28	0	0	28	0	9	0	0	9	183
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	78.7	0	0	78.7	0	1.1	0	0	1.1	0	15.3	0	0	15.3	0	4.9	0	0	4.9	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #1 & #2-am-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	20	0	0	20	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	24
08:15 AM	0	27	0	0	27	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	37
08:30 AM	0	23	0	0	23	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	28
08:45 AM	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	27
Total Volume	0	92	0	0	92	0	0	0	0	0	0	16	0	0	16	0	8	0	0	8	116
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.852	.000	.000	.852	.000	.000	.000	.000	.000	.000	.800	.000	.000	.800	.000	.400	.000	.000	.400	.784

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Point #3-am-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
07:15 AM	0	0	0	0	0	4	0	0	0	4	6	0	0	0	6	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	5	0	0	0	5	12	0	0	0	12	0	0	0	0	0	17
07:45 AM	0	0	0	0	0	4	0	0	0	4	17	0	0	0	17	0	0	0	0	0	21
Total	0	0	0	0	0	13	0	0	0	13	35	0	0	0	35	0	0	0	0	0	48
08:00 AM	0	0	0	0	0	2	0	0	0	2	18	0	0	0	18	0	0	0	0	0	20
08:15 AM	0	0	0	0	0	5	0	0	0	5	13	0	0	0	13	0	0	0	0	0	18
08:30 AM	0	0	0	0	0	1	0	0	0	1	13	0	0	0	13	0	0	0	0	0	14
08:45 AM	0	0	0	0	0	3	0	0	0	3	11	0	0	0	11	0	0	0	0	0	14
Total	0	0	0	0	0	11	0	0	0	11	55	0	0	0	55	0	0	0	0	0	66
Grand Total	0	0	0	0	0	24	0	0	0	24	90	0	0	0	90	0	0	0	0	0	114
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	21.1	0	0	0	21.1	78.9	0	0	0	78.9	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Point #3-am-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	5	0	0	0	5	12	0	0	0	12	0	0	0	0	0	17
07:45 AM	0	0	0	0	0	4	0	0	0	4	17	0	0	0	17	0	0	0	0	0	21
08:00 AM	0	0	0	0	0	2	0	0	0	2	18	0	0	0	18	0	0	0	0	0	20
08:15 AM	0	0	0	0	0	5	0	0	0	5	13	0	0	0	13	0	0	0	0	0	18
Total Volume	0	0	0	0	0	16	0	0	0	16	60	0	0	0	60	0	0	0	0	0	76
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	.833	.000	.000	.000	.833	.000	.000	.000	.000	.000	.905

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #4 & #5-am-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5			Right-In #4	App. Total		Thru-In #5			App. Total			Left-In #5	Left-In #4	App. Total	
07:15 AM	0	0	0	4	4	3	0	0	0	3	0	0	0	0	0	0	0	4	10	14	21
07:30 AM	1	0	1	3	5	7	0	0	1	8	0	0	0	0	0	0	0	1	12	13	26
07:45 AM	1	0	0	1	2	6	0	0	3	9	0	1	0	0	1	0	0	2	28	30	42
Total	2	0	1	8	11	16	0	0	4	20	0	1	0	0	1	0	0	7	50	57	89
08:00 AM	1	1	1	3	6	11	0	0	2	13	0	0	0	0	0	0	0	4	18	22	41
08:15 AM	1	1	0	8	10	7	0	0	0	7	0	1	0	0	1	0	0	2	16	18	36
08:30 AM	1	0	0	7	8	2	0	0	2	4	0	0	0	0	0	0	0	2	8	10	22
08:45 AM	1	2	2	10	15	4	0	0	1	5	0	4	0	0	4	0	0	4	14	18	42
Total	4	4	3	28	39	24	0	0	5	29	0	5	0	0	5	0	0	12	56	68	141
Grand Total	6	4	4	36	50	40	0	0	9	49	0	6	0	0	6	0	0	19	106	125	230
Apprch %	12	8	8	72		81.6	0	0	18.4		0	100	0	0		0	0	15.2	84.8		
Total %	2.6	1.7	1.7	15.7	21.7	17.4	0	0	3.9	21.3	0	2.6	0	0	2.6	0	0	8.3	46.1	54.3	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #4 & #5-am-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5			Right-In #4	App. Total	Thru-In #5			App. Total			Left-In #5	Left-In #4	App. Total		
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	1	3	5	7	0	0	1	8	0	0	0	0	0	0	0	1	12	13	26
07:45 AM	1	0	0	1	2	6	0	0	3	9	0	1	0	0	1	0	0	2	28	30	42
08:00 AM	1	1	1	3	6	11	0	0	2	13	0	0	0	0	0	0	0	4	18	22	41
08:15 AM	1	1	0	8	10	7	0	0	0	7	0	1	0	0	1	0	0	2	16	18	36
Total Volume	4	2	2	15	23	31	0	0	6	37	0	2	0	0	2	0	0	9	74	83	145
% App. Total	17.4	8.7	8.7	65.2		83.8	0	0	16.2		0	100	0	0		0	0	10.8	89.2		
PHF	1.00	.500	.500	.469	.575	.705	.000	.000	.500	.712	.000	.500	.000	.000	.500	.000	.000	.563	.661	.692	.863

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #1 & #2-am-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
07:15 AM	0	15	0	0	15	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	21
07:30 AM	0	16	0	0	16	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	21
07:45 AM	0	22	0	0	22	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	26
Total	0	60	0	0	60	0	3	0	0	3	0	10	0	0	10	0	3	0	0	3	76
08:00 AM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	18
08:15 AM	0	21	0	0	21	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	28
08:30 AM	0	14	0	0	14	0	4	0	0	4	0	6	0	0	6	0	1	0	0	1	25
08:45 AM	0	21	0	0	21	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	27
Total	0	68	0	0	68	0	9	0	0	9	0	17	0	0	17	0	4	0	0	4	98
Grand Total	0	128	0	0	128	0	12	0	0	12	0	27	0	0	27	0	7	0	0	7	174
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	73.6	0	0	73.6	0	6.9	0	0	6.9	0	15.5	0	0	15.5	0	4	0	0	4	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #1 & #2-am-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 2

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	18
08:15 AM	0	21	0	0	21	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	28
08:30 AM	0	14	0	0	14	0	4	0	0	4	0	6	0	0	6	0	1	0	0	1	25
08:45 AM	0	21	0	0	21	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	27
Total Volume	0	68	0	0	68	0	9	0	0	9	0	17	0	0	17	0	4	0	0	4	98
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.810	.000	.000	.810	.000	.563	.000	.000	.563	.000	.708	.000	.000	.708	.000	1.00	.000	.000	1.00	.875

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Point #3-am-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
07:00 AM	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0	7
07:15 AM	0	0	0	0	0	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	6	0	0	0	6	15	0	0	0	15	0	0	0	0	0	21
07:45 AM	0	0	0	0	0	7	0	0	0	7	18	0	0	0	18	0	0	0	0	0	25
Total	0	0	0	0	0	19	0	0	0	19	42	0	0	0	42	0	0	0	0	0	61
08:00 AM	0	0	0	0	0	2	0	0	0	2	16	0	0	0	16	0	0	0	0	0	18
08:15 AM	0	0	0	0	0	4	0	0	0	4	13	0	0	0	13	0	0	0	0	0	17
08:30 AM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	3	0	0	0	3	15	0	0	0	15	0	0	0	0	0	18
Total	0	0	0	0	0	10	0	0	0	10	50	0	0	0	50	0	0	0	0	0	60
Grand Total	0	0	0	0	0	29	0	0	0	29	92	0	0	0	92	0	0	0	0	0	121
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	24	0	0	0	24	76	0	0	0	76	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Point #3-am-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	6	0	0	0	6	15	0	0	0	15	0	0	0	0	0	21
07:45 AM	0	0	0	0	0	7	0	0	0	7	18	0	0	0	18	0	0	0	0	0	25
08:00 AM	0	0	0	0	0	2	0	0	0	2	16	0	0	0	16	0	0	0	0	0	18
08:15 AM	0	0	0	0	0	4	0	0	0	4	13	0	0	0	13	0	0	0	0	0	17
Total Volume	0	0	0	0	0	19	0	0	0	19	62	0	0	0	62	0	0	0	0	0	81
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.679	.000	.000	.000	.679	.861	.000	.000	.000	.861	.000	.000	.000	.000	.000	.810

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #4 & #5-am-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5			Right-In #4	App. Total		Thru-In #5			App. Total			Left-In #5	Left-In #4	App. Total	
07:00 AM	0	0	0	1	1	3	0	0	3	6	0	1	0	0	1	0	0	1	15	16	24
07:15 AM	2	0	0	6	8	6	0	0	0	6	0	0	0	0	0	0	0	2	21	23	37
07:30 AM	1	0	0	8	9	2	0	0	2	4	0	0	0	0	0	0	0	3	11	14	27
07:45 AM	1	0	0	12	13	14	0	0	1	15	0	1	0	0	1	0	0	7	31	38	67
Total	4	0	0	27	31	25	0	0	6	31	0	2	0	0	2	0	0	13	78	91	155
08:00 AM	1	1	0	6	8	16	0	0	4	20	0	5	0	0	5	0	0	1	18	19	52
08:15 AM	0	1	2	5	8	7	0	0	4	11	0	1	0	0	1	0	0	4	8	12	32
08:30 AM	0	0	2	8	10	3	0	0	0	3	0	0	0	0	0	0	0	1	13	14	27
08:45 AM	1	0	0	8	9	3	0	0	0	3	0	0	0	0	0	0	0	2	15	17	29
Total	2	2	4	27	35	29	0	0	8	37	0	6	0	0	6	0	0	8	54	62	140
Grand Total	6	2	4	54	66	54	0	0	14	68	0	8	0	0	8	0	0	21	132	153	295
Apprch %	9.1	3	6.1	81.8		79.4	0	0	20.6		0	100	0	0		0	0	13.7	86.3		
Total %	2	0.7	1.4	18.3	22.4	18.3	0	0	4.7	23.1	0	2.7	0	0	2.7	0	0	7.1	44.7	51.9	
Unshifted	6	2	4	54	66	54	0	0	14	68	0	8	0	0	8	0	0	21	132	153	295
% Unshifted	100	100	100	100	100	100	0	0	100	100	0	100	0	0	100	0	0	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Turning Movement Counts (All Vehicles)

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5			Right-In #4	App. Total	Thru-In #5			App. Total			Left-In #5	Left-In #4	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	0	0	6	8	6	0	0	0	6	0	0	0	0	0	0	0	2	21	23	37
07:30 AM	1	0	0	8	9	2	0	0	2	4	0	0	0	0	0	0	0	3	11	14	27
07:45 AM	1	0	0	12	13	14	0	0	1	15	0	1	0	0	1	0	0	7	31	38	67
08:00 AM	1	1	0	6	8	16	0	0	4	20	0	5	0	0	5	0	0	1	18	19	52
Total Volume	5	1	0	32	38	38	0	0	7	45	0	6	0	0	6	0	0	13	81	94	183
% App. Total	13.2	2.6	0	84.2		84.4	0	0	15.6		0	100	0	0		0	0	13.8	86.2		
PHF	.625	.250	.000	.667	.731	.594	.000	.000	.438	.563	.000	.300	.000	.000	.300	.000	.000	.464	.653	.618	.683

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #1 & #2-am-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
07:15 AM	0	20	0	0	20	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	25
07:30 AM	0	13	0	0	13	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	17
07:45 AM	0	19	0	0	19	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	25
Total	0	52	0	0	52	0	3	0	0	3	0	10	0	0	10	0	2	0	0	2	67
08:00 AM	0	21	0	0	21	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	27
08:15 AM	0	25	0	0	25	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	35
08:30 AM	0	22	0	0	22	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	29
08:45 AM	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	27
Total	0	90	0	0	90	0	1	0	0	1	0	18	0	0	18	0	9	0	0	9	118
Grand Total	0	142	0	0	142	0	4	0	0	4	0	28	0	0	28	0	11	0	0	11	185
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	76.8	0	0	76.8	0	2.2	0	0	2.2	0	15.1	0	0	15.1	0	5.9	0	0	5.9	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #1 & #2-am-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	21	0	0	21	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	27
08:15 AM	0	25	0	0	25	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	35
08:30 AM	0	22	0	0	22	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	29
08:45 AM	0	22	0	0	22	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	27
Total Volume	0	90	0	0	90	0	1	0	0	1	0	18	0	0	18	0	9	0	0	9	118
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.900	.000	.000	.900	.000	.250	.000	.000	.250	.000	.900	.000	.000	.900	.000	.450	.000	.000	.450	.843

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Point #3-am-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
07:15 AM	0	0	0	0	0	3	0	0	0	3	7	0	0	0	7	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	5	0	0	0	5	11	0	0	0	11	0	0	0	0	0	16
07:45 AM	0	0	0	0	0	5	0	0	0	5	17	0	0	0	17	0	0	0	0	0	22
Total	0	0	0	0	0	13	0	0	0	13	35	0	0	0	35	0	0	0	0	0	48
08:00 AM	0	0	0	0	0	3	0	0	0	3	19	0	0	0	19	0	0	0	0	0	22
08:15 AM	0	0	0	0	0	6	0	0	0	6	14	0	0	0	14	0	0	0	0	0	20
08:30 AM	0	0	0	0	0	1	0	0	0	1	13	0	0	0	13	0	0	0	0	0	14
08:45 AM	0	0	0	0	0	3	0	0	0	3	11	0	0	0	11	0	0	0	0	0	14
Total	0	0	0	0	0	13	0	0	0	13	57	0	0	0	57	0	0	0	0	0	70
Grand Total	0	0	0	0	0	26	0	0	0	26	92	0	0	0	92	0	0	0	0	0	118
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	22	0	0	0	22	78	0	0	0	78	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Point #3-am-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	5	0	0	0	5	11	0	0	0	11	0	0	0	0	0	16
07:45 AM	0	0	0	0	0	5	0	0	0	5	17	0	0	0	17	0	0	0	0	0	22
08:00 AM	0	0	0	0	0	3	0	0	0	3	19	0	0	0	19	0	0	0	0	0	20
08:15 AM	0	0	0	0	0	6	0	0	0	6	14	0	0	0	14	0	0	0	0	0	80
Total Volume	0	0	0	0	0	19	0	0	0	19	61	0	0	0	61	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.792	.000	.000	.000	.792	.803	.000	.000	.000	.803	.000	.000	.000	.000	.000	.909

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #4 & #5-am-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5			Right-In #4	App. Total		Thru-In #5			App. Total			Left-In #5	Left-In #4	App. Total	
07:15 AM	0	0	0	3	3	2	0	0	0	2	0	0	0	0	0	0	0	5	10	15	20
07:30 AM	1	0	1	4	6	8	0	0	1	9	0	0	0	0	0	0	0	1	12	13	28
07:45 AM	1	1	1	1	4	7	0	0	2	9	0	1	0	0	1	0	0	2	26	28	42
Total	2	1	2	8	13	17	0	0	3	20	0	1	0	0	1	0	0	8	48	56	90
08:00 AM	2	1	0	4	7	12	0	0	3	15	0	0	0	0	0	0	0	5	20	25	47
08:15 AM	1	1	1	7	10	8	0	0	1	9	0	1	0	0	1	0	0	3	17	20	40
08:30 AM	2	1	1	7	11	3	0	0	2	5	0	1	0	0	1	0	0	2	7	9	26
08:45 AM	1	2	2	11	16	3	0	0	1	4	0	4	0	0	4	0	0	4	14	18	42
Total	6	5	4	29	44	26	0	0	7	33	0	6	0	0	6	0	0	14	58	72	155
Grand Total	8	6	6	37	57	43	0	0	10	53	0	7	0	0	7	0	0	22	106	128	245
Apprch %	14	10.5	10.5	64.9		81.1	0	0	18.9		0	100	0	0		0	0	17.2	82.8		
Total %	3.3	2.4	2.4	15.1	23.3	17.6	0	0	4.1	21.6	0	2.9	0	0	2.9	0	0	9	43.3	52.2	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Morning Peak-Hours
 Sunny, Mild

File Name : Check Points #4 & #5-am-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5			Right-In #4	App. Total	Thru-In #5			App. Total			Left-In #5	Left-In #4	App. Total		
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0		4	6	8	0	0	1	9	0	0	0	0	0	0	0	1	12	13	28
07:45 AM	1		1	1	4	7	0	0	2	9	0		0	0		0	0	2	26	28	42
08:00 AM	2	1	0	4	7	12	0	0	3	15	0	0	0	0	0	0	0	5	20	25	47
08:15 AM	1	1	1	7	10	8	0	0	1	9	0	1	0	0	1	0	0	3	17	20	40
Total Volume	5	3	3	16	27	35	0	0	7	42	0	2	0	0	2	0	0	11	75	86	157
% App. Total	18.5	11.1	11.1	59.3		83.3	0	0	16.7		0	100	0	0		0	0	12.8	87.2		
PHF	.625	.750	.750	.571	.675	.729	.000	.000	.583	.700	.000	.500	.000	.000	.500	.000	.000	.550	.721	.768	.835

SITE #2
AFTERNOON PEAK-HOURS

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #1 & #2-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
03:30 PM	0	15	0	0	15	0	1	0	0	1	0	12	0	0	12	0	1	0	0	1	29
03:45 PM	0	25	0	0	25	0	3	0	0	3	0	7	0	0	7	0	1	0	0	1	36
Total	0	40	0	0	40	0	4	0	0	4	0	19	0	0	19	0	2	0	0	2	65
04:00 PM	0	14	0	0	14	0	2	0	0	2	0	4	0	0	4	0	2	0	0	2	22
04:15 PM	0	13	0	0	13	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	15
04:30 PM	0	22	0	0	22	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	37
04:45 PM	0	24	0	0	24	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	36
Total	0	73	0	0	73	0	10	0	0	10	0	25	0	0	25	0	2	0	0	2	110
05:00 PM	0	24	0	0	24	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	34
05:15 PM	0	30	0	0	30	0	3	0	0	3	0	10	0	0	10	0	2	0	0	2	45
05:30 PM	0	39	0	0	39	0	5	0	0	5	0	4	0	0	4	0	1	0	0	1	49
05:45 PM	0	27	0	0	27	0	2	0	0	2	0	4	0	0	4	0	4	0	0	4	37
Total	0	120	0	0	120	0	13	0	0	13	0	23	0	0	23	0	9	0	0	9	165
Grand Total	0	233	0	0	233	0	27	0	0	27	0	67	0	0	67	0	13	0	0	13	340
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	68.5	0	0	68.5	0	7.9	0	0	7.9	0	19.7	0	0	19.7	0	3.8	0	0	3.8	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #1 & #2-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	24	0	0	24	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	34
05:15 PM	0	30	0	0	30	0	3	0	0	3	0	10	0	0	10	0	2	0	0	2	45
05:30 PM	0	39	0	0	39	0	5	0	0	5	0	4	0	0	4	0	1	0	0	1	49
05:45 PM	0	27	0	0	27	0	2	0	0	2	0	4	0	0	4	0	4	0	0	4	37
Total Volume	0	120	0	0	120	0	13	0	0	13	0	23	0	0	23	0	9	0	0	9	165
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.769	.000	.000	.769	.000	.650	.000	.000	.650	.000	.575	.000	.000	.575	.000	.563	.000	.000	.563	.842

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Point #3-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
03:30 PM	0	0	0	0	0	8	0	0	0	8	4	0	0	0	4	0	0	0	0	0	12
03:45 PM	0	0	0	0	0	12	0	0	0	12	5	0	0	0	5	0	0	0	0	0	17
Total	0	0	0	0	0	20	0	0	0	20	9	0	0	0	9	0	0	0	0	0	29
04:00 PM	0	0	0	0	0	10	0	0	0	10	3	0	0	0	3	0	0	0	0	0	13
04:15 PM	0	0	0	0	0	12	0	0	0	12	3	0	0	0	3	0	0	0	0	0	15
04:30 PM	0	0	0	0	0	19	0	0	0	19	5	0	0	0	5	0	0	0	0	0	24
04:45 PM	0	0	0	0	0	27	0	0	0	27	1	0	0	0	1	0	0	0	0	0	28
Total	0	0	0	0	0	68	0	0	0	68	12	0	0	0	12	0	0	0	0	0	80
05:00 PM	0	0	0	0	0	29	0	0	0	29	4	0	0	0	4	0	0	0	0	0	33
05:15 PM	0	0	0	0	0	24	0	0	0	24	7	0	0	0	7	0	0	0	0	0	31
05:30 PM	0	0	0	0	0	30	0	0	0	30	10	0	0	0	10	0	0	0	0	0	40
05:45 PM	0	0	0	0	0	17	0	0	0	17	9	0	0	0	9	0	0	0	0	0	26
Total	0	0	0	0	0	100	0	0	0	100	30	0	0	0	30	0	0	0	0	0	130
Grand Total	0	0	0	0	0	188	0	0	0	188	51	0	0	0	51	0	0	0	0	0	239
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	78.7	0	0	0	78.7	21.3	0	0	0	21.3	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Point #3-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	27	0	0	0	27	1	0	0	0	1	0	0	0	0	0	28
05:00 PM	0	0	0	0	0	29	0	0	0	29	4	0	0	0	4	0	0	0	0	0	33
05:15 PM	0	0	0	0	0	24	0	0	0	24	7	0	0	0	7	0	0	0	0	0	31
05:30 PM	0	0	0	0	0	30	0	0	0	30	10	0	0	0	10	0	0	0	0	0	40
Total Volume	0	0	0	0	0	110	0	0	0	110	22	0	0	0	22	0	0	0	0	0	132
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.917	.000	.000	.000	.917	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.825

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #4 & #5-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total		Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total	
03:30 PM	3	1	3	19	26	2	0	0	3	5	0	3	0	0	3	0	0	2	15	17	51
03:45 PM	6	3	5	19	33	4	0	0	9	13	0	3	0	0	3	0	0	3	22	25	74
Total	9	4	8	38	59	6	0	0	12	18	0	6	0	0	6	0	0	5	37	42	125
04:00 PM	5	0	9	27	41	9	0	0	0	9	0	2	0	0	2	0	0	2	15	17	69
04:15 PM	4	3	7	32	46	10	0	0	0	10	0	0	0	0	0	0	0	2	12	14	70
04:30 PM	3	1	9	40	53	12	0	0	0	12	0	0	0	0	0	0	0	2	11	13	78
04:45 PM	9	2	8	25	44	6	0	0	0	6	0	0	0	0	0	0	0	4	24	28	78
Total	21	6	33	124	184	37	0	0	0	37	0	2	0	0	2	0	0	10	62	72	295
05:00 PM	6	1	5	43	55	5	0	0	8	13	0	0	0	0	0	0	0	3	22	25	93
05:15 PM	5	5	8	28	46	2	0	0	9	11	0	0	0	0	0	0	0	5	37	42	99
05:30 PM	7	7	4	25	43	13	0	0	11	24	0	2	0	0	2	0	0	9	31	40	109
05:45 PM	3	5	2	19	29	1	0	0	8	9	0	1	0	0	1	0	0	5	35	40	79
Total	21	18	19	115	173	21	0	0	36	57	0	3	0	0	3	0	0	22	125	147	380
Grand Total	51	28	60	277	416	64	0	0	48	112	0	11	0	0	11	0	0	37	224	261	800
Apprch %	12.3	6.7	14.4	66.6		57.1	0	0	42.9		0	100	0	0		0	0	14.2	85.8		
Total %	6.4	3.5	7.5	34.6	52	8	0	0	6	14	0	1.4	0	0	1.4	0	0	4.6	28	32.6	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #4 & #5-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total	Thru-In #5			App. Total	Thru	Left-In #5	Left-In #4	App. Total			
Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	9	2	8	25	44	6	0	0	0	6	0	0	0	0	0	0	0	4	24	28	78
05:00 PM	6	1	5	43	55	5	0	0	8	13	0	0	0	0	0	0	0	3	22	25	93
05:15 PM	5	5	8	28	46	2	0	0	9	11	0	0	0	0	0	0	0	5	37	42	99
05:30 PM	7	7	4	25	43	13	0	0	11	24	0	2	0	0	2	0	0	9	31	40	109
Total Volume	27	15	25	121	188	26	0	0	28	54	0	2	0	0	2	0	0	21	114	135	379
% App. Total	14.4	8	13.3	64.4		48.1	0	0	51.9		0	100	0	0		0	0	15.6	84.4		
PHF	.750	.536	.781	.703	.855	.500	.000	.000	.636	.563	.000	.250	.000	.000	.250	.000	.000	.583	.770	.804	.869

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
Check Points #1 & #2
Afternoon Peak-Hours
Sunny, Hot

File Name : Check Points #1 & #2-pm-2
Site Code : 2
Start Date : 6/13/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
03:30 PM	0	15	0	0	15	0	1	0	0	1	0	13	0	0	13	0	1	0	0	1	30
03:45 PM	0	25	0	0	25	0	2	0	0	2	0	8	0	0	8	0	1	0	0	1	36
Total	0	40	0	0	40	0	3	0	0	3	0	21	0	0	21	0	2	0	0	2	66
04:00 PM	0	14	0	0	14	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	24
04:15 PM	0	14	0	0	14	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	18
04:30 PM	0	24	0	0	24	0	4	0	0	4	0	11	0	0	11	0	1	0	0	1	40
04:45 PM	0	24	0	0	24	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	36
Total	0	76	0	0	76	0	13	0	0	13	0	25	0	0	25	0	4	0	0	4	118
05:00 PM	0	25	0	0	25	0	4	0	0	4	0	6	0	0	6	0	1	0	0	1	36
05:15 PM	0	32	0	0	32	0	3	0	0	3	0	12	0	0	12	0	2	0	0	2	49
05:30 PM	0	40	0	0	40	0	6	0	0	6	0	6	0	0	6	0	1	0	0	1	53
05:45 PM	0	26	0	0	26	0	2	0	0	2	0	5	0	0	5	0	3	0	0	3	36
Total	0	123	0	0	123	0	15	0	0	15	0	29	0	0	29	0	7	0	0	7	174
Grand Total	0	239	0	0	239	0	31	0	0	31	0	75	0	0	75	0	13	0	0	13	358
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	66.8	0	0	66.8	0	8.7	0	0	8.7	0	20.9	0	0	20.9	0	3.6	0	0	3.6	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #1 & #2-pm-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 2

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	24	0	0	24	0	4	0	0	4	0	8	0	0	8	0	0	0	0	0	36
05:00 PM	0	25	0	0	25	0	4	0	0	4	0	6	0	0	6	0	1	0	0	1	36
05:15 PM	0	32	0	0	32	0	3	0	0	3	0	¹² 0	0	¹² 0	0	² 0	0	0	² 0	49	
05:30 PM	0	40	0	0	40	0	6	0	0	6	0	6	0	0	6	0	1	0	0	1	53
Total Volume	0	121	0	0	121	0	17	0	0	17	0	32	0	0	32	0	4	0	0	4	174
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.756	.000	.000	.756	.000	.708	.000	.000	.708	.000	.667	.000	.000	.667	.000	.500	.000	.000	.500	.821

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Point #3-pm-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
03:30 PM	0	0	0	0	0	7	0	0	0	7	3	0	0	0	3	0	0	0	0	0	10
03:45 PM	0	0	0	0	0	13	0	0	0	13	6	0	0	0	6	0	0	0	0	0	19
Total	0	0	0	0	0	20	0	0	0	20	9	0	0	0	9	0	0	0	0	0	29
04:00 PM	0	0	0	0	0	11	0	0	0	11	2	0	0	0	2	0	0	0	0	0	13
04:15 PM	0	0	0	0	0	13	0	0	0	13	4	0	0	0	4	0	0	0	0	0	17
04:30 PM	0	0	0	0	0	21	0	0	0	21	6	0	0	0	6	0	0	0	0	0	27
04:45 PM	0	0	0	0	0	26	0	0	0	26	2	0	0	0	2	0	0	0	0	0	28
Total	0	0	0	0	0	71	0	0	0	71	14	0	0	0	14	0	0	0	0	0	85
05:00 PM	0	0	0	0	0	30	0	0	0	30	5	0	0	0	5	0	0	0	0	0	35
05:15 PM	0	0	0	0	0	21	0	0	0	21	7	0	0	0	7	0	0	0	0	0	28
05:30 PM	0	0	0	0	0	31	0	0	0	31	11	0	0	0	11	0	0	0	0	0	42
05:45 PM	0	0	0	0	0	19	0	0	0	19	10	0	0	0	10	0	0	0	0	0	29
Total	0	0	0	0	0	101	0	0	0	101	33	0	0	0	33	0	0	0	0	0	134
Grand Total	0	0	0	0	0	192	0	0	0	192	56	0	0	0	56	0	0	0	0	0	248
Apprch %	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
Total %	0	0	0	0	0	77.4	0	0	0	77.4	22.6	0	0	0	22.6	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Point #3-pm-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	30	0	0	0	30	5	0	0	0	5	0	0	0	0	0	35
05:15 PM	0	0	0	0	0	21	0	0	0	21	7	0	0	0	7	0	0	0	0	0	28
05:30 PM	0	0	0	0	0	31	0	0	0	31	11	0	0	0	11	0	0	0	0	0	42
05:45 PM	0	0	0	0	0	19	0	0	0	19	10	0	0	0	10	0	0	0	0	0	29
Total Volume	0	0	0	0	0	101	0	0	0	101	33	0	0	0	33	0	0	0	0	0	134
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.815	.000	.000	.000	.815	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.798

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
Check Points #4 & #5
Afternoon Peak-Hours
Sunny, Hot

File Name : Check Points #4 & #5-pm-2
Site Code : 2
Start Date : 6/13/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total		Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total	
03:30 PM	3	0	3	20	26	2	0	0	2	4	0	2	0	0	2	0	0	3	16	19	51
03:45 PM	7	3	6	21	37	4	0	0	8	12	0	4	0	0	4	0	0	3	21	24	77
Total	10	3	9	41	63	6	0	0	10	16	0	6	0	0	6	0	0	6	37	43	128
04:00 PM	6	1	8	28	43	8	0	0	1	9	0	2	0	0	2	0	0	3	17	20	74
04:15 PM	4	2	8	30	44	8	0	0	0	8	0	0	0	0	0	0	0	1	13	14	66
04:30 PM	2	2	10	39	53	13	0	0	1	14	0	1	0	0	1	0	0	1	14	15	83
04:45 PM	10	3	9	28	50	7	0	0	0	7	0	0	0	0	0	0	0	5	24	29	86
Total	22	8	35	125	190	36	0	0	2	38	0	3	0	0	3	0	0	10	68	78	309
05:00 PM	7	2	6	42	57	6	0	0	9	15	0	1	0	0	1	0	0	4	23	27	100
05:15 PM	6	6	7	30	49	1	0	0	9	10	0	1	0	0	1	0	0	7	38	45	105
05:30 PM	6	8	3	27	44	14	0	0	14	28	0	1	0	0	1	0	0	6	35	41	114
05:45 PM	6	6	4	20	36	1	0	0	8	9	0	1	0	0	1	0	0	8	32	40	86
Total	25	22	20	119	186	22	0	0	40	62	0	4	0	0	4	0	0	25	128	153	405
Grand Total	57	33	64	285	439	64	0	0	52	116	0	13	0	0	13	0	0	41	233	274	842
Apprch %	13	7.5	14.6	64.9		55.2	0	0	44.8		0	100	0	0		0	0	15	85		
Total %	6.8	3.9	7.6	33.8	52.1	7.6	0	0	6.2	13.8	0	1.5	0	0	1.5	0	0	4.9	27.7	32.5	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #4 & #5-pm-2
 Site Code : 2
 Start Date : 6/13/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total	Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total		
Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	10	3	9	28	50	7	0	0	0	7	0	0	0	0	0	0	0	5	24	29	86
05:00 PM	7	2	6	42	57	6	0	0	9	15	0	1	0	0	1	0	0	4	23	27	100
05:15 PM	6	6	7	30	49	1	0	0	9	10	0	1	0	0	1	0	0	7	38	45	105
05:30 PM	6	8	3	27	44	14	0	0	14	28	0	1	0	0	1	0	0	6	35	41	114
Total Volume	29	19	25	127	200	28	0	0	32	60	0	3	0	0	3	0	0	22	120	142	405
% App. Total	14.5	9.5	12.5	63.5		46.7	0	0	53.3		0	100	0	0		0	0	15.5	84.5		
PHF	.725	.594	.694	.756	.877	.500	.000	.000	.571	.536	.000	.750	.000	.000	.750	.000	.000	.786	.789	.789	.888

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #1 & #2-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
03:45 PM	0	21	0	0	21	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	27
Total	0	21	0	0	21	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	27
04:00 PM	0	13	0	0	13	0	9	0	0	9	0	9	0	0	9	0	1	0	0	1	32
04:15 PM	0	24	0	0	24	0	5	0	0	5	0	9	0	0	9	0	4	0	0	4	42
04:30 PM	0	15	0	0	15	0	2	0	0	2	0	12	0	0	12	0	1	0	0	1	30
04:45 PM	0	20	0	0	20	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	29
Total	0	72	0	0	72	0	17	0	0	17	0	38	0	0	38	0	6	0	0	6	133
05:00 PM	0	30	0	0	30	0	4	0	0	4	0	14	0	0	14	0	3	0	0	3	51
05:15 PM	0	55	0	0	55	0	3	0	0	3	0	7	0	0	7	0	1	0	0	1	66
05:30 PM	0	43	0	0	43	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	47
05:45 PM	0	35	0	0	35	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	46
Total	0	163	0	0	163	0	7	0	0	7	0	34	0	0	34	0	6	0	0	6	210
Grand Total	0	256	0	0	256	0	27	0	0	27	0	75	0	0	75	0	12	0	0	12	370
Aprch %	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	69.2	0	0	69.2	0	7.3	0	0	7.3	0	20.3	0	0	20.3	0	3.2	0	0	3.2	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #1 & #2
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #1 & #2-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	Access onto Town Center Drive From North					Northernmost Access onto Nall Ave. From East					Access onto Town Center Drive From South					Northernmost Access onto Nall Ave. From West					Int. Total
	Inbound				App. Total	Right-Out				App. Total	Outbound				App. Total	Right-In				App. Total	
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	30	0	0	30	0	4	0	0	4	0	14	0	0	14	0	3	0	0	3	51
05:15 PM	0	55	0	0	55	0	3	0	0	3	0	7	0	0	7	0	1	0	0	1	66
05:30 PM	0	43	0	0	43	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	47
05:45 PM	0	35	0	0	35	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	46
Total Volume	0	163	0	0	163	0	7	0	0	7	0	34	0	0	34	0	6	0	0	6	210
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
PHF	.000	.741	.000	.000	.741	.000	.438	.000	.000	.438	.000	.607	.000	.000	.607	.000	.500	.000	.000	.500	.795

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Point #3-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
03:45 PM	0	0	0	0	0	7	0	0	0	7	8	0	0	0	8	0	0	0	0	0	15
Total	0	0	0	0	0	7	0	0	0	7	8	0	0	0	8	0	0	0	0	0	15
04:00 PM	0	0	0	0	0	9	0	0	0	9	6	0	0	0	6	0	0	0	0	0	15
04:15 PM	0	0	0	0	0	12	0	0	0	12	7	0	0	0	7	0	0	0	0	0	19
04:30 PM	0	0	0	1	1	14	0	0	0	14	6	0	0	0	6	0	0	0	0	0	21
04:45 PM	0	0	0	0	0	12	0	0	0	12	9	0	0	0	9	0	0	0	0	0	21
Total	0	0	0	1	1	47	0	0	0	47	28	0	0	0	28	0	0	0	0	0	76
05:00 PM	0	0	0	0	0	47	0	0	0	47	8	0	0	0	8	0	0	0	0	0	55
05:15 PM	0	0	0	0	0	25	0	0	0	25	4	0	0	0	4	0	0	0	0	0	29
05:30 PM	0	0	0	0	0	19	0	0	0	19	12	0	0	0	12	0	0	0	0	0	31
05:45 PM	0	0	0	0	0	22	0	0	0	22	12	0	0	0	12	0	0	0	0	0	34
Total	0	0	0	0	0	113	0	0	0	113	36	0	0	0	36	0	0	0	0	0	149
Grand Total	0	0	0	1	1	167	0	0	0	167	72	0	0	0	72	0	0	0	0	0	240
Aprch %	0	0	0	100		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	0	0	0	0.4	0.4	69.6	0	0	0	69.6	30	0	0	0	30	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Point #3-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	⁴⁷ 25	0	0	0	⁴⁷ 25	8	0	0	0	8	0	0	0	0	0	⁵⁵ 29
05:15 PM	0	0	0	0	0	19	0	0	0	19	¹² 4	0	0	0	12	0	0	0	0	0	31
05:30 PM	0	0	0	0	0	22	0	0	0	22	12	0	0	0	12	0	0	0	0	0	34
05:45 PM	0	0	0	0	0	113	0	0	0	113	36	0	0	0	36	0	0	0	0	0	149
Total Volume	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
% App. Total	0	0	0	0	0	100	0	0	0	100	100	0	0	0	100	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.601	.000	.000	.000	.601	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.677

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #4 & #5-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total		Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total	
03:45 PM	1	0	4	19	24	3	0	0	2	5	0	0	0	0	0	0	0	6	7	13	42
Total	1	0	4	19	24	3	0	0	2	5	0	0	0	0	0	0	0	6	7	13	42
04:00 PM	7	3	2	30	42	0	0	0	10	10	0	0	0	0	0	0	0	2	21	23	75
04:15 PM	2	1	11	19	33	4	0	0	14	18	0	1	0	0	1	0	0	5	21	26	78
04:30 PM	9	2	11	24	46	3	0	0	15	18	0	1	0	0	1	0	0	3	27	30	95
04:45 PM	4	2	10	32	48	3	0	0	6	9	0	0	0	0	0	0	0	2	30	32	89
Total	22	8	34	105	169	10	0	0	45	55	0	2	0	0	2	0	0	12	99	111	337
05:00 PM	9	2	7	37	55	3	0	0	9	12	0	4	0	0	4	0	0	4	28	32	103
05:15 PM	2	4	4	38	48	9	0	0	17	26	0	4	0	0	4	0	0	4	45	49	127
05:30 PM	8	1	4	23	36	8	0	0	14	22	0	8	0	0	8	0	0	5	38	43	109
05:45 PM	9	3	6	27	45	3	0	0	13	16	0	1	0	0	1	0	0	5	42	47	109
Total	28	10	21	125	184	23	0	0	53	76	0	17	0	0	17	0	0	18	153	171	448
Grand Total	51	18	59	249	377	36	0	0	100	136	0	19	0	0	19	0	0	36	259	295	827
Aprch %	13.5	4.8	15.6	66		26.5	0	0	73.5		0	100	0	0		0	0	12.2	87.8		
Total %	6.2	2.2	7.1	30.1	45.6	4.4	0	0	12.1	16.4	0	2.3	0	0	2.3	0	0	4.4	31.3	35.7	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Check Points #4 & #5-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total	Thru-In #5			App. Total	Thru	Left-In #5	Left-In #4	App. Total			
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	2	7	37	55	3	0	0	9	12	0	4	0	0	4	0	0	4	28	32	103
05:15 PM	2	4	4	38	48	9	0	0	17	26	0	4	0	0	4	0	0	4	45	49	127
05:30 PM	8	1	4	23	36	8	0	0	14	22	0	8	0	0	8	0	0	5	38	43	109
05:45 PM	9	3	6	27	45	3	0	0	13	16	0	1	0	0	1	0	0	5	42	47	109
Total Volume	28	10	21	125	184	23	0	0	53	76	0	17	0	0	17	0	0	18	153	171	448
% App. Total	15.2	5.4	11.4	67.9		30.3	0	0	69.7		0	100	0	0		0	0	10.5	89.5		
PHF	.778	.625	.750	.822	.836	.639	.000	.000	.779	.731	.000	.531	.000	.000	.531	.000	.000	.900	.850	.872	.882

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 117th-Check Points #4 & #5-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total		Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total	
03:30 PM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	30	0	0	30	58
03:45 PM	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	33	0	0	33	67
Total	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	0	63	0	0	63	125
04:00 PM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	0	63	0	0	63	105
04:15 PM	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	63	0	0	63	112
04:30 PM	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	84	0	0	84	136
04:45 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	79	0	0	79	126
Total	0	0	0	0	0	0	190	0	0	190	0	0	0	0	0	0	289	0	0	289	479
05:00 PM	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	83	0	0	83	128
05:15 PM	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	0	67	0	0	67	107
05:30 PM	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	81	0	0	81	115
05:45 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	62	0	0	62	92
Total	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	0	293	0	0	293	442
Grand Total	0	0	0	0	0	0	401	0	0	401	0	0	0	0	0	0	645	0	0	645	1046
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	
Total %	0	0	0	0	0	0	38.3	0	0	38.3	0	0	0	0	0	0	61.7	0	0	61.7	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 117th-Check Points #4 & #5-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total	Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total		
Peak Hour Analysis From 03:30 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	63	0	0	63	112
04:30 PM	0	0	0	0	0	0	<small>s2</small>	0	0	<small>s2</small>	0	0	0	0	0	0	<small>s4</small>	0	0	<small>s4</small>	136
04:45 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	79	0	0	79	126
05:00 PM	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	83	0	0	83	128
Total Volume	0	0	0	0	0	0	193	0	0	193	0	0	0	0	0	0	309	0	0	309	502
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.928	.000	.000	.928	.000	.000	.000	.000	.000	.000	.920	.000	.000	.920	.923

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 117th-Check Points #4 & #5-pm-2
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total		Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total	
03:45 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	32	0	0	32	55
Total	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	32	0	0	32	55
04:00 PM	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	0	43	0	0	43	99
04:15 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	73	0	0	73	112
04:30 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	80	0	0	80	119
04:45 PM	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	0	53	0	0	53	101
Total	0	0	0	0	0	0	182	0	0	182	0	0	0	0	0	0	249	0	0	249	431
05:00 PM	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	0	99	0	0	99	158
05:15 PM	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	81	0	0	81	133
05:30 PM	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	0	57	0	0	57	111
05:45 PM	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	51	0	0	51	104
Total	0	0	0	0	0	0	218	0	0	218	0	0	0	0	0	0	288	0	0	288	506
Grand Total	0	0	0	0	0	0	423	0	0	423	0	0	0	0	0	0	569	0	0	569	992
Aprch %	0	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	42.6	0	0	42.6	0	0	0	0	0	0	57.4	0	0	57.4	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Points #4 & #5
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 117th-Check Points #4 & #5-pm-2
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	Access Drives onto 117th Street From North					117th Street From East					Access Drives onto 117th Street From South					117th Street From West					Int. Total
	Right-Out #5	Thru-Out #5	Left-Out #5	Right-Out #4	App. Total	Right-In #5	Thru		Right-In #4	App. Total	Thru-In #5			App. Total		Thru	Left-In #5	Left-In #4	App. Total		
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	80	0	0	80	119
04:45 PM	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	0	53	0	0	53	101
05:00 PM	0	0	0	0	0	0	⁵⁹ 0	0	0	⁵⁹ 0	0	0	0	0	0	0	⁵⁹ 0	0	0	⁵⁹ 0	158
05:15 PM	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	81	0	0	81	133
Total Volume	0	0	0	0	0	0	198	0	0	198	0	0	0	0	0	0	313	0	0	313	511
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.839	.000	.000	.839	.000	.000	.000	.000	.000	.000	.790	.000	.000	.790	.809

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Nall-Check Point #3-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru	Left	Peds	App. Total					App. Total	
03:30 PM	0	0	0	0	0	8	0	0	0	8	4	296	0	0	300	0	0	0	0	0	308
03:45 PM	0	0	0	0	0	12	0	0	0	12	5	279	0	0	284	0	0	0	0	0	296
Total	0	0	0	0	0	20	0	0	0	20	9	575	0	0	584	0	0	0	0	0	604
04:00 PM	0	0	0	0	0	10	0	0	0	10	3	318	0	0	321	0	0	0	0	0	331
04:15 PM	0	0	0	0	0	12	0	0	0	12	3	297	0	0	300	0	0	0	0	0	312
04:30 PM	0	0	0	0	0	19	0	0	0	19	5	299	0	0	304	0	0	0	0	0	323
04:45 PM	0	0	0	0	0	27	0	0	0	27	1	323	0	0	324	0	0	0	0	0	351
Total	0	0	0	0	0	68	0	0	0	68	12	1237	0	0	1249	0	0	0	0	0	1317
05:00 PM	0	0	0	0	0	29	0	0	0	29	4	367	0	0	371	0	0	0	0	0	400
05:15 PM	0	0	0	0	0	24	0	0	0	24	7	309	0	0	316	0	0	0	0	0	340
05:30 PM	0	0	0	0	0	30	0	0	0	30	10	282	0	0	292	0	0	0	0	0	322
05:45 PM	0	0	0	0	0	17	0	0	0	17	9	254	0	0	263	0	0	0	0	0	280
Total	0	0	0	0	0	100	0	0	0	100	30	1212	0	0	1242	0	0	0	0	0	1342
Grand Total	0	0	0	0	0	188	0	0	0	188	51	3024	0	0	3075	0	0	0	0	0	3263
Apprch %	0	0	0	0	0	100	0	0	0	100	1.7	98.3	0	0	94.2	0	0	0	0	0	
Total %	0	0	0	0	0	5.8	0	0	0	5.8	1.6	92.7	0	0	94.2	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Nall-Check Point #3-pm-1
 Site Code : 2
 Start Date : 6/12/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru	Left	Peds	App. Total					App. Total	
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	19	0	0	0	19	5	299	0	0	304	0	0	0	0	0	323
04:45 PM	0	0	0	0	0	27	0	0	0	27	1	323	0	0	324	0	0	0	0	0	351
05:00 PM	0	0	0	0	0		0	0	0		4	367	0	0	371	0	0	0	0	0	400
05:15 PM	0	0	0	0	0	24	0	0	0	24	7	309	0	0	316	0	0	0	0	0	340
Total Volume	0	0	0	0	0	99	0	0	0	99	17	1298	0	0	1315	0	0	0	0	0	1414
% App. Total	0	0	0	0	0	100	0	0	0	100	1.3	98.7	0	0	100	0	0	0	0	0	100
PHF	.000	.000	.000	.000	.000	.853	.000	.000	.000	.853	.607	.884	.000	.000	.886	.000	.000	.000	.000	.000	.884

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Nall-Check Point #3-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
03:45 PM	0	0	0	0	0	7	0	0	0	7	8	361	0	0	369	0	0	0	0	0	376
Total	0	0	0	0	0	7	0	0	0	7	8	361	0	0	369	0	0	0	0	0	376
04:00 PM	0	0	0	0	0	9	0	0	0	9	6	313	0	0	319	0	0	0	0	0	328
04:15 PM	0	0	0	0	0	12	0	0	0	12	7	269	0	0	276	0	0	0	0	0	288
04:30 PM	0	0	0	1	1	14	0	0	0	14	6	325	0	0	331	0	0	0	0	0	346
04:45 PM	0	0	0	0	0	12	0	0	0	12	9	300	0	0	309	0	0	0	0	0	321
Total	0	0	0	1	1	47	0	0	0	47	28	1207	0	0	1235	0	0	0	0	0	1283
05:00 PM	0	0	0	0	0	47	0	0	0	47	8	354	0	0	362	0	0	0	0	0	409
05:15 PM	0	0	0	0	0	25	0	0	0	25	4	328	0	0	332	0	0	0	0	0	357
05:30 PM	0	0	0	0	0	19	0	0	0	19	12	280	0	0	292	0	0	0	0	0	311
05:45 PM	0	0	0	0	0	22	0	0	0	22	12	301	0	0	313	0	0	0	0	0	335
Total	0	0	0	0	0	113	0	0	0	113	36	1263	0	0	1299	0	0	0	0	0	1412
Grand Total	0	0	0	1	1	167	0	0	0	167	72	2831	0	0	2903	0	0	0	0	0	3071
Aprch %	0	0	0	100		100	0	0	0		2.5	97.5	0	0		0	0	0	0		
Total %	0	0	0	0	0	5.4	0	0	0	5.4	2.3	92.2	0	0	94.5	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

Park Place Mixed-Use Development
 Check Point #3
 Afternoon Peak-Hours
 Sunny, Hot

File Name : Nall-Check Point #3-pm-3
 Site Code : 2
 Start Date : 6/14/2012
 Page No : 2

Start Time	From North					Southernmost Access onto Nall Ave. From East					Nall Avenue From South					From West					Int. Total
					App. Total	Right-Out				App. Total	Right-In	Thru			App. Total					App. Total	
Peak Hour Analysis From 03:45 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	1	1	14	0	0	0	14	6	325	0	0	331	0	0	0	0	0	346
04:45 PM	0	0	0	0	0	12	0	0	0	12	6	300	0	0	309	0	0	0	0	0	321
05:00 PM	0	0	0	0	0	47	0	0	0	47	8	354	0	0	362	0	0	0	0	0	409
05:15 PM	0	0	0	0	0	25	0	0	0	25	4	328	0	0	332	0	0	0	0	0	357
Total Volume	0	0	0	1	1	98	0	0	0	98	27	1307	0	0	1334	0	0	0	0	0	1433
% App. Total	0	0	0	100		100	0	0	0		2	98	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.521	.000	.000	.000	.521	.750	.923	.000	.000	.921	.000	.000	.000	.000	.000	.876

SITE #3
MORNING PEAK-HOURS

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-NWCP-am-1-raw
 Site Code : 3
 Start Date : 6/19/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
07:15 AM	0	0	3	0	3	0	1	0	0	1	2	0	0	1	3	0	2	0	0	2	9
07:30 AM	0	0	5	1	6	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	8
07:45 AM	0	0	4	2	6	2	1	0	0	3	1	0	0	2	3	0	4	0	0	4	16
Total	0	0	12	3	15	3	2	0	0	5	3	0	0	3	6	0	7	0	0	7	33
08:00 AM	0	0	4	2	6	3	1	0	0	4	2	0	0	0	2	0	2	0	0	2	14
08:15 AM	0	0	3	5	8	0	1	0	0	1	2	0	0	2	4	0	2	0	0	2	15
08:30 AM	0	0	0	2	2	3	3	1	0	7	2	0	0	0	2	0	3	0	0	3	14
08:45 AM	0	0	3	3	6	3	1	0	0	4	3	0	0	0	3	0	7	0	0	7	20
Total	0	0	10	12	22	9	6	1	0	16	9	0	0	2	11	0	14	0	0	14	63
Grand Total	0	0	22	15	37	12	8	1	0	21	12	0	0	5	17	0	21	0	0	21	96
Apprch %	0	0	59.5	40.5		57.1	38.1	4.8	0		70.6	0	0	29.4		0	100	0	0		
Total %	0	0	22.9	15.6	38.5	12.5	8.3	1	0	21.9	12.5	0	0	5.2	17.7	0	21.9	0	0	21.9	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-NWCP-am-1-raw
 Site Code : 3
 Start Date : 6/19/2012
 Page No : 2

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	<small>Drives Inbound</small>	App. Total		Right	Thru	Left		App. Total	Right	Thru	Left	<small>Drives Outbound</small>	App. Total	Right	Thru			App. Total	
Peak Hour Analysis From 07:15 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	4	2	6	3	1	0	0	4	2	0	0	0	2	0	2	0	0	2	14
08:15 AM	0	0	3	5	8	0	1	0	0	1	2	0	0	2	4	0	2	0	0	2	15
08:30 AM	0	0	0	2	2	3	3	1	0	7	2	0	0	0	2	0	3	0	0	3	14
08:45 AM	0	0	3	3	6	3	1	0	0	4	3	0	0	0	3	0	7	0	0	7	20
Total Volume	0	0	10	12	22	9	6	1	0	16	9	0	0	2	11	0	14	0	0	14	63
% App. Total	0	0	45.5	54.5		56.2	37.5	6.2	0		81.8	0	0	18.2		0	100	0	0		
PHF	.000	.000	.625	.600	.688	.750	.500	.250	.000	.571	.750	.000	.000	.250	.688	.000	.500	.000	.000	.500	.788

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Southeast & Southwest Check Points
Morning Peak-Hours
Sunny, Mild

File Name : 95 & met-SWSECP-am-1-raw
Site Code : 3
Start Date : 6/19/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Southeast & Southwest Check Points From North					Southeast & Southwest Check Points From East					Southeast & Southwest Check Points From South					Southeast & Southwest Check Points From West					Int. Total
	Right	Thru	Left	Drives Outbound	App. Total	Right				App. Total		Thru		Drives Inbound	App. Total			Left		App. Total	
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	13
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	29	29	0	0	0	0	0	31
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	16	16	0	0	0	0	0	17
08:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	17
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0	0	17
08:45 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	19	19	0	0	0	0	0	23
Total	0	0	0	10	10	0	0	0	0	0	0	0	0	64	64	0	0	0	0	0	74
Grand Total	0	0	0	12	12	0	0	0	0	0	0	0	0	93	93	0	0	0	0	0	105
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	11.4	11.4	0	0	0	0	0	0	0	0	88.6	88.6	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-NWCP-am-2-raw
 Site Code : 3
 Start Date : 6/20/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total	
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total			
07:00 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	0	3	0	0	3	7
07:15 AM	0	0	6	2	8	5	1	0	0	6	3	0	0	0	3	0	3	0	0	3	20	
07:30 AM	0	0	4	1	5	2	0	0	0	2	0	0	0	1	1	0	1	0	0	1	9	
07:45 AM	0	0	3	1	4	3	1	0	0	4	1	0	0	0	1	0	2	0	0	2	11	
Total	0	0	15	4	19	11	3	0	0	14	4	0	0	1	5	0	9	0	0	9	47	
08:00 AM	0	0	7	2	9	6	5	1	0	12	2	0	0	1	3	0	4	0	0	4	28	
08:15 AM	0	0	6	2	8	8	6	0	0	14	0	0	0	0	0	0	7	0	0	7	29	
08:30 AM	0	0	7	3	10	5	5	0	0	10	1	0	0	1	2	0	2	0	0	2	24	
08:45 AM	0	0	6	1	7	6	5	0	0	11	2	0	0	0	2	0	4	0	0	4	24	
Total	0	0	26	8	34	25	21	1	0	47	5	0	0	2	7	0	17	0	0	17	105	
Grand Total	0	0	41	12	53	36	24	1	0	61	9	0	0	3	12	0	26	0	0	26	152	
Apprch %	0	0	77.4	22.6		59	39.3	1.6	0		75	0	0	25		0	100	0	0			
Total %	0	0	27	7.9	34.9	23.7	15.8	0.7	0	40.1	5.9	0	0	2	7.9	0	17.1	0	0	17.1		

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-NWCP-am-2-raw
 Site Code : 3
 Start Date : 6/20/2012
 Page No : 2

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	<small>Drives Inbound</small>	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	<small>Drives Outbound</small>	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	7	2	9	6	5	1	0	12	2	0	0	1	3	0	4	0	0	4	28
08:15 AM	0	0	6	2	8	8	6	0	0	14	0	0	0	0	0	0	7	0	0	7	29
08:30 AM	0	0	7	3	10	5	5	0	0	10	1	0	0	1	2	0	2	0	0	2	24
08:45 AM	0	0	6	1	7	6	5	0	0	11	2	0	0	0	2	0	4	0	0	4	24
Total Volume	0	0	26	8	34	25	21	1	0	47	5	0	0	2	7	0	17	0	0	17	105
% App. Total	0	0	76.5	23.5		53.2	44.7	2.1	0		71.4	0	0	28.6		0	100	0	0		
PHF	.000	.000	.929	.667	.850	.781	.875	.250	.000	.839	.625	.000	.000	.500	.583	.000	.607	.000	.000	.607	.905

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-SWCP-am-2-raw
 Site Code : 3
 Start Date : 6/20/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southwest Check Point From North					Southwest Check Point From East					Southwest Check Point From South					Southwest Check Point From West					Int. Total
	Right	Thru	Left	Drives Outbound	App. Total	Right				App. Total		Thru		Drives Inbound	App. Total			Left		App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	7
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	12
07:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	18
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26	0	0	0	0	0	26
Total	0	0	0	6	6	0	0	0	0	0	0	0	0	57	57	0	0	0	0	0	63
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	24	24	0	0	0	0	0	26
08:15 AM	0	0	0	7	7	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	32
08:30 AM	0	0	0	6	6	0	0	0	0	0	0	0	0	28	28	0	0	0	0	0	34
08:45 AM	0	0	0	6	6	0	0	0	0	0	0	0	0	14	14	0	0	0	0	0	20
Total	0	0	0	21	21	0	0	0	0	0	0	0	0	91	91	0	0	0	0	0	112
Grand Total	0	0	0	27	27	0	0	0	0	0	0	0	0	148	148	0	0	0	0	0	175
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	15.4	15.4	0	0	0	0	0	0	0	0	84.6	84.6	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Southeast Checkpoint
Morning Peak-Hours
Sunny, Mild

File Name : 95 & met-SECP-am-2-raw
Site Code : 3
Start Date : 6/20/2012
Page No : 2

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	14	
08:00 AM	1	0	0	0	5	4	0	0	0	4	0	2	0	0	2	0	0	2	0	2	13
08:15 AM	1	1	2	0	4	4	0	0	0	4	0	0	0	7	0	0	6	0	6	21	
08:30 AM	4	3	0	0	7	3	0	0	0	3	0	5	0	0	5	0	0	5	0	5	20
Total Volume	6	4	6	0	16	21	0	0	0	21	0	16	0	0	16	0	0	15	0	15	68
% App. Total	37.5	25	37.5	0		100	0	0	0		0	100	0	0		0	0	100	0		
PHF	.375	.333	.375	.000	.571	.525	.000	.000	.000	.525	.000	.571	.000	.000	.571	.000	.000	.625	.000	.625	.810

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Northwest Check Point
Morning Peak-Hours
Sunny, Mild

File Name : 95 & met-NWCP-am-3-raw
Site Code : 3
Start Date : 6/21/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total	
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total			
07:00 AM	0	0	1	1	2	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	3	6
07:15 AM	0	0	7	1	8	4	1	0	0	5	4	0	0	0	4	0	2	0	0	2	19	
07:30 AM	0	0	4	1	5	3	1	0	0	4	0	0	0	1	1	0	1	0	0	1	11	
07:45 AM	0	0	3	1	4	3	0	0	0	3	1	0	0	1	2	0	2	0	0	2	11	
Total	0	0	15	4	19	11	2	0	0	13	5	0	0	2	7	0	8	0	0	8	47	
08:00 AM	0	0	7	3	10	6	4	1	0	11	2	0	0	1	3	0	5	0	0	5	29	
08:15 AM	0	0	7	2	9	9	4	0	0	13	0	0	0	1	1	0	7	0	0	7	30	
08:30 AM	0	0	7	3	10	5	6	0	0	11	2	0	0	1	3	0	3	0	0	3	27	
08:45 AM	0	0	5	1	6	6	6	0	0	12	3	0	0	0	3	0	3	0	0	3	24	
Total	0	0	26	9	35	26	20	1	0	47	7	0	0	3	10	0	18	0	0	18	110	
Grand Total	0	0	41	13	54	37	22	1	0	60	12	0	0	5	17	0	26	0	0	26	157	
Apprch %	0	0	75.9	24.1		61.7	36.7	1.7	0		70.6	0	0	29.4		0	100	0	0			
Total %	0	0	26.1	8.3	34.4	23.6	14	0.6	0	38.2	7.6	0	0	3.2	10.8	0	16.6	0	0	16.6		

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-NWCP-am-3-raw
 Site Code : 3
 Start Date : 6/21/2012
 Page No : 2

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	<small>Drives Inbound</small>	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	<small>Drives Outbound</small>	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	7	3	10	6	4	1	0	11	2	0	0	1	3	0	5	0	0	5	29
08:15 AM	0	0	7	2	9	9	4	0	0	13	0	0	0	1	1	0	7	0	0	7	30
08:30 AM	0	0	7	3	10	5	6	0	0	11	2	0	0	1	3	0	3	0	0	3	27
08:45 AM	0	0	5	1	6	6	6	0	0	12	3	0	0	0	3	0	3	0	0	3	24
Total Volume	0	0	26	9	35	26	20	1	0	47	7	0	0	3	10	0	18	0	0	18	110
% App. Total	0	0	74.3	25.7		55.3	42.6	2.1	0		70	0	0	30		0	100	0	0		
PHF	.000	.000	.929	.750	.875	.722	.833	.250	.000	.904	.583	.000	.000	.750	.833	.000	.643	.000	.000	.643	.917

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southwest Check Point
 Morning Peak-Hours
 Sunny, Mild

File Name : 95 & met-SWCP-am-3-raw
 Site Code : 3
 Start Date : 6/21/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southwest Check Point From North					Southwest Check Point From East					Southwest Check Point From South					Southwest Check Point From West					Int. Total
	Right	Thru	Left	Drives Outbound	App. Total	Right				App. Total		Thru		Drives Inbound	App. Total			Left		App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	6
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	13
07:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	17
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27	0	0	0	0	0	27
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	58	58	0	0	0	0	0	63
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	27
08:15 AM	0	0	0	8	8	0	0	0	0	0	0	0	0	25	25	0	0	0	0	0	33
08:30 AM	0	0	0	7	7	0	0	0	0	0	0	0	0	26	26	0	0	0	0	0	33
08:45 AM	0	0	0	6	6	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	26
Total	0	0	0	23	23	0	0	0	0	0	0	0	0	96	96	0	0	0	0	0	119
Grand Total	0	0	0	28	28	0	0	0	0	0	0	0	0	154	154	0	0	0	0	0	182
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	15.4	15.4	0	0	0	0	0	0	0	0	84.6	84.6	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Southeast Checkpoint
Morning Peak-Hours
Sunny, Mild

File Name : 95 & met-SECP-am-3-raw
Site Code : 3
Start Date : 6/21/2012
Page No : 2

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	0	4	0	5	4	0	0	0	4	0	2	0	0	2	0	0	2	0	2	13
08:15 AM	1	1	3	0	5	3	0	0	0	3	0	5	0	0	5	0	0	6	0	6	19
08:30 AM	3	3	1	0	7	3	0	0	0	3	0	6	0	0	6	0	0	6	0	6	22
08:45 AM	2	1	2	0	5	8	0	0	0	8	0	1	0	0	1	0	0	1	0	1	15
Total Volume	7	5	10	0	22	18	0	0	0	18	0	14	0	0	14	0	0	15	0	15	69
% App. Total	31.8	22.7	45.5	0		100	0	0	0		0	100	0	0		0	0	100	0		
PHF	.583	.417	.625	.000	.786	.563	.000	.000	.000	.563	.000	.583	.000	.000	.583	.000	.000	.625	.000	.625	.784

SITE #3
AFTERNOON PEAK-HOURS

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Northwest Check Point
Afternoon Peak-Hours
Sunny, Hot

File Name : 95 & met-NWCP-pm-1-raw
Site Code : 3
Start Date : 6/20/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
04:00 PM	0	0	3	0	3	7	3	1	0	11	0	0	0	2	2	0	3	0	0	3	19
04:15 PM	0	0	1	1	2	8	7	1	0	16	4	0	0	1	5	0	4	0	0	4	27
04:30 PM	0	0	2	0	2	9	7	0	0	16	1	0	0	2	3	0	4	0	0	4	25
04:45 PM	0	0	5	2	7	13	4	0	0	17	0	0	0	5	5	0	1	0	0	1	30
Total	0	0	11	3	14	37	21	2	0	60	5	0	0	10	15	0	12	0	0	12	101
05:00 PM	0	0	6	1	7	19	8	1	0	28	1	0	0	5	6	0	10	0	0	10	51
05:15 PM	0	0	3	0	3	13	3	1	0	17	2	0	0	3	5	0	2	0	0	2	27
05:30 PM	0	0	4	2	6	16	8	1	0	25	1	0	0	1	2	0	7	0	0	7	40
05:45 PM	0	0	4	2	6	11	6	1	0	18	0	0	0	1	1	0	3	0	0	3	28
Total	0	0	17	5	22	59	25	4	0	88	4	0	0	10	14	0	22	0	0	22	146
Grand Total	0	0	28	8	36	96	46	6	0	148	9	0	0	20	29	0	34	0	0	34	247
Apprch %	0	0	77.8	22.2		64.9	31.1	4.1	0		31	0	0	69		0	100	0	0		
Total %	0	0	11.3	3.2	14.6	38.9	18.6	2.4	0	59.9	3.6	0	0	8.1	11.7	0	13.8	0	0	13.8	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-NWCP-pm-1-raw
 Site Code : 3
 Start Date : 6/20/2012
 Page No : 2

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	5	²	⁷	13	4	0	0	17	0	0	0	⁵	5	0	1	0	0	1	30
05:00 PM	0	0	⁶	1	7	19	8	1	0	28	1	0	0	5	6	0	10	0	0	10	51
05:15 PM	0	0	3	0	3	13	3	1	0	17	2	0	0	3	5	0	2	0	0	2	27
05:30 PM	0	0	4	2	6	16	8	1	0	25	1	0	0	1	2	0	7	0	0	7	40
Total Volume	0	0	18	5	23	61	23	3	0	87	4	0	0	14	18	0	20	0	0	20	148
% App. Total	0	0	78.3	21.7		70.1	26.4	3.4	0		22.2	0	0	77.8		0	100	0	0		
PHF	.000	.000	.750	.625	.821	.803	.719	.750	.000	.777	.500	.000	.000	.700	.750	.000	.500	.000	.000	.500	.725

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southwest Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-SWCP-pm-1-raw
 Site Code : 3
 Start Date : 6/20/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southwest Check Point From North					Southwest Check Point From East					Southwest Check Point From South					Southwest Check Point From West					Int. Total
	Right	Thru	Left	Drives Outbound	App. Total	Right				App. Total		Thru		Drives Inbound	App. Total			Left		App. Total	
04:00 PM	0	0	0	23	23	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	24
04:15 PM	0	0	0	9	9	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	17
04:30 PM	0	0	0	18	18	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	25
04:45 PM	0	0	0	17	17	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	24
Total	0	0	0	67	67	0	0	0	0	0	0	0	0	23	23	0	0	0	0	0	90
05:00 PM	0	0	0	37	37	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	41
05:15 PM	0	0	0	11	11	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	20
05:30 PM	0	0	0	22	22	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	23
05:45 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	11
Total	0	0	0	75	75	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	95
Grand Total	0	0	0	142	142	0	0	0	0	0	0	0	0	43	43	0	0	0	0	0	185
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	76.8	76.8	0	0	0	0	0	0	0	0	23.2	23.2	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southeast Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-SECP-pm-1-raw
 Site Code : 3
 Start Date : 6/20/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
04:00 PM	6	5	7	0	18	8	0	0	0	8	0	5	0	0	5	0	0	9	0	9	40
04:15 PM	5	1	5	0	11	9	0	0	0	9	0	9	0	0	9	0	0	4	0	4	33
04:30 PM	2	5	4	0	11	9	0	0	0	9	0	6	0	0	6	0	0	8	0	8	34
04:45 PM	5	3	4	0	12	9	0	0	0	9	0	8	0	0	8	0	0	11	0	11	40
Total	18	14	20	0	52	35	0	0	0	35	0	28	0	0	28	0	0	32	0	32	147
05:00 PM	3	2	7	0	12	14	0	0	0	14	0	15	0	0	15	0	0	11	0	11	52
05:15 PM	5	1	9	0	15	16	0	0	0	16	0	9	0	0	9	0	0	10	0	10	50
05:30 PM	7	3	4	0	14	30	0	0	0	30	0	19	0	0	19	0	0	12	0	12	75
05:45 PM	10	9	3	0	22	30	0	0	0	30	0	14	0	0	14	0	0	9	0	9	75
Total	25	15	23	0	63	90	0	0	0	90	0	57	0	0	57	0	0	42	0	42	252
Grand Total	43	29	43	0	115	125	0	0	0	125	0	85	0	0	85	0	0	74	0	74	399
Apprch %	37.4	25.2	37.4	0		100	0	0	0		0	100	0	0		0	0	100	0		
Total %	10.8	7.3	10.8	0	28.8	31.3	0	0	0	31.3	0	21.3	0	0	21.3	0	0	18.5	0	18.5	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Southeast Check Point
Afternoon Peak-Hours
Sunny, Hot

File Name : 95 & met-SECP-pm-1-raw
Site Code : 3
Start Date : 6/20/2012
Page No : 2

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	2	7	0	12	14	0	0	0	14	0	15	0	0	15	0	0	11	0	11	52
05:15 PM	5	1	0	0	15	16	0	0	0	16	0	9	0	0	9	0	0	10	0	10	50
05:30 PM	7	3	4	0	14	30	0	0	0	30	0	19	0	0	19	0	0	12	0	12	75
05:45 PM	10	9	3	0	22	30	0	0	0	30	0	14	0	0	14	0	0	9	0	9	75
Total Volume	25	15	23	0	63	90	0	0	0	90	0	57	0	0	57	0	0	42	0	42	252
% App. Total	39.7	23.8	36.5	0		100	0	0	0		0	100	0	0		0	0	100	0		
PHF	.625	.417	.639	.000	.716	.750	.000	.000	.000	.750	.000	.750	.000	.000	.750	.000	.000	.875	.000	.875	.840

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Northwest Check Point
Afternoon Peak-Hours
Sunny, Hot

File Name : 95 & met-NWCP-pm-2-raw
Site Code : 3
Start Date : 6/26/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
04:00 PM	0	0	4	0	4	7	8	0	0	15	0	0	0	3	3	0	5	0	0	5	27
04:15 PM	0	0	2	1	3	5	3	1	0	9	1	0	0	4	5	0	3	0	0	3	20
04:30 PM	0	0	1	1	2	5	3	0	0	8	2	0	0	4	6	0	2	0	0	2	18
04:45 PM	0	0	3	4	7	5	4	3	0	12	3	0	0	4	7	0	8	0	0	8	34
Total	0	0	10	6	16	22	18	4	0	44	6	0	0	15	21	0	18	0	0	18	99
05:00 PM	0	0	7	0	7	6	5	1	0	12	4	0	0	7	11	0	2	0	0	2	32
05:15 PM	0	0	3	2	5	9	1	1	0	11	0	0	0	3	3	0	8	0	0	8	27
05:30 PM	0	0	4	0	4	9	2	2	0	13	1	0	0	2	3	0	7	0	0	7	27
05:45 PM	0	0	5	2	7	4	4	0	0	8	2	0	0	2	4	0	5	0	0	5	24
Total	0	0	19	4	23	28	12	4	0	44	7	0	0	14	21	0	22	0	0	22	110
Grand Total	0	0	29	10	39	50	30	8	0	88	13	0	0	29	42	0	40	0	0	40	209
Apprch %	0	0	74.4	25.6		56.8	34.1	9.1	0		31	0	0	69		0	100	0	0		
Total %	0	0	13.9	4.8	18.7	23.9	14.4	3.8	0	42.1	6.2	0	0	13.9	20.1	0	19.1	0	0	19.1	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-NWCP-pm-2-raw
 Site Code : 3
 Start Date : 6/26/2012
 Page No : 2

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	3	⁴	⁷	5	4	³	0	12	3	0	0	4	7	0	⁸	0	0	8	34
05:00 PM	0	0	7	0	7	6	5	1	0	12	4	0	0	7	11	0	2	0	0	2	32
05:15 PM	0	0	3	2	5	9	1	1	0	11	0	0	0	3	3	0	8	0	0	8	27
05:30 PM	0	0	4	0	4	9	2	2	0	13	1	0	0	2	3	0	7	0	0	7	27
Total Volume	0	0	17	6	23	29	12	7	0	48	8	0	0	16	24	0	25	0	0	25	120
% App. Total	0	0	73.9	26.1		60.4	25	14.6	0		33.3	0	0	66.7		0	100	0	0		
PHF	.000	.000	.607	.375	.821	.806	.600	.583	.000	.923	.500	.000	.000	.571	.545	.000	.781	.000	.000	.781	.882

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southwest Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-SWCP-pm-2-raw
 Site Code : 3
 Start Date : 6/26/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southwest Check point From North					Southwest Check point From East					Southwest Check point From South					Southwest Check point From West					Int. Total
	Right	Thru	Left	Drives Outbound	App. Total	Right				App. Total		Thru		Drives Inbound	App. Total			Left		App. Total	
04:00 PM	0	0	0	15	15	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	21
04:15 PM	0	0	0	31	31	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	36
04:30 PM	0	0	0	24	24	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	30
04:45 PM	0	0	0	16	16	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	20
Total	0	0	0	86	86	0	0	0	0	0	0	0	0	21	21	0	0	0	0	0	107
05:00 PM	0	0	0	31	31	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	32
05:15 PM	0	0	0	19	19	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	24
05:30 PM	0	0	0	10	10	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	15
05:45 PM	0	0	0	10	10	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	20
Total	0	0	0	70	70	0	0	0	0	0	0	0	0	21	21	0	0	0	0	0	91
Grand Total	0	0	0	156	156	0	0	0	0	0	0	0	0	42	42	0	0	0	0	0	198
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	78.8	78.8	0	0	0	0	0	0	0	0	21.2	21.2	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southeast Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-SECP-pm-2-raw
 Site Code : 3
 Start Date : 6/26/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
04:00 PM	4	2	7	0	13	4	0	0	0	4	0	3	0	0	3	0	0	5	0	5	25
04:15 PM	3	3	1	0	7	6	0	0	0	6	0	9	0	0	9	0	0	8	0	8	30
04:30 PM	7	4	5	0	16	7	0	0	0	7	0	6	0	0	6	0	0	8	0	8	37
04:45 PM	1	1	8	0	10	8	0	0	0	8	0	5	0	0	5	0	0	2	0	2	25
Total	15	10	21	0	46	25	0	0	0	25	0	23	0	0	23	0	0	23	0	23	117
05:00 PM	3	2	11	0	16	6	0	0	0	6	0	11	0	0	11	0	0	7	0	7	40
05:15 PM	12	5	5	0	22	13	0	0	0	13	0	8	0	0	8	0	0	10	0	10	53
05:30 PM	7	1	7	0	15	21	0	0	0	21	0	12	0	0	12	0	0	15	0	15	63
05:45 PM	7	7	6	0	20	21	0	0	0	21	0	18	0	0	18	0	0	9	0	9	68
Total	29	15	29	0	73	61	0	0	0	61	0	49	0	0	49	0	0	41	0	41	224
Grand Total	44	25	50	0	119	86	0	0	0	86	0	72	0	0	72	0	0	64	0	64	341
Apprch %	37	21	42	0		100	0	0	0		0	100	0	0		0	0	100	0		
Total %	12.9	7.3	14.7	0	34.9	25.2	0	0	0	25.2	0	21.1	0	0	21.1	0	0	18.8	0	18.8	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Southeast Check Point
Afternoon Peak-Hours
Sunny, Hot

File Name : 95 & met-SECP-pm-2-raw
Site Code : 3
Start Date : 6/26/2012
Page No : 2

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	2	11	0	16	6	0	0	0	6	0	11	0	0	11	0	0	7	0	7	40
05:15 PM	12	5	5	0	22	13	0	0	0	13	0	8	0	0	8	0	0	10	0	10	53
05:30 PM	7	1	7	0	15	21	0	0	0	21	0	12	0	0	12	0	0	15	0	15	63
05:45 PM	7	7	6	0	20	21	0	0	0	21	0	18	0	0	18	0	0	9	0	9	68
Total Volume	29	15	29	0	73	61	0	0	0	61	0	49	0	0	49	0	0	41	0	41	224
% App. Total	39.7	20.5	39.7	0		100	0	0	0		0	100	0	0		0	0	100	0		
PHF	.604	.536	.659	.000	.830	.726	.000	.000	.000	.726	.000	.681	.000	.000	.681	.000	.000	.683	.000	.683	.824

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Northwest Check Point
Afternoon Peak-Hours
Sunny, Hot

File Name : 95 & met-NWCP-pm-3-raw
Site Code : 3
Start Date : 6/27/2012
Page No : 1

Groups Printed- Unshifted

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
04:00 PM	0	0	3	1	4	6	7	1	0	14	1	0	0	3	4	0	4	0	0	4	26
04:15 PM	0	0	1	1	2	6	4	0	0	10	1	0	0	3	4	0	3	0	0	3	19
04:30 PM	0	0	1	0	1	4	2	0	0	6	1	0	0	5	6	0	1	0	0	1	14
04:45 PM	0	0	2	3	5	6	3	2	0	11	2	0	0	4	6	0	7	0	0	7	29
Total	0	0	7	5	12	22	16	3	0	41	5	0	0	15	20	0	15	0	0	15	88
05:00 PM	0	0	6	1	7	5	4	0	0	9	5	0	0	6	11	0	3	0	0	3	30
05:15 PM	0	0	2	2	4	8	1	1	0	10	1	0	0	2	3	0	8	0	0	8	25
05:30 PM	0	0	3	1	4	10	1	1	0	12	1	0	0	2	3	0	7	0	0	7	26
05:45 PM	0	0	5	2	7	4	3	1	0	8	3	0	0	1	4	0	4	0	0	4	23
Total	0	0	16	6	22	27	9	3	0	39	10	0	0	11	21	0	22	0	0	22	104
Grand Total	0	0	23	11	34	49	25	6	0	80	15	0	0	26	41	0	37	0	0	37	192
Apprch %	0	0	67.6	32.4		61.2	31.2	7.5	0		36.6	0	0	63.4		0	100	0	0		
Total %	0	0	12	5.7	17.7	25.5	13	3.1	0	41.7	7.8	0	0	13.5	21.4	0	19.3	0	0	19.3	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Northwest Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-NWCP-pm-3-raw
 Site Code : 3
 Start Date : 6/27/2012
 Page No : 2

Start Time	Northwest Check Point From North					Northwest Check Point From East					Northwest Check Point From South					Northwest Check Point From West					Int. Total
	Thru	Left	Drives Inbound	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	Drives Outbound	App. Total	Right	Thru	App. Total	Right	Thru	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	2	³ 5	6	3	² 0	11	2	0	0	4	6	0	7	0	0	7	29		
05:00 PM	0	0	⁶ 2	⁷ 1	5	4	0	9	5	0	0	6	11	0	3	0	0	3	30		
05:15 PM	0	0	2	2	4	8	1	1	10	1	0	0	2	3	0	8	0	0	8	25	
05:30 PM	0	0	3	1	4	10	1	1	12	1	0	0	2	3	0	7	0	0	7	26	
Total Volume	0	0	13	7	20	29	9	4	42	9	0	0	14	23	0	25	0	0	25	110	
% App. Total	0	0	65	35		69	21.4	9.5	0	39.1	0	0	60.9		0	100	0	0			
PHF	.000	.000	.542	.583	.714	.725	.563	.500	.000	.875	.450	.000	.000	.583	.523	.000	.781	.000	.000	.781	.917

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southwest Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-SWCP-pm-3-raw
 Site Code : 3
 Start Date : 6/27/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southwest Checkpoint From North					Southwest Checkpoint From East					Southwest Checkpoint From South					Southwest Checkpoint From West					Int. Total
	Right	Thru	Left	Drives Outbound	App. Total	Right				App. Total		Thru		Drives Inbound	App. Total			Left		App. Total	
04:00 PM	0	0	0	15	15	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	18
04:15 PM	0	0	0	13	13	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	23
04:30 PM	0	0	0	23	23	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	28
04:45 PM	0	0	0	9	9	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	12
Total	0	0	0	60	60	0	0	0	0	0	0	0	0	21	21	0	0	0	0	0	81
05:00 PM	0	0	0	32	32	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	38
05:15 PM	0	0	0	11	11	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	15
05:30 PM	0	0	0	11	11	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	14
05:45 PM	0	0	0	14	14	0	0	0	0	0	0	0	0	11	11	0	0	0	0	0	25
Total	0	0	0	68	68	0	0	0	0	0	0	0	0	24	24	0	0	0	0	0	92
Grand Total	0	0	0	128	128	0	0	0	0	0	0	0	0	45	45	0	0	0	0	0	173
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	74	74	0	0	0	0	0	0	0	0	26	26	0	0	0	0	0	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
 Southeast Check Point
 Afternoon Peak-Hours
 Sunny, Hot

File Name : 95 & met-SECP-pm-3-raw
 Site Code : 3
 Start Date : 6/27/2012
 Page No : 1

Groups Printed- Unshifted

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
04:00 PM	8	1	4	0	13	8	0	0	0	8	0	3	0	0	3	0	0	12	0	12	36
04:15 PM	7	2	7	0	16	17	0	0	0	17	0	8	0	0	8	0	0	11	0	11	52
04:30 PM	7	4	5	0	16	9	0	0	0	9	0	14	0	0	14	0	0	1	0	1	40
04:45 PM	6	2	2	0	10	12	0	0	0	12	0	6	0	0	6	0	0	9	0	9	37
Total	28	9	18	0	55	46	0	0	0	46	0	31	0	0	31	0	0	33	0	33	165
05:00 PM	8	2	8	0	18	13	0	0	0	13	0	7	0	0	7	0	0	4	0	4	42
05:15 PM	9	3	9	0	21	18	0	0	0	18	0	10	0	0	10	0	0	10	0	10	59
05:30 PM	5	8	9	0	22	16	0	0	0	16	0	16	1	0	17	0	0	6	0	6	61
05:45 PM	9	3	7	0	19	29	0	0	0	29	0	15	0	0	15	0	0	8	0	8	71
Total	31	16	33	0	80	76	0	0	0	76	0	48	1	0	49	0	0	28	0	28	233
Grand Total	59	25	51	0	135	122	0	0	0	122	0	79	1	0	80	0	0	61	0	61	398
Apprch %	43.7	18.5	37.8	0		100	0	0	0		0	98.8	1.2	0		0	0	100	0		
Total %	14.8	6.3	12.8	0	33.9	30.7	0	0	0	30.7	0	19.8	0.3	0	20.1	0	0	15.3	0	15.3	

Turning Movement Counts (All Vehicles)

95th & Metcalf Mixed-Use Development
Southeast Check Point
Afternoon Peak-Hours
Sunny, Hot

File Name : 95 & met-SECP-pm-3-raw
Site Code : 3
Start Date : 6/27/2012
Page No : 2

Start Time	Southeast Check Point From North					Southeast Check Point From East					Southeast Check Point From South					Southeast Check Point From West					Int. Total
	Right	Thru	Left		App. Total	Right				App. Total		Thru			App. Total			Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	2	8	0	18	13	0	0	0	13	0	7	0	0	7	0	0	4	0	4	42
05:15 PM	,	3	,	0	21	18	0	0	0	18	0	10	0	0	10	0	0	0	0	0	59
05:30 PM	5	8	9	0	22	16	0	0	0	16	0	16	1	0	17	0	0	6	0	6	61
05:45 PM	9	3	7	0	19	29	0	0	0	29	0	15	0	0	15	0	0	8	0	8	71
Total Volume	31	16	33	0	80	76	0	0	0	76	0	48	1	0	49	0	0	28	0	28	233
% App. Total	38.8	20	41.2	0		100	0	0	0		0	98	2	0		0	0	100	0		
PHF	.861	.500	.917	.000	.909	.655	.000	.000	.000	.655	.000	.750	.250	.000	.721	.000	.000	.700	.000	.700	.820

APPENDIX C

SUMMARY OF TRIP GENERATION ESTIMATIONS (USING ITE TRIP GENERATION MANUAL, 8TH EDITION)

SITE #1: MISSION FARMS

Summary of Trip Generation Calculation
 For 42 Dwelling Units of Residential Condominium / Townhouse
 July 13, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.81	3.11	1.00	244
7-9 AM Peak Hour Enter	0.07	0.00	1.00	3
7-9 AM Peak Hour Exit	0.37	0.00	1.00	16
7-9 AM Peak Hour Total	0.44	0.69	1.00	18
4-6 PM Peak Hour Enter	0.35	0.00	1.00	15
4-6 PM Peak Hour Exit	0.17	0.00	1.00	7
4-6 PM Peak Hour Total	0.52	0.75	1.00	22
AM Pk Hr, Generator, Enter	0.08	0.00	1.00	3
AM Pk Hr, Generator, Exit	0.36	0.00	1.00	15
AM Pk Hr, Generator, Total	0.44	0.68	1.00	18
PM Pk Hr, Generator, Enter	0.33	0.00	1.00	14
PM Pk Hr, Generator, Exit	0.19	0.00	1.00	8
PM Pk Hr, Generator, Total	0.52	0.75	1.00	22
Saturday 2-Way Volume	5.67	3.10	1.00	238
Saturday Peak Hour Enter	0.25	0.00	1.00	11
Saturday Peak Hour Exit	0.22	0.00	1.00	9
Saturday Peak Hour Total	0.47	0.71	1.00	20
Sunday 2-Way Volume	4.84	2.71	1.00	203
Sunday Peak Hour Enter	0.22	0.00	1.00	9
Sunday Peak Hour Exit	0.23	0.00	1.00	10
Sunday Peak Hour Total	0.45	0.70	1.00	19

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Rates
 For 42 Dwelling Units of Residential Condominium / Townhouse
 July 13, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	5.81	1.53	11.79	3.11	56
7-9 AM Peak Hour Enter	0.07	0.03	0.27	0.00	0
7-9 AM Peak Hour Exit	0.37	0.12	1.34	0.00	0
7-9 AM Peak Hour Total	0.44	0.15	1.61	0.69	59
4-6 PM Peak Hour Enter	0.35	0.12	0.83	0.00	0
4-6 PM Peak Hour Exit	0.17	0.06	0.41	0.00	0
4-6 PM Peak Hour Total	0.52	0.18	1.24	0.75	62
AM Pk Hr, Generator, Enter	0.08	0.03	0.18	0.00	0
AM Pk Hr, Generator, Exit	0.36	0.12	0.79	0.00	0
AM Pk Hr, Generator, Total	0.44	0.15	0.97	0.68	54
PM Pk Hr, Generator, Enter	0.33	0.12	0.79	0.00	0
PM Pk Hr, Generator, Exit	0.19	0.06	0.45	0.00	0
PM Pk Hr, Generator, Total	0.52	0.18	1.24	0.75	52
Saturday 2-Way Volume	5.67	1.17	11.40	3.10	30
Saturday Peak Hour Enter	0.25	0.08	0.50	0.00	0
Saturday Peak Hour Exit	0.22	0.06	0.43	0.00	0
Saturday Peak Hour Total	0.47	0.14	0.93	0.71	27
Sunday 2-Way Volume	4.84	1.36	8.56	2.71	30
Sunday Peak Hour Enter	0.22	0.08	0.52	0.00	0
Sunday Peak Hour Exit	0.23	0.08	0.55	0.00	0
Sunday Peak Hour Total	0.45	0.16	1.07	0.70	27

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Summary of Trip Generation Calculation
 For 42 Dwelling Units of Residential Condominium / Townhouse
 July 13, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	7.20	0.00	1.00	302
7-9 AM Peak Hour Enter	0.10	0.00	1.00	4
7-9 AM Peak Hour Exit	0.51	0.00	1.00	21
7-9 AM Peak Hour Total	0.61	0.00	1.00	26
4-6 PM Peak Hour Enter	0.47	0.00	1.00	20
4-6 PM Peak Hour Exit	0.23	0.00	1.00	10
4-6 PM Peak Hour Total	0.70	0.00	1.00	30
AM Pk Hr, Generator, Enter	0.11	0.00	1.00	5
AM Pk Hr, Generator, Exit	0.48	0.00	1.00	20
AM Pk Hr, Generator, Total	0.59	0.00	1.00	25
PM Pk Hr, Generator, Enter	0.76	0.00	1.00	32
PM Pk Hr, Generator, Exit	0.43	0.00	1.00	18
PM Pk Hr, Generator, Total	1.19	0.00	1.00	50
Saturday 2-Way Volume	13.81	0.00	1.00	580
Saturday Peak Hour Enter	0.70	0.00	1.00	30
Saturday Peak Hour Exit	0.60	0.00	1.00	25
Saturday Peak Hour Total	1.31	0.00	1.00	55
Sunday 2-Way Volume	11.64	0.00	1.00	489
Sunday Peak Hour Enter	0.70	0.00	1.00	29
Sunday Peak Hour Exit	0.72	0.00	1.00	30
Sunday Peak Hour Total	1.42	0.00	1.00	60

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .87LN(X) + 2.46, R^2 = 0.8$
7-9 AM Peak Hr. Total:	$LN(T) = .8LN(X) + .26$ $R^2 = 0.76, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
4-6 PM Peak Hr. Total:	$LN(T) = .82LN(X) + .32$ $R^2 = 0.8, 0.67 \text{ Enter}, 0.33 \text{ Exit}$
AM Gen Pk Hr. Total:	$LN(T) = .82LN(X) + .15$ $R^2 = 0.8, 0.19 \text{ Enter}, 0.81 \text{ Exit}$
PM Gen Pk Hr. Total:	$T = .34(X) + 35.87$ $R^2 = 0.82, 0.64 \text{ Enter}, 0.36 \text{ Exit}$
Sat. 2-Way Volume:	$T = 3.62(X) + 427.93, R^2 = 0.84$
Sat. Pk Hr. Total:	$T = .29(X) + 42.63$ $R^2 = 0.84, 0.54 \text{ Enter}, 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$T = 3.13(X) + 357.26, R^2 = 0.88$
Sun. Pk Hr. Total:	$T = .23(X) + 50.01$ $R^2 = 0.78, 0.49 \text{ Enter}, 0.51 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 30.231 Th.Sq.Ft. GFA of General Office Building
 July 05, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.01	6.13	1.00	333
7-9 AM Peak Hour Enter	1.36	0.00	1.00	41
7-9 AM Peak Hour Exit	0.19	0.00	1.00	6
7-9 AM Peak Hour Total	1.55	1.39	1.00	47
4-6 PM Peak Hour Enter	0.25	0.00	1.00	8
4-6 PM Peak Hour Exit	1.24	0.00	1.00	37
4-6 PM Peak Hour Total	1.49	1.37	1.00	45
AM Pk Hr, Generator, Enter	1.36	0.00	1.00	41
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	6
AM Pk Hr, Generator, Total	1.55	1.39	1.00	47
PM Pk Hr, Generator, Enter	0.25	0.00	1.00	8
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	37
PM Pk Hr, Generator, Total	1.49	1.37	1.00	45
Saturday 2-Way Volume	2.37	2.08	1.00	72
Saturday Peak Hour Enter	0.22	0.00	1.00	7
Saturday Peak Hour Exit	0.19	0.00	1.00	6
Saturday Peak Hour Total	0.41	0.68	1.00	12
Sunday 2-Way Volume	0.98	1.29	1.00	30
Sunday Peak Hour Enter	0.08	0.00	1.00	2
Sunday Peak Hour Exit	0.06	0.00	1.00	2
Sunday Peak Hour Total	0.14	0.38	1.00	4

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 30.231 Th.Sq.Ft. GFA of General Office Building
 July 05, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	11.01	3.58	28.80	6.13	78
7-9 AM Peak Hour Enter	1.36	0.53	5.26	0.00	0
7-9 AM Peak Hour Exit	0.19	0.07	0.72	0.00	0
7-9 AM Peak Hour Total	1.55	0.60	5.98	1.39	217
4-6 PM Peak Hour Enter	0.25	0.08	1.09	0.00	0
4-6 PM Peak Hour Exit	1.24	0.41	5.30	0.00	0
4-6 PM Peak Hour Total	1.49	0.49	6.39	1.37	235
AM Pk Hr, Generator, Enter	1.36	0.53	5.26	0.00	0
AM Pk Hr, Generator, Exit	0.19	0.07	0.72	0.00	0
AM Pk Hr, Generator, Total	1.55	0.60	5.98	1.39	217
PM Pk Hr, Generator, Enter	0.25	0.08	1.09	0.00	0
PM Pk Hr, Generator, Exit	1.24	0.41	5.30	0.00	0
PM Pk Hr, Generator, Total	1.49	0.49	6.39	1.37	235
Saturday 2-Way Volume	2.37	0.59	14.67	2.08	17
Saturday Peak Hour Enter	0.22	0.09	0.85	0.00	0
Saturday Peak Hour Exit	0.19	0.07	0.72	0.00	0
Saturday Peak Hour Total	0.41	0.16	1.57	0.68	10
Sunday 2-Way Volume	0.98	0.19	7.33	1.29	17
Sunday Peak Hour Enter	0.08	0.03	0.21	0.00	0
Sunday Peak Hour Exit	0.06	0.03	0.16	0.00	0
Sunday Peak Hour Total	0.14	0.06	0.37	0.38	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 30.231 Th.Sq.Ft. GFA of General Office Building
 July 05, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	17.57	0.00	1.00	531
7-9 AM Peak Hour Enter	2.10	0.00	1.00	63
7-9 AM Peak Hour Exit	0.29	0.00	1.00	9
7-9 AM Peak Hour Total	2.38	0.00	1.00	72
4-6 PM Peak Hour Enter	0.63	0.00	1.00	19
4-6 PM Peak Hour Exit	3.09	0.00	1.00	94
4-6 PM Peak Hour Total	3.73	0.00	1.00	113
AM Pk Hr, Generator, Enter	2.10	0.00	1.00	63
AM Pk Hr, Generator, Exit	0.29	0.00	1.00	9
AM Pk Hr, Generator, Total	2.38	0.00	1.00	72
PM Pk Hr, Generator, Enter	0.63	0.00	1.00	19
PM Pk Hr, Generator, Exit	3.09	0.00	1.00	94
PM Pk Hr, Generator, Total	3.73	0.00	1.00	113
Saturday 2-Way Volume	2.75	0.00	1.00	83
Saturday Peak Hour Enter	0.25	0.00	1.00	8
Saturday Peak Hour Exit	0.21	0.00	1.00	6
Saturday Peak Hour Total	0.46	0.00	1.00	14
Sunday 2-Way Volume	0.85	0.00	1.00	26
Sunday Peak Hour Enter	0.12	0.00	1.00	4
Sunday Peak Hour Exit	0.09	0.00	1.00	3
Sunday Peak Hour Total	0.21	0.00	1.00	6

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .77LN(X) + 3.65, R^2 = 0.8$
7-9 AM Peak Hr. Total:	$LN(T) = .8LN(X) + 1.55$
	$R^2 = 0.83, 0.88 \text{ Enter}, 0.12 \text{ Exit}$
4-6 PM Peak Hr. Total:	$T = 1.12(X) + 78.81$
	$R^2 = 0.82, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
AM Gen Pk Hr. Total:	$LN(T) = .8LN(X) + 1.55$
	$R^2 = 0.83, 0.88 \text{ Enter}, 0.12 \text{ Exit}$
PM Gen Pk Hr. Total:	$T = 1.12(X) + 78.81$
	$R^2 = 0.82, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
Sat. 2-Way Volume:	$T = 2.14(X) + 18.47, R^2 = 0.66$
Sat. Pk Hr. Total:	$LN(T) = .81LN(X) + -.12$
	$R^2 = 0.59, 0.54 \text{ Enter}, 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$LN(T) = .86LN(X) + .31, R^2 = 0.5$
Sun. Pk Hr. Total:	$LN(T) = .61LN(X) + -.23$
	$R^2 = 0.56, 0.58 \text{ Enter}, 0.42 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 17.983 Th.Sq.Ft. GLA of Specialty Retail Center
 July 11, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	797
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	21
4-6 PM Peak Hour Exit	1.52	0.00	1.00	27
4-6 PM Peak Hour Total	2.71	1.83	1.00	49
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	59
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	64
AM Pk Hr, Generator, Total	6.84	3.55	1.00	123
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	51
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	40
PM Pk Hr, Generator, Total	5.02	2.31	1.00	90
Saturday 2-Way Volume	42.04	13.97	1.00	756
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	367
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 17.983 Th.Sq.Ft. GLA of Specialty Retail Center
 July 11, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	44.32	21.30	64.21	15.52	4
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.00	0.00	0.00	0.00	0
4-6 PM Peak Hour Enter	1.19	0.89	2.27	0.00	0
4-6 PM Peak Hour Exit	1.52	1.14	2.89	0.00	0
4-6 PM Peak Hour Total	2.71	2.03	5.16	1.83	5
AM Pk Hr, Generator, Enter	3.28	2.56	6.76	0.00	0
AM Pk Hr, Generator, Exit	3.56	2.77	7.32	0.00	0
AM Pk Hr, Generator, Total	6.84	5.33	14.08	3.55	4
PM Pk Hr, Generator, Enter	2.81	2.57	3.46	0.00	0
PM Pk Hr, Generator, Exit	2.21	2.02	2.72	0.00	0
PM Pk Hr, Generator, Total	5.02	4.59	6.18	2.31	3
Saturday 2-Way Volume	42.04	22.57	54.47	13.97	3
Saturday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Total	0.00	0.00	0.00	0.00	0
Sunday 2-Way Volume	20.43	6.96	32.82	10.27	3
Sunday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Total	0.00	0.00	0.00	0.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 2 Drive-In Lanes of Drive-in Bank
 July 11, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	139.25	0.00	1.00	279
7-9 AM Peak Hour Enter	5.48	0.00	1.00	11
7-9 AM Peak Hour Exit	3.96	0.00	1.00	8
7-9 AM Peak Hour Total	9.44	6.44	1.00	19
4-6 PM Peak Hour Enter	13.43	0.00	1.00	27
4-6 PM Peak Hour Exit	13.98	0.00	1.00	28
4-6 PM Peak Hour Total	27.41	20.17	1.00	55
AM Pk Hr, Generator, Enter	12.12	0.00	1.00	24
AM Pk Hr, Generator, Exit	9.52	0.00	1.00	19
AM Pk Hr, Generator, Total	21.64	13.89	1.00	43
PM Pk Hr, Generator, Enter	14.23	0.00	1.00	28
PM Pk Hr, Generator, Exit	14.82	0.00	1.00	30
PM Pk Hr, Generator, Total	29.05	14.73	1.00	58
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	14.64	0.00	1.00	29
Saturday Peak Hour Exit	15.24	0.00	1.00	30
Saturday Peak Hour Total	29.88	17.41	1.00	60
Sunday 2-Way Volume	0.00	0.00	1.00	0
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 2 Drive-In Lanes of Drive-in Bank
 July 11, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	139.25	130.00	148.50	0.00	2
7-9 AM Peak Hour Enter	5.48	2.51	26.10	0.00	0
7-9 AM Peak Hour Exit	3.96	1.82	18.90	0.00	0
7-9 AM Peak Hour Total	9.44	4.33	45.00	6.44	17
4-6 PM Peak Hour Enter	13.43	1.47	86.24	0.00	0
4-6 PM Peak Hour Exit	13.98	1.53	89.76	0.00	0
4-6 PM Peak Hour Total	27.41	3.00	176.00	20.17	53
AM Pk Hr, Generator, Enter	12.12	2.42	29.12	0.00	0
AM Pk Hr, Generator, Exit	9.52	1.91	22.88	0.00	0
AM Pk Hr, Generator, Total	21.64	4.33	52.00	13.89	19
PM Pk Hr, Generator, Enter	14.23	4.17	33.57	0.00	0
PM Pk Hr, Generator, Exit	14.82	4.34	34.94	0.00	0
PM Pk Hr, Generator, Total	29.05	8.50	68.50	14.73	26
Saturday 2-Way Volume	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Enter	14.64	3.72	52.43	0.00	0
Saturday Peak Hour Exit	15.24	3.88	54.57	0.00	0
Saturday Peak Hour Total	29.88	7.60	107.00	17.41	25
Sunday 2-Way Volume	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Total	0.00	0.00	0.00	0.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 3.570 Th.Sq.Ft. GFA of Quality Restaurant
 July 11, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	321
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	3
4-6 PM Peak Hour Enter	5.02	0.00	1.00	18
4-6 PM Peak Hour Exit	2.47	0.00	1.00	9
4-6 PM Peak Hour Total	7.49	4.89	1.00	27
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	16
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	4
AM Pk Hr, Generator, Total	5.57	3.79	1.00	20
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	20
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	12
PM Pk Hr, Generator, Total	9.02	4.55	1.00	32
Saturday 2-Way Volume	94.36	34.42	1.00	337
Saturday Peak Hour Enter	6.38	0.00	1.00	23
Saturday Peak Hour Exit	4.44	0.00	1.00	16
Saturday Peak Hour Total	10.82	4.38	1.00	39
Sunday 2-Way Volume	72.16	32.35	1.00	258
Sunday Peak Hour Enter	5.28	0.00	1.00	19
Sunday Peak Hour Exit	3.10	0.00	1.00	11
Sunday Peak Hour Total	8.38	3.88	1.00	30

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 3.570 Th.Sq.Ft. GFA of Quality Restaurant
 July 11, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 3.132 Th.Sq.Ft. GFA of Quality Restaurant
 July 11, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	282
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	3
4-6 PM Peak Hour Enter	5.02	0.00	1.00	16
4-6 PM Peak Hour Exit	2.47	0.00	1.00	8
4-6 PM Peak Hour Total	7.49	4.89	1.00	23
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	14
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	3
AM Pk Hr, Generator, Total	5.57	3.79	1.00	17
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	18
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	11
PM Pk Hr, Generator, Total	9.02	4.55	1.00	28
Saturday 2-Way Volume	94.36	34.42	1.00	296
Saturday Peak Hour Enter	6.38	0.00	1.00	20
Saturday Peak Hour Exit	4.44	0.00	1.00	14
Saturday Peak Hour Total	10.82	4.38	1.00	34
Sunday 2-Way Volume	72.16	32.35	1.00	226
Sunday Peak Hour Enter	5.28	0.00	1.00	17
Sunday Peak Hour Exit	3.10	0.00	1.00	10
Sunday Peak Hour Total	8.38	3.88	1.00	26

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 3.132 Th.Sq.Ft. GFA of Quality Restaurant
 July 11, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 6.009 Th.Sq.Ft. GFA of Quality Restaurant
 July 11, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	541
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	5
4-6 PM Peak Hour Enter	5.02	0.00	1.00	30
4-6 PM Peak Hour Exit	2.47	0.00	1.00	15
4-6 PM Peak Hour Total	7.49	4.89	1.00	45
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	27
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	6
AM Pk Hr, Generator, Total	5.57	3.79	1.00	33
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	34
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	21
PM Pk Hr, Generator, Total	9.02	4.55	1.00	54
Saturday 2-Way Volume	94.36	34.42	1.00	567
Saturday Peak Hour Enter	6.38	0.00	1.00	38
Saturday Peak Hour Exit	4.44	0.00	1.00	27
Saturday Peak Hour Total	10.82	4.38	1.00	65
Sunday 2-Way Volume	72.16	32.35	1.00	434
Sunday Peak Hour Enter	5.28	0.00	1.00	32
Sunday Peak Hour Exit	3.10	0.00	1.00	19
Sunday Peak Hour Total	8.38	3.88	1.00	50

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 6.009 Th.Sq.Ft. GFA of Quality Restaurant
 July 11, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Calculation
 For 2.807 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 11, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	357
7-9 AM Peak Hour Enter	5.99	0.00	1.00	17
7-9 AM Peak Hour Exit	5.53	0.00	1.00	16
7-9 AM Peak Hour Total	11.52	6.75	1.00	32
4-6 PM Peak Hour Enter	6.58	0.00	1.00	18
4-6 PM Peak Hour Exit	4.57	0.00	1.00	13
4-6 PM Peak Hour Total	11.15	9.13	1.00	31
AM Pk Hr, Generator, Enter	7.04	0.00	1.00	20
AM Pk Hr, Generator, Exit	6.49	0.00	1.00	18
AM Pk Hr, Generator, Total	13.53	10.05	1.00	38
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	28
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	24
PM Pk Hr, Generator, Total	18.49	13.32	1.00	52
Saturday 2-Way Volume	158.37	0.00	1.00	445
Saturday Peak Hour Enter	7.46	0.00	1.00	21
Saturday Peak Hour Exit	6.61	0.00	1.00	19
Saturday Peak Hour Total	14.07	12.19	1.00	39
Sunday 2-Way Volume	131.84	0.00	1.00	370
Sunday Peak Hour Enter	10.15	0.00	1.00	28
Sunday Peak Hour Exit	8.31	0.00	1.00	23
Sunday Peak Hour Total	18.46	13.74	1.00	52

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Mission Farms Mixed-Use Development
 Summary of Trip Generation Rates
 For 2.807 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 11, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	127.15	73.51	246.00	41.77	14
7-9 AM Peak Hour Enter	5.99	1.47	13.31	0.00	0
7-9 AM Peak Hour Exit	5.53	1.36	12.29	0.00	0
7-9 AM Peak Hour Total	11.52	2.83	25.60	6.75	18
4-6 PM Peak Hour Enter	6.58	1.65	36.58	0.00	0
4-6 PM Peak Hour Exit	4.57	1.15	25.42	0.00	0
4-6 PM Peak Hour Total	11.15	2.80	62.00	9.13	46
AM Pk Hr, Generator, Enter	7.04	1.56	28.13	0.00	0
AM Pk Hr, Generator, Exit	6.49	1.44	25.96	0.00	0
AM Pk Hr, Generator, Total	13.53	3.00	54.09	10.05	21
PM Pk Hr, Generator, Enter	9.98	3.02	37.37	0.00	0
PM Pk Hr, Generator, Exit	8.51	2.58	31.83	0.00	0
PM Pk Hr, Generator, Total	18.49	5.60	69.20	13.32	31
Saturday 2-Way Volume	158.37	144.60	172.71	0.00	2
Saturday Peak Hour Enter	7.46	2.35	26.71	0.00	0
Saturday Peak Hour Exit	6.61	2.09	23.69	0.00	0
Saturday Peak Hour Total	14.07	4.44	50.40	12.19	8
Sunday 2-Way Volume	131.84	119.38	143.80	0.00	2
Sunday Peak Hour Enter	10.15	5.38	23.76	0.00	0
Sunday Peak Hour Exit	8.31	4.41	19.44	0.00	0
Sunday Peak Hour Total	18.46	9.79	43.20	13.74	3

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

SITE #2: PARK PLACE

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 156 Rooms of Hotel
 July 14, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.17	3.38	1.00	1275
7-9 AM Peak Hour Enter	0.34	0.00	1.00	53
7-9 AM Peak Hour Exit	0.22	0.00	1.00	34
7-9 AM Peak Hour Total	0.56	0.78	1.00	87
4-6 PM Peak Hour Enter	0.31	0.00	1.00	48
4-6 PM Peak Hour Exit	0.28	0.00	1.00	44
4-6 PM Peak Hour Total	0.59	0.80	1.00	92
AM Pk Hr, Generator, Enter	0.29	0.00	1.00	45
AM Pk Hr, Generator, Exit	0.23	0.00	1.00	36
AM Pk Hr, Generator, Total	0.52	0.75	1.00	81
PM Pk Hr, Generator, Enter	0.35	0.00	1.00	55
PM Pk Hr, Generator, Exit	0.26	0.00	1.00	41
PM Pk Hr, Generator, Total	0.61	0.81	1.00	95
Saturday 2-Way Volume	8.19	3.13	1.00	1278
Saturday Peak Hour Enter	0.40	0.00	1.00	62
Saturday Peak Hour Exit	0.32	0.00	1.00	50
Saturday Peak Hour Total	0.72	0.87	1.00	112
Sunday 2-Way Volume	5.95	2.89	1.00	928
Sunday Peak Hour Enter	0.26	0.00	1.00	41
Sunday Peak Hour Exit	0.30	0.00	1.00	47
Sunday Peak Hour Total	0.56	0.75	1.00	87

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 156 Rooms of Hotel
 July 14, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	8.17	3.47	9.58	3.38	10
7-9 AM Peak Hour Enter	0.34	0.12	0.63	0.00	0
7-9 AM Peak Hour Exit	0.22	0.08	0.40	0.00	0
7-9 AM Peak Hour Total	0.56	0.20	1.03	0.78	20
4-6 PM Peak Hour Enter	0.31	0.11	0.55	0.00	0
4-6 PM Peak Hour Exit	0.28	0.10	0.48	0.00	0
4-6 PM Peak Hour Total	0.59	0.21	1.03	0.80	25
AM Pk Hr, Generator, Enter	0.29	0.09	0.78	0.00	0
AM Pk Hr, Generator, Exit	0.23	0.07	0.64	0.00	0
AM Pk Hr, Generator, Total	0.52	0.16	1.42	0.75	32
PM Pk Hr, Generator, Enter	0.35	0.12	0.71	0.00	0
PM Pk Hr, Generator, Exit	0.26	0.08	0.52	0.00	0
PM Pk Hr, Generator, Total	0.61	0.20	1.23	0.81	35
Saturday 2-Way Volume	8.19	6.35	9.79	3.13	8
Saturday Peak Hour Enter	0.40	0.27	0.69	0.00	0
Saturday Peak Hour Exit	0.32	0.22	0.54	0.00	0
Saturday Peak Hour Total	0.72	0.49	1.23	0.87	9
Sunday 2-Way Volume	5.95	4.01	8.48	2.89	8
Sunday Peak Hour Enter	0.26	0.18	0.33	0.00	0
Sunday Peak Hour Exit	0.30	0.21	0.39	0.00	0
Sunday Peak Hour Total	0.56	0.39	0.72	0.75	8

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 156 Rooms of Hotel
 July 14, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.56	0.00	1.00	1023
7-9 AM Peak Hour Enter	0.28	0.00	1.00	43
7-9 AM Peak Hour Exit	0.18	0.00	1.00	28
7-9 AM Peak Hour Total	0.45	0.00	1.00	71
4-6 PM Peak Hour Enter	0.00	0.00	1.00	0
4-6 PM Peak Hour Exit	0.00	0.00	1.00	0
4-6 PM Peak Hour Total	0.00	0.00	1.00	0
AM Pk Hr, Generator, Enter	0.29	0.00	1.00	45
AM Pk Hr, Generator, Exit	0.24	0.00	1.00	37
AM Pk Hr, Generator, Total	0.53	0.00	1.00	83
PM Pk Hr, Generator, Enter	0.32	0.00	1.00	51
PM Pk Hr, Generator, Exit	0.24	0.00	1.00	37
PM Pk Hr, Generator, Total	0.56	0.00	1.00	87
Saturday 2-Way Volume	7.73	0.00	1.00	1206
Saturday Peak Hour Enter	0.40	0.00	1.00	63
Saturday Peak Hour Exit	0.32	0.00	1.00	49
Saturday Peak Hour Total	0.72	0.00	1.00	112
Sunday 2-Way Volume	4.99	0.00	1.00	778
Sunday Peak Hour Enter	0.23	0.00	1.00	36
Sunday Peak Hour Exit	0.27	0.00	1.00	43
Sunday Peak Hour Total	0.51	0.00	1.00	79

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $T = 8.95(X) + -373.16, R^2 = 0.98$
 7-9 AM Peak Hr. Total: $LN(T) = 1.24LN(X) + -2$
 $R^2 = 0.75, 0.61 \text{ Enter}, 0.39 \text{ Exit}$
 4-6 PM Peak Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 AM Gen Pk Hr. Total: $LN(T) = .87LN(X) + .02$
 $R^2 = 0.54, 0.55 \text{ Enter}, 0.45 \text{ Exit}$
 PM Gen Pk Hr. Total: $LN(T) = 1LN(X) + -.58$
 $R^2 = 0.64, 0.58 \text{ Enter}, 0.42 \text{ Exit}$
 Sat. 2-Way Volume: $T = 9.62(X) + -294.56, R^2 = 0.93$
 Sat. Pk Hr. Total: $T = .69(X) + 4.32$
 $R^2 = 0.8, 0.56 \text{ Enter}, 0.44 \text{ Exit}$
 Sun. 2-Way Volume: $LN(T) = 1.34LN(X) + -.11, R^2 = 0.94$
 Sun. Pk Hr. Total: $T = .7(X) + -29.89$
 $R^2 = 0.87, 0.46 \text{ Enter}, 0.54 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 2.722 Th.Sq.Ft. GFA of Health/Fitness Club
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	32.93	0.00	1.00	90
7-9 AM Peak Hour Enter	0.62	0.00	1.00	2
7-9 AM Peak Hour Exit	0.76	0.00	1.00	2
7-9 AM Peak Hour Total	1.38	1.33	1.00	4
4-6 PM Peak Hour Enter	2.01	0.00	1.00	5
4-6 PM Peak Hour Exit	1.52	0.00	1.00	4
4-6 PM Peak Hour Total	3.53	2.00	1.00	10
AM Pk Hr, Generator, Enter	0.59	0.00	1.00	2
AM Pk Hr, Generator, Exit	0.82	0.00	1.00	2
AM Pk Hr, Generator, Total	1.41	1.50	1.00	4
PM Pk Hr, Generator, Enter	2.07	0.00	1.00	6
PM Pk Hr, Generator, Exit	1.99	0.00	1.00	5
PM Pk Hr, Generator, Total	4.06	2.02	1.00	11
Saturday 2-Way Volume	20.87	0.00	1.00	57
Saturday Peak Hour Enter	1.25	0.00	1.00	3
Saturday Peak Hour Exit	1.53	0.00	1.00	4
Saturday Peak Hour Total	2.78	0.00	1.00	8
Sunday 2-Way Volume	26.73	0.00	1.00	73
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	2.47	0.00	1.00	7

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 2.722 Th.Sq.Ft. GFA of Health/Fitness Club
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	32.93	32.93	32.93	0.00	1
7-9 AM Peak Hour Enter	0.62	0.14	0.90	0.00	0
7-9 AM Peak Hour Exit	0.76	0.17	1.10	0.00	0
7-9 AM Peak Hour Total	1.38	0.30	2.00	1.33	5
4-6 PM Peak Hour Enter	2.01	1.34	2.45	0.00	0
4-6 PM Peak Hour Exit	1.52	1.01	1.85	0.00	0
4-6 PM Peak Hour Total	3.53	2.35	4.30	2.00	6
AM Pk Hr, Generator, Enter	0.59	0.13	1.12	0.00	0
AM Pk Hr, Generator, Exit	0.82	0.17	1.55	0.00	0
AM Pk Hr, Generator, Total	1.41	0.30	2.67	1.50	3
PM Pk Hr, Generator, Enter	2.07	1.67	2.19	0.00	0
PM Pk Hr, Generator, Exit	1.99	1.60	2.11	0.00	0
PM Pk Hr, Generator, Total	4.06	3.27	4.30	2.02	3
Saturday 2-Way Volume	20.87	20.87	20.87	0.00	1
Saturday Peak Hour Enter	1.25	1.17	1.29	0.00	0
Saturday Peak Hour Exit	1.53	1.43	1.58	0.00	0
Saturday Peak Hour Total	2.78	2.60	2.87	0.00	2
Sunday 2-Way Volume	26.73	26.73	26.73	0.00	1
Sunday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Total	2.47	2.47	2.47	0.00	1

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 2.722 Th.Sq.Ft. GFA of Health/Fitness Club
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	0.00	0.00	1.00	0
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	2.27	0.00	1.00	6
4-6 PM Peak Hour Exit	1.71	0.00	1.00	5
4-6 PM Peak Hour Total	3.97	0.00	1.00	11
AM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
AM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
AM Pk Hr, Generator, Total	0.00	0.00	1.00	0
PM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
PM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
PM Pk Hr, Generator, Total	0.00	0.00	1.00	0
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	0.00	0.00	1.00	0
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: 0, R² = 0
 7-9 AM Peak Hr. Total: 0
 R² = 0 , 0 Enter, 0 Exit
 4-6 PM Peak Hr. Total: LN(T) = .95LN(X) + 1.43
 R² = 0.83 , 0.57 Enter, 0.43 Exit
 AM Gen Pk Hr. Total: 0
 R² = 0 , 0 Enter, 0 Exit
 PM Gen Pk Hr. Total: 0
 R² = 0 , 0 Enter, 0 Exit
 Sat. 2-Way Volume: 0, R² = 0
 Sat. Pk Hr. Total: 0
 R² = 0 , 0 Enter, 0 Exit
 Sun. 2-Way Volume: 0, R² = 0
 Sun. Pk Hr. Total: 0
 R² = 0 , 0 Enter, 0 Exit

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 147,590 Th.Sq.Ft. GFA of General Office Building
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.01	6.13	1.00	1625
7-9 AM Peak Hour Enter	1.36	0.00	1.00	201
7-9 AM Peak Hour Exit	0.19	0.00	1.00	28
7-9 AM Peak Hour Total	1.55	1.39	1.00	229
4-6 PM Peak Hour Enter	0.25	0.00	1.00	37
4-6 PM Peak Hour Exit	1.24	0.00	1.00	183
4-6 PM Peak Hour Total	1.49	1.37	1.00	220
AM Pk Hr, Generator, Enter	1.36	0.00	1.00	201
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	28
AM Pk Hr, Generator, Total	1.55	1.39	1.00	229
PM Pk Hr, Generator, Enter	0.25	0.00	1.00	37
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	183
PM Pk Hr, Generator, Total	1.49	1.37	1.00	220
Saturday 2-Way Volume	2.37	2.08	1.00	350
Saturday Peak Hour Enter	0.22	0.00	1.00	32
Saturday Peak Hour Exit	0.19	0.00	1.00	28
Saturday Peak Hour Total	0.41	0.68	1.00	61
Sunday 2-Way Volume	0.98	1.29	1.00	145
Sunday Peak Hour Enter	0.08	0.00	1.00	12
Sunday Peak Hour Exit	0.06	0.00	1.00	9
Sunday Peak Hour Total	0.14	0.38	1.00	21

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 147,590 Th.Sq.Ft. GFA of General Office Building
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	11.01	3.58	28.80	6.13	78
7-9 AM Peak Hour Enter	1.36	0.53	5.26	0.00	0
7-9 AM Peak Hour Exit	0.19	0.07	0.72	0.00	0
7-9 AM Peak Hour Total	1.55	0.60	5.98	1.39	217
4-6 PM Peak Hour Enter	0.25	0.08	1.09	0.00	0
4-6 PM Peak Hour Exit	1.24	0.41	5.30	0.00	0
4-6 PM Peak Hour Total	1.49	0.49	6.39	1.37	235
AM Pk Hr, Generator, Enter	1.36	0.53	5.26	0.00	0
AM Pk Hr, Generator, Exit	0.19	0.07	0.72	0.00	0
AM Pk Hr, Generator, Total	1.55	0.60	5.98	1.39	217
PM Pk Hr, Generator, Enter	0.25	0.08	1.09	0.00	0
PM Pk Hr, Generator, Exit	1.24	0.41	5.30	0.00	0
PM Pk Hr, Generator, Total	1.49	0.49	6.39	1.37	235
Saturday 2-Way Volume	2.37	0.59	14.67	2.08	17
Saturday Peak Hour Enter	0.22	0.09	0.85	0.00	0
Saturday Peak Hour Exit	0.19	0.07	0.72	0.00	0
Saturday Peak Hour Total	0.41	0.16	1.57	0.68	10
Sunday 2-Way Volume	0.98	0.19	7.33	1.29	17
Sunday Peak Hour Enter	0.08	0.03	0.21	0.00	0
Sunday Peak Hour Exit	0.06	0.03	0.16	0.00	0
Sunday Peak Hour Total	0.14	0.06	0.37	0.38	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 147,590 Th.Sq.Ft. GFA of General Office Building
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	12.20	0.00	1.00	1800
7-9 AM Peak Hour Enter	1.53	0.00	1.00	225
7-9 AM Peak Hour Exit	0.21	0.00	1.00	31
7-9 AM Peak Hour Total	1.74	0.00	1.00	256
4-6 PM Peak Hour Enter	0.28	0.00	1.00	41
4-6 PM Peak Hour Exit	1.37	0.00	1.00	203
4-6 PM Peak Hour Total	1.65	0.00	1.00	244
AM Pk Hr, Generator, Enter	1.53	0.00	1.00	225
AM Pk Hr, Generator, Exit	0.21	0.00	1.00	31
AM Pk Hr, Generator, Total	1.74	0.00	1.00	256
PM Pk Hr, Generator, Enter	0.28	0.00	1.00	41
PM Pk Hr, Generator, Exit	1.37	0.00	1.00	203
PM Pk Hr, Generator, Total	1.65	0.00	1.00	244
Saturday 2-Way Volume	2.27	0.00	1.00	334
Saturday Peak Hour Enter	0.19	0.00	1.00	27
Saturday Peak Hour Exit	0.16	0.00	1.00	23
Saturday Peak Hour Total	0.34	0.00	1.00	51
Sunday 2-Way Volume	0.68	0.00	1.00	100
Sunday Peak Hour Enter	0.07	0.00	1.00	10
Sunday Peak Hour Exit	0.05	0.00	1.00	7
Sunday Peak Hour Total	0.11	0.00	1.00	17

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .77LN(X) + 3.65, R^2 = 0.8$
7-9 AM Peak Hr. Total:	$LN(T) = .8LN(X) + 1.55$
	$R^2 = 0.83, 0.88 \text{ Enter}, 0.12 \text{ Exit}$
4-6 PM Peak Hr. Total:	$T = 1.12(X) + 78.81$
	$R^2 = 0.82, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
AM Gen Pk Hr. Total:	$LN(T) = .8LN(X) + 1.55$
	$R^2 = 0.83, 0.88 \text{ Enter}, 0.12 \text{ Exit}$
PM Gen Pk Hr. Total:	$T = 1.12(X) + 78.81$
	$R^2 = 0.82, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
Sat. 2-Way Volume:	$T = 2.14(X) + 18.47, R^2 = 0.66$
Sat. Pk Hr. Total:	$LN(T) = .81LN(X) + -.12$
	$R^2 = 0.59, 0.54 \text{ Enter}, 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$LN(T) = .86LN(X) + .31, R^2 = 0.5$
Sun. Pk Hr. Total:	$LN(T) = .61LN(X) + -.23$
	$R^2 = 0.56, 0.58 \text{ Enter}, 0.42 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 26.525 Th.Sq.Ft. GLA of Specialty Retail Center
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	1176
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	32
4-6 PM Peak Hour Exit	1.52	0.00	1.00	40
4-6 PM Peak Hour Total	2.71	1.83	1.00	72
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	87
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	94
AM Pk Hr, Generator, Total	6.84	3.55	1.00	181
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	75
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	59
PM Pk Hr, Generator, Total	5.02	2.31	1.00	133
Saturday 2-Way Volume	42.04	13.97	1.00	1115
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	542
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 26.525 Th.Sq.Ft. GLA of Specialty Retail Center
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	44.32	21.30	64.21	15.52	4
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.00	0.00	0.00	0.00	0
4-6 PM Peak Hour Enter	1.19	0.89	2.27	0.00	0
4-6 PM Peak Hour Exit	1.52	1.14	2.89	0.00	0
4-6 PM Peak Hour Total	2.71	2.03	5.16	1.83	5
AM Pk Hr, Generator, Enter	3.28	2.56	6.76	0.00	0
AM Pk Hr, Generator, Exit	3.56	2.77	7.32	0.00	0
AM Pk Hr, Generator, Total	6.84	5.33	14.08	3.55	4
PM Pk Hr, Generator, Enter	2.81	2.57	3.46	0.00	0
PM Pk Hr, Generator, Exit	2.21	2.02	2.72	0.00	0
PM Pk Hr, Generator, Total	5.02	4.59	6.18	2.31	3
Saturday 2-Way Volume	42.04	22.57	54.47	13.97	3
Saturday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Total	0.00	0.00	0.00	0.00	0
Sunday 2-Way Volume	20.43	6.96	32.82	10.27	3
Sunday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Total	0.00	0.00	0.00	0.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 26.525 Th.Sq.Ft. GLA of Specialty Retail Center
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.20	0.00	1.00	1172
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.41	0.00	1.00	37
4-6 PM Peak Hour Exit	1.80	0.00	1.00	48
4-6 PM Peak Hour Total	3.21	0.00	1.00	85
AM Pk Hr, Generator, Enter	4.45	0.00	1.00	118
AM Pk Hr, Generator, Exit	4.82	0.00	1.00	128
AM Pk Hr, Generator, Total	9.27	0.00	1.00	246
PM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
PM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
PM Pk Hr, Generator, Total	0.00	0.00	1.00	0
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	0.00	0.00	1.00	0
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $T = 42.78(X) + 37.66, R^2 = 0.69$
 7-9 AM Peak Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 4-6 PM Peak Hr. Total: $T = 2.4(X) + 21.48$
 $R^2 = 0.98, 0.44 \text{ Enter}, 0.56 \text{ Exit}$
 AM Gen Pk Hr. Total: $T = 4.91(X) + 115.59$
 $R^2 = 0.9, 0.48 \text{ Enter}, 0.52 \text{ Exit}$
 PM Gen Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 Sat. 2-Way Volume: 0, $R^2 = 0$
 Sat. Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 Sun. 2-Way Volume: 0, $R^2 = 0$
 Sun. Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 3.775 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	480
7-9 AM Peak Hour Enter	5.99	0.00	1.00	23
7-9 AM Peak Hour Exit	5.53	0.00	1.00	21
7-9 AM Peak Hour Total	11.52	6.75	1.00	43
4-6 PM Peak Hour Enter	6.58	0.00	1.00	25
4-6 PM Peak Hour Exit	4.57	0.00	1.00	17
4-6 PM Peak Hour Total	11.15	9.13	1.00	42
AM Pk Hr, Generator, Enter	7.04	0.00	1.00	27
AM Pk Hr, Generator, Exit	6.49	0.00	1.00	24
AM Pk Hr, Generator, Total	13.53	10.05	1.00	51
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	38
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	32
PM Pk Hr, Generator, Total	18.49	13.32	1.00	70
Saturday 2-Way Volume	158.37	0.00	1.00	598
Saturday Peak Hour Enter	7.46	0.00	1.00	28
Saturday Peak Hour Exit	6.61	0.00	1.00	25
Saturday Peak Hour Total	14.07	12.19	1.00	53
Sunday 2-Way Volume	131.84	0.00	1.00	498
Sunday Peak Hour Enter	10.15	0.00	1.00	38
Sunday Peak Hour Exit	8.31	0.00	1.00	31
Sunday Peak Hour Total	18.46	13.74	1.00	70

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 3.775 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	127.15	73.51	246.00	41.77	14
7-9 AM Peak Hour Enter	5.99	1.47	13.31	0.00	0
7-9 AM Peak Hour Exit	5.53	1.36	12.29	0.00	0
7-9 AM Peak Hour Total	11.52	2.83	25.60	6.75	18
4-6 PM Peak Hour Enter	6.58	1.65	36.58	0.00	0
4-6 PM Peak Hour Exit	4.57	1.15	25.42	0.00	0
4-6 PM Peak Hour Total	11.15	2.80	62.00	9.13	46
AM Pk Hr, Generator, Enter	7.04	1.56	28.13	0.00	0
AM Pk Hr, Generator, Exit	6.49	1.44	25.96	0.00	0
AM Pk Hr, Generator, Total	13.53	3.00	54.09	10.05	21
PM Pk Hr, Generator, Enter	9.98	3.02	37.37	0.00	0
PM Pk Hr, Generator, Exit	8.51	2.58	31.83	0.00	0
PM Pk Hr, Generator, Total	18.49	5.60	69.20	13.32	31
Saturday 2-Way Volume	158.37	144.60	172.71	0.00	2
Saturday Peak Hour Enter	7.46	2.35	26.71	0.00	0
Saturday Peak Hour Exit	6.61	2.09	23.69	0.00	0
Saturday Peak Hour Total	14.07	4.44	50.40	12.19	8
Sunday 2-Way Volume	131.84	119.38	143.80	0.00	2
Sunday Peak Hour Enter	10.15	5.38	23.76	0.00	0
Sunday Peak Hour Exit	8.31	4.41	19.44	0.00	0
Sunday Peak Hour Total	18.46	9.79	43.20	13.74	3

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 2.382 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	303
7-9 AM Peak Hour Enter	5.99	0.00	1.00	14
7-9 AM Peak Hour Exit	5.53	0.00	1.00	13
7-9 AM Peak Hour Total	11.52	6.75	1.00	27
4-6 PM Peak Hour Enter	6.58	0.00	1.00	16
4-6 PM Peak Hour Exit	4.57	0.00	1.00	11
4-6 PM Peak Hour Total	11.15	9.13	1.00	27
AM Pk Hr, Generator, Enter	7.04	0.00	1.00	17
AM Pk Hr, Generator, Exit	6.49	0.00	1.00	15
AM Pk Hr, Generator, Total	13.53	10.05	1.00	32
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	24
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	20
PM Pk Hr, Generator, Total	18.49	13.32	1.00	44
Saturday 2-Way Volume	158.37	0.00	1.00	377
Saturday Peak Hour Enter	7.46	0.00	1.00	18
Saturday Peak Hour Exit	6.61	0.00	1.00	16
Saturday Peak Hour Total	14.07	12.19	1.00	34
Sunday 2-Way Volume	131.84	0.00	1.00	314
Sunday Peak Hour Enter	10.15	0.00	1.00	24
Sunday Peak Hour Exit	8.31	0.00	1.00	20
Sunday Peak Hour Total	18.46	13.74	1.00	44

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 2.382 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	127.15	73.51	246.00	41.77	14
7-9 AM Peak Hour Enter	5.99	1.47	13.31	0.00	0
7-9 AM Peak Hour Exit	5.53	1.36	12.29	0.00	0
7-9 AM Peak Hour Total	11.52	2.83	25.60	6.75	18
4-6 PM Peak Hour Enter	6.58	1.65	36.58	0.00	0
4-6 PM Peak Hour Exit	4.57	1.15	25.42	0.00	0
4-6 PM Peak Hour Total	11.15	2.80	62.00	9.13	46
AM Pk Hr, Generator, Enter	7.04	1.56	28.13	0.00	0
AM Pk Hr, Generator, Exit	6.49	1.44	25.96	0.00	0
AM Pk Hr, Generator, Total	13.53	3.00	54.09	10.05	21
PM Pk Hr, Generator, Enter	9.98	3.02	37.37	0.00	0
PM Pk Hr, Generator, Exit	8.51	2.58	31.83	0.00	0
PM Pk Hr, Generator, Total	18.49	5.60	69.20	13.32	31
Saturday 2-Way Volume	158.37	144.60	172.71	0.00	2
Saturday Peak Hour Enter	7.46	2.35	26.71	0.00	0
Saturday Peak Hour Exit	6.61	2.09	23.69	0.00	0
Saturday Peak Hour Total	14.07	4.44	50.40	12.19	8
Sunday 2-Way Volume	131.84	119.38	143.80	0.00	2
Sunday Peak Hour Enter	10.15	5.38	23.76	0.00	0
Sunday Peak Hour Exit	8.31	4.41	19.44	0.00	0
Sunday Peak Hour Total	18.46	9.79	43.20	13.74	3

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 5.249 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	472
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	4
4-6 PM Peak Hour Enter	5.02	0.00	1.00	26
4-6 PM Peak Hour Exit	2.47	0.00	1.00	13
4-6 PM Peak Hour Total	7.49	4.89	1.00	39
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	24
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	5
AM Pk Hr, Generator, Total	5.57	3.79	1.00	29
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	29
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	18
PM Pk Hr, Generator, Total	9.02	4.55	1.00	47
Saturday 2-Way Volume	94.36	34.42	1.00	495
Saturday Peak Hour Enter	6.38	0.00	1.00	33
Saturday Peak Hour Exit	4.44	0.00	1.00	23
Saturday Peak Hour Total	10.82	4.38	1.00	57
Sunday 2-Way Volume	72.16	32.35	1.00	379
Sunday Peak Hour Enter	5.28	0.00	1.00	28
Sunday Peak Hour Exit	3.10	0.00	1.00	16
Sunday Peak Hour Total	8.38	3.88	1.00	44

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 5.249 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 6.124 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	551
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	5
4-6 PM Peak Hour Enter	5.02	0.00	1.00	31
4-6 PM Peak Hour Exit	2.47	0.00	1.00	15
4-6 PM Peak Hour Total	7.49	4.89	1.00	46
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	28
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	6
AM Pk Hr, Generator, Total	5.57	3.79	1.00	34
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	34
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	21
PM Pk Hr, Generator, Total	9.02	4.55	1.00	55
Saturday 2-Way Volume	94.36	34.42	1.00	578
Saturday Peak Hour Enter	6.38	0.00	1.00	39
Saturday Peak Hour Exit	4.44	0.00	1.00	27
Saturday Peak Hour Total	10.82	4.38	1.00	66
Sunday 2-Way Volume	72.16	32.35	1.00	442
Sunday Peak Hour Enter	5.28	0.00	1.00	32
Sunday Peak Hour Exit	3.10	0.00	1.00	19
Sunday Peak Hour Total	8.38	3.88	1.00	51

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 6.124 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 8.373 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	753
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	7
4-6 PM Peak Hour Enter	5.02	0.00	1.00	42
4-6 PM Peak Hour Exit	2.47	0.00	1.00	21
4-6 PM Peak Hour Total	7.49	4.89	1.00	63
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	38
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	8
AM Pk Hr, Generator, Total	5.57	3.79	1.00	47
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	47
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	29
PM Pk Hr, Generator, Total	9.02	4.55	1.00	76
Saturday 2-Way Volume	94.36	34.42	1.00	790
Saturday Peak Hour Enter	6.38	0.00	1.00	53
Saturday Peak Hour Exit	4.44	0.00	1.00	37
Saturday Peak Hour Total	10.82	4.38	1.00	91
Sunday 2-Way Volume	72.16	32.35	1.00	604
Sunday Peak Hour Enter	5.28	0.00	1.00	44
Sunday Peak Hour Exit	3.10	0.00	1.00	26
Sunday Peak Hour Total	8.38	3.88	1.00	70

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 8.373 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 8.677 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	780
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	7
4-6 PM Peak Hour Enter	5.02	0.00	1.00	44
4-6 PM Peak Hour Exit	2.47	0.00	1.00	21
4-6 PM Peak Hour Total	7.49	4.89	1.00	65
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	40
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	9
AM Pk Hr, Generator, Total	5.57	3.79	1.00	48
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	49
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	30
PM Pk Hr, Generator, Total	9.02	4.55	1.00	78
Saturday 2-Way Volume	94.36	34.42	1.00	819
Saturday Peak Hour Enter	6.38	0.00	1.00	55
Saturday Peak Hour Exit	4.44	0.00	1.00	39
Saturday Peak Hour Total	10.82	4.38	1.00	94
Sunday 2-Way Volume	72.16	32.35	1.00	626
Sunday Peak Hour Enter	5.28	0.00	1.00	46
Sunday Peak Hour Exit	3.10	0.00	1.00	27
Sunday Peak Hour Total	8.38	3.88	1.00	73

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 8.677 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 4.607 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	414
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	4
4-6 PM Peak Hour Enter	5.02	0.00	1.00	23
4-6 PM Peak Hour Exit	2.47	0.00	1.00	11
4-6 PM Peak Hour Total	7.49	4.89	1.00	35
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	21
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	5
AM Pk Hr, Generator, Total	5.57	3.79	1.00	26
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	26
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	16
PM Pk Hr, Generator, Total	9.02	4.55	1.00	42
Saturday 2-Way Volume	94.36	34.42	1.00	435
Saturday Peak Hour Enter	6.38	0.00	1.00	29
Saturday Peak Hour Exit	4.44	0.00	1.00	20
Saturday Peak Hour Total	10.82	4.38	1.00	50
Sunday 2-Way Volume	72.16	32.35	1.00	332
Sunday Peak Hour Enter	5.28	0.00	1.00	24
Sunday Peak Hour Exit	3.10	0.00	1.00	14
Sunday Peak Hour Total	8.38	3.88	1.00	39

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 4.607 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Calculation
 For 5.077 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	89.95	36.81	1.00	457
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.81	0.93	1.00	4
4-6 PM Peak Hour Enter	5.02	0.00	1.00	25
4-6 PM Peak Hour Exit	2.47	0.00	1.00	13
4-6 PM Peak Hour Total	7.49	4.89	1.00	38
AM Pk Hr, Generator, Enter	4.57	0.00	1.00	23
AM Pk Hr, Generator, Exit	1.00	0.00	1.00	5
AM Pk Hr, Generator, Total	5.57	3.79	1.00	28
PM Pk Hr, Generator, Enter	5.59	0.00	1.00	28
PM Pk Hr, Generator, Exit	3.43	0.00	1.00	17
PM Pk Hr, Generator, Total	9.02	4.55	1.00	46
Saturday 2-Way Volume	94.36	34.42	1.00	479
Saturday Peak Hour Enter	6.38	0.00	1.00	32
Saturday Peak Hour Exit	4.44	0.00	1.00	23
Saturday Peak Hour Total	10.82	4.38	1.00	55
Sunday 2-Way Volume	72.16	32.35	1.00	366
Sunday Peak Hour Enter	5.28	0.00	1.00	27
Sunday Peak Hour Exit	3.10	0.00	1.00	16
Sunday Peak Hour Total	8.38	3.88	1.00	43

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Park Place Mixed-Use Development
 Summary of Trip Generation Rates
 For 5.077 Th.Sq.Ft. GFA of Quality Restaurant
 July 15, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	89.95	33.41	139.80	36.81	15
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.81	0.25	1.60	0.93	11
4-6 PM Peak Hour Enter	5.02	1.62	12.49	0.00	0
4-6 PM Peak Hour Exit	2.47	0.80	6.15	0.00	0
4-6 PM Peak Hour Total	7.49	2.42	18.64	4.89	24
AM Pk Hr, Generator, Enter	4.57	0.71	8.50	0.00	0
AM Pk Hr, Generator, Exit	1.00	0.16	1.87	0.00	0
AM Pk Hr, Generator, Total	5.57	0.87	10.37	3.79	14
PM Pk Hr, Generator, Enter	5.59	2.01	9.85	0.00	0
PM Pk Hr, Generator, Exit	3.43	1.23	6.04	0.00	0
PM Pk Hr, Generator, Total	9.02	3.24	15.89	4.55	16
Saturday 2-Way Volume	94.36	53.63	156.67	34.42	11
Saturday Peak Hour Enter	6.38	3.39	9.02	0.00	0
Saturday Peak Hour Exit	4.44	2.36	6.26	0.00	0
Saturday Peak Hour Total	10.82	5.75	15.28	4.38	11
Sunday 2-Way Volume	72.16	34.09	137.78	32.35	11
Sunday Peak Hour Enter	5.28	2.87	7.60	0.00	0
Sunday Peak Hour Exit	3.10	1.69	4.47	0.00	0
Sunday Peak Hour Total	8.38	4.56	12.07	3.88	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

SITE #3: METCALF95 COMPLEX

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 88.175 Th.Sq.Ft. GFA of General Office Building
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.01	6.13	1.00	971
7-9 AM Peak Hour Enter	1.36	0.00	1.00	120
7-9 AM Peak Hour Exit	0.19	0.00	1.00	17
7-9 AM Peak Hour Total	1.55	1.39	1.00	137
4-6 PM Peak Hour Enter	0.25	0.00	1.00	22
4-6 PM Peak Hour Exit	1.24	0.00	1.00	109
4-6 PM Peak Hour Total	1.49	1.37	1.00	131
AM Pk Hr, Generator, Enter	1.36	0.00	1.00	120
AM Pk Hr, Generator, Exit	0.19	0.00	1.00	17
AM Pk Hr, Generator, Total	1.55	1.39	1.00	137
PM Pk Hr, Generator, Enter	0.25	0.00	1.00	22
PM Pk Hr, Generator, Exit	1.24	0.00	1.00	109
PM Pk Hr, Generator, Total	1.49	1.37	1.00	131
Saturday 2-Way Volume	2.37	2.08	1.00	209
Saturday Peak Hour Enter	0.22	0.00	1.00	19
Saturday Peak Hour Exit	0.19	0.00	1.00	17
Saturday Peak Hour Total	0.41	0.68	1.00	36
Sunday 2-Way Volume	0.98	1.29	1.00	86
Sunday Peak Hour Enter	0.08	0.00	1.00	7
Sunday Peak Hour Exit	0.06	0.00	1.00	5
Sunday Peak Hour Total	0.14	0.38	1.00	12

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 88.175 Th.Sq.Ft. GFA of General Office Building
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	13.73	0.00	1.00	1211
7-9 AM Peak Hour Enter	1.69	0.00	1.00	149
7-9 AM Peak Hour Exit	0.23	0.00	1.00	20
7-9 AM Peak Hour Total	1.92	0.00	1.00	170
4-6 PM Peak Hour Enter	0.34	0.00	1.00	30
4-6 PM Peak Hour Exit	1.67	0.00	1.00	147
4-6 PM Peak Hour Total	2.01	0.00	1.00	178
AM Pk Hr, Generator, Enter	1.69	0.00	1.00	149
AM Pk Hr, Generator, Exit	0.23	0.00	1.00	20
AM Pk Hr, Generator, Total	1.92	0.00	1.00	170
PM Pk Hr, Generator, Enter	0.34	0.00	1.00	30
PM Pk Hr, Generator, Exit	1.67	0.00	1.00	147
PM Pk Hr, Generator, Total	2.01	0.00	1.00	178
Saturday 2-Way Volume	2.35	0.00	1.00	207
Saturday Peak Hour Enter	0.20	0.00	1.00	18
Saturday Peak Hour Exit	0.17	0.00	1.00	15
Saturday Peak Hour Total	0.38	0.00	1.00	33
Sunday 2-Way Volume	0.73	0.00	1.00	64
Sunday Peak Hour Enter	0.08	0.00	1.00	7
Sunday Peak Hour Exit	0.06	0.00	1.00	5
Sunday Peak Hour Total	0.14	0.00	1.00	12

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .77LN(X) + 3.65, R^2 = 0.8$
7-9 AM Peak Hr. Total:	$LN(T) = .8LN(X) + 1.55$
	$R^2 = 0.83, 0.88 \text{ Enter}, 0.12 \text{ Exit}$
4-6 PM Peak Hr. Total:	$T = 1.12(X) + 78.81$
	$R^2 = 0.82, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
AM Gen Pk Hr. Total:	$LN(T) = .8LN(X) + 1.55$
	$R^2 = 0.83, 0.88 \text{ Enter}, 0.12 \text{ Exit}$
PM Gen Pk Hr. Total:	$T = 1.12(X) + 78.81$
	$R^2 = 0.82, 0.17 \text{ Enter}, 0.83 \text{ Exit}$
Sat. 2-Way Volume:	$T = 2.14(X) + 18.47, R^2 = 0.66$
Sat. Pk Hr. Total:	$LN(T) = .81LN(X) + -.12$
	$R^2 = 0.59, 0.54 \text{ Enter}, 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$LN(T) = .86LN(X) + .31, R^2 = 0.5$
Sun. Pk Hr. Total:	$LN(T) = .61LN(X) + -.23$
	$R^2 = 0.56, 0.58 \text{ Enter}, 0.42 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalf95 Mixed-Use Development
 Summary of Trip Generation Rates
 For 88.175 Th.Sq.Ft. GFA of General Office Building
 July 23, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	11.01	3.58	28.80	6.13	78
7-9 AM Peak Hour Enter	1.36	0.53	5.26	0.00	0
7-9 AM Peak Hour Exit	0.19	0.07	0.72	0.00	0
7-9 AM Peak Hour Total	1.55	0.60	5.98	1.39	217
4-6 PM Peak Hour Enter	0.25	0.08	1.09	0.00	0
4-6 PM Peak Hour Exit	1.24	0.41	5.30	0.00	0
4-6 PM Peak Hour Total	1.49	0.49	6.39	1.37	235
AM Pk Hr, Generator, Enter	1.36	0.53	5.26	0.00	0
AM Pk Hr, Generator, Exit	0.19	0.07	0.72	0.00	0
AM Pk Hr, Generator, Total	1.55	0.60	5.98	1.39	217
PM Pk Hr, Generator, Enter	0.25	0.08	1.09	0.00	0
PM Pk Hr, Generator, Exit	1.24	0.41	5.30	0.00	0
PM Pk Hr, Generator, Total	1.49	0.49	6.39	1.37	235
Saturday 2-Way Volume	2.37	0.59	14.67	2.08	17
Saturday Peak Hour Enter	0.22	0.09	0.85	0.00	0
Saturday Peak Hour Exit	0.19	0.07	0.72	0.00	0
Saturday Peak Hour Total	0.41	0.16	1.57	0.68	10
Sunday 2-Way Volume	0.98	0.19	7.33	1.29	17
Sunday Peak Hour Enter	0.08	0.03	0.21	0.00	0
Sunday Peak Hour Exit	0.06	0.03	0.16	0.00	0
Sunday Peak Hour Total	0.14	0.06	0.37	0.38	10

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 24.470 Th.Sq.Ft. GLA of Specialty Retail Center
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	1085
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	29
4-6 PM Peak Hour Exit	1.52	0.00	1.00	37
4-6 PM Peak Hour Total	2.71	1.83	1.00	66
AM Pk Hr, Generator, Enter	3.28	0.00	1.00	80
AM Pk Hr, Generator, Exit	3.56	0.00	1.00	87
AM Pk Hr, Generator, Total	6.84	3.55	1.00	167
PM Pk Hr, Generator, Enter	2.81	0.00	1.00	69
PM Pk Hr, Generator, Exit	2.21	0.00	1.00	54
PM Pk Hr, Generator, Total	5.02	2.31	1.00	123
Saturday 2-Way Volume	42.04	13.97	1.00	1029
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	20.43	10.27	1.00	500
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Rates
 For 24.470 Th.Sq.Ft. GLA of Specialty Retail Center
 July 23, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	44.32	21.30	64.21	15.52	4
7-9 AM Peak Hour Enter	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Exit	0.00	0.00	0.00	0.00	0
7-9 AM Peak Hour Total	0.00	0.00	0.00	0.00	0
4-6 PM Peak Hour Enter	1.19	0.89	2.27	0.00	0
4-6 PM Peak Hour Exit	1.52	1.14	2.89	0.00	0
4-6 PM Peak Hour Total	2.71	2.03	5.16	1.83	5
AM Pk Hr, Generator, Enter	3.28	2.56	6.76	0.00	0
AM Pk Hr, Generator, Exit	3.56	2.77	7.32	0.00	0
AM Pk Hr, Generator, Total	6.84	5.33	14.08	3.55	4
PM Pk Hr, Generator, Enter	2.81	2.57	3.46	0.00	0
PM Pk Hr, Generator, Exit	2.21	2.02	2.72	0.00	0
PM Pk Hr, Generator, Total	5.02	4.59	6.18	2.31	3
Saturday 2-Way Volume	42.04	22.57	54.47	13.97	3
Saturday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Saturday Peak Hour Total	0.00	0.00	0.00	0.00	0
Sunday 2-Way Volume	20.43	6.96	32.82	10.27	3
Sunday Peak Hour Enter	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Exit	0.00	0.00	0.00	0.00	0
Sunday Peak Hour Total	0.00	0.00	0.00	0.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 24.470 Th.Sq.Ft. GLA of Specialty Retail Center
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	0.00	1.00	1084
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.44	0.00	1.00	35
4-6 PM Peak Hour Exit	1.84	0.00	1.00	45
4-6 PM Peak Hour Total	3.28	0.00	1.00	80
AM Pk Hr, Generator, Enter	4.62	0.00	1.00	113
AM Pk Hr, Generator, Exit	5.01	0.00	1.00	123
AM Pk Hr, Generator, Total	9.63	0.00	1.00	236
PM Pk Hr, Generator, Enter	0.00	0.00	1.00	0
PM Pk Hr, Generator, Exit	0.00	0.00	1.00	0
PM Pk Hr, Generator, Total	0.00	0.00	1.00	0
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0
Sunday 2-Way Volume	0.00	0.00	1.00	0
Sunday Peak Hour Enter	0.00	0.00	1.00	0
Sunday Peak Hour Exit	0.00	0.00	1.00	0
Sunday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $T = 42.78(X) + 37.66, R^2 = 0.69$
 7-9 AM Peak Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 4-6 PM Peak Hr. Total: $T = 2.4(X) + 21.48$
 $R^2 = 0.98, 0.44 \text{ Enter}, 0.56 \text{ Exit}$
 AM Gen Pk Hr. Total: $T = 4.91(X) + 115.59$
 $R^2 = 0.9, 0.48 \text{ Enter}, 0.52 \text{ Exit}$
 PM Gen Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 Sat. 2-Way Volume: 0, $R^2 = 0$
 Sat. Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$
 Sun. 2-Way Volume: 0, $R^2 = 0$
 Sun. Pk Hr. Total: 0
 $R^2 = 0, 0 \text{ Enter}, 0 \text{ Exit}$

Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 3.488 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	443
7-9 AM Peak Hour Enter	5.99	0.00	1.00	21
7-9 AM Peak Hour Exit	5.53	0.00	1.00	19
7-9 AM Peak Hour Total	11.52	6.75	1.00	40
4-6 PM Peak Hour Enter	6.58	0.00	1.00	23
4-6 PM Peak Hour Exit	4.57	0.00	1.00	16
4-6 PM Peak Hour Total	11.15	9.13	1.00	39
AM Pk Hr, Generator, Enter	7.04	0.00	1.00	25
AM Pk Hr, Generator, Exit	6.49	0.00	1.00	23
AM Pk Hr, Generator, Total	13.53	10.05	1.00	47
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	35
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	30
PM Pk Hr, Generator, Total	18.49	13.32	1.00	64
Saturday 2-Way Volume	158.37	0.00	1.00	552
Saturday Peak Hour Enter	7.46	0.00	1.00	26
Saturday Peak Hour Exit	6.61	0.00	1.00	23
Saturday Peak Hour Total	14.07	12.19	1.00	49
Sunday 2-Way Volume	131.84	0.00	1.00	460
Sunday Peak Hour Enter	10.15	0.00	1.00	35
Sunday Peak Hour Exit	8.31	0.00	1.00	29
Sunday Peak Hour Total	18.46	13.74	1.00	64

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalf95 Mixed-Use Development
 Summary of Trip Generation Rates
 For 3.488 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 23, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	127.15	73.51	246.00	41.77	14
7-9 AM Peak Hour Enter	5.99	1.47	13.31	0.00	0
7-9 AM Peak Hour Exit	5.53	1.36	12.29	0.00	0
7-9 AM Peak Hour Total	11.52	2.83	25.60	6.75	18
4-6 PM Peak Hour Enter	6.58	1.65	36.58	0.00	0
4-6 PM Peak Hour Exit	4.57	1.15	25.42	0.00	0
4-6 PM Peak Hour Total	11.15	2.80	62.00	9.13	46
AM Pk Hr, Generator, Enter	7.04	1.56	28.13	0.00	0
AM Pk Hr, Generator, Exit	6.49	1.44	25.96	0.00	0
AM Pk Hr, Generator, Total	13.53	3.00	54.09	10.05	21
PM Pk Hr, Generator, Enter	9.98	3.02	37.37	0.00	0
PM Pk Hr, Generator, Exit	8.51	2.58	31.83	0.00	0
PM Pk Hr, Generator, Total	18.49	5.60	69.20	13.32	31
Saturday 2-Way Volume	158.37	144.60	172.71	0.00	2
Saturday Peak Hour Enter	7.46	2.35	26.71	0.00	0
Saturday Peak Hour Exit	6.61	2.09	23.69	0.00	0
Saturday Peak Hour Total	14.07	4.44	50.40	12.19	8
Sunday 2-Way Volume	131.84	119.38	143.80	0.00	2
Sunday Peak Hour Enter	10.15	5.38	23.76	0.00	0
Sunday Peak Hour Exit	8.31	4.41	19.44	0.00	0
Sunday Peak Hour Total	18.46	9.79	43.20	13.74	3

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 8.225 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	1046
7-9 AM Peak Hour Enter	5.99	0.00	1.00	49
7-9 AM Peak Hour Exit	5.53	0.00	1.00	45
7-9 AM Peak Hour Total	11.52	6.75	1.00	95
4-6 PM Peak Hour Enter	6.58	0.00	1.00	54
4-6 PM Peak Hour Exit	4.57	0.00	1.00	38
4-6 PM Peak Hour Total	11.15	9.13	1.00	92
AM Pk Hr, Generator, Enter	7.04	0.00	1.00	58
AM Pk Hr, Generator, Exit	6.49	0.00	1.00	53
AM Pk Hr, Generator, Total	13.53	10.05	1.00	111
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	82
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	70
PM Pk Hr, Generator, Total	18.49	13.32	1.00	152
Saturday 2-Way Volume	158.37	0.00	1.00	1303
Saturday Peak Hour Enter	7.46	0.00	1.00	61
Saturday Peak Hour Exit	6.61	0.00	1.00	54
Saturday Peak Hour Total	14.07	12.19	1.00	116
Sunday 2-Way Volume	131.84	0.00	1.00	1084
Sunday Peak Hour Enter	10.15	0.00	1.00	83
Sunday Peak Hour Exit	8.31	0.00	1.00	68
Sunday Peak Hour Total	18.46	13.74	1.00	152

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalf95 Mixed-Use Development
 Summary of Trip Generation Rates
 For 8.225 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 23, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	127.15	73.51	246.00	41.77	14
7-9 AM Peak Hour Enter	5.99	1.47	13.31	0.00	0
7-9 AM Peak Hour Exit	5.53	1.36	12.29	0.00	0
7-9 AM Peak Hour Total	11.52	2.83	25.60	6.75	18
4-6 PM Peak Hour Enter	6.58	1.65	36.58	0.00	0
4-6 PM Peak Hour Exit	4.57	1.15	25.42	0.00	0
4-6 PM Peak Hour Total	11.15	2.80	62.00	9.13	46
AM Pk Hr, Generator, Enter	7.04	1.56	28.13	0.00	0
AM Pk Hr, Generator, Exit	6.49	1.44	25.96	0.00	0
AM Pk Hr, Generator, Total	13.53	3.00	54.09	10.05	21
PM Pk Hr, Generator, Enter	9.98	3.02	37.37	0.00	0
PM Pk Hr, Generator, Exit	8.51	2.58	31.83	0.00	0
PM Pk Hr, Generator, Total	18.49	5.60	69.20	13.32	31
Saturday 2-Way Volume	158.37	144.60	172.71	0.00	2
Saturday Peak Hour Enter	7.46	2.35	26.71	0.00	0
Saturday Peak Hour Exit	6.61	2.09	23.69	0.00	0
Saturday Peak Hour Total	14.07	4.44	50.40	12.19	8
Sunday 2-Way Volume	131.84	119.38	143.80	0.00	2
Sunday Peak Hour Enter	10.15	5.38	23.76	0.00	0
Sunday Peak Hour Exit	8.31	4.41	19.44	0.00	0
Sunday Peak Hour Total	18.46	9.79	43.20	13.74	3

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalfe95 Mixed-Use Development
 Summary of Trip Generation Calculation
 For 8.173 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 23, 2012

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	127.15	41.77	1.00	1039
7-9 AM Peak Hour Enter	5.99	0.00	1.00	49
7-9 AM Peak Hour Exit	5.53	0.00	1.00	45
7-9 AM Peak Hour Total	11.52	6.75	1.00	94
4-6 PM Peak Hour Enter	6.58	0.00	1.00	54
4-6 PM Peak Hour Exit	4.57	0.00	1.00	37
4-6 PM Peak Hour Total	11.15	9.13	1.00	91
AM Pk Hr, Generator, Enter	7.04	0.00	1.00	58
AM Pk Hr, Generator, Exit	6.49	0.00	1.00	53
AM Pk Hr, Generator, Total	13.53	10.05	1.00	111
PM Pk Hr, Generator, Enter	9.98	0.00	1.00	82
PM Pk Hr, Generator, Exit	8.51	0.00	1.00	70
PM Pk Hr, Generator, Total	18.49	13.32	1.00	151
Saturday 2-Way Volume	158.37	0.00	1.00	1294
Saturday Peak Hour Enter	7.46	0.00	1.00	61
Saturday Peak Hour Exit	6.61	0.00	1.00	54
Saturday Peak Hour Total	14.07	12.19	1.00	115
Sunday 2-Way Volume	131.84	0.00	1.00	1078
Sunday Peak Hour Enter	10.15	0.00	1.00	83
Sunday Peak Hour Exit	8.31	0.00	1.00	68
Sunday Peak Hour Total	18.46	13.74	1.00	151

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

Metcalf95 Mixed-Use Development
 Summary of Trip Generation Rates
 For 8.173 Th.Sq.Ft. GFA of High Turnover (Sit-Down) Restaurant
 July 23, 2012

	Avg. Trip Rate	Min. Trip Rate	Max. Trip Rate	Std. Dev.	No. of Studies
Avg. Weekday 2-Way Volume	127.15	73.51	246.00	41.77	14
7-9 AM Peak Hour Enter	5.99	1.47	13.31	0.00	0
7-9 AM Peak Hour Exit	5.53	1.36	12.29	0.00	0
7-9 AM Peak Hour Total	11.52	2.83	25.60	6.75	18
4-6 PM Peak Hour Enter	6.58	1.65	36.58	0.00	0
4-6 PM Peak Hour Exit	4.57	1.15	25.42	0.00	0
4-6 PM Peak Hour Total	11.15	2.80	62.00	9.13	46
AM Pk Hr, Generator, Enter	7.04	1.56	28.13	0.00	0
AM Pk Hr, Generator, Exit	6.49	1.44	25.96	0.00	0
AM Pk Hr, Generator, Total	13.53	3.00	54.09	10.05	21
PM Pk Hr, Generator, Enter	9.98	3.02	37.37	0.00	0
PM Pk Hr, Generator, Exit	8.51	2.58	31.83	0.00	0
PM Pk Hr, Generator, Total	18.49	5.60	69.20	13.32	31
Saturday 2-Way Volume	158.37	144.60	172.71	0.00	2
Saturday Peak Hour Enter	7.46	2.35	26.71	0.00	0
Saturday Peak Hour Exit	6.61	2.09	23.69	0.00	0
Saturday Peak Hour Total	14.07	4.44	50.40	12.19	8
Sunday 2-Way Volume	131.84	119.38	143.80	0.00	2
Sunday Peak Hour Enter	10.15	5.38	23.76	0.00	0
Sunday Peak Hour Exit	8.31	4.41	19.44	0.00	0
Sunday Peak Hour Total	18.46	9.79	43.20	13.74	3

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 8th Edition, 2008.

TRIP GENERATION BY MICROTRANS

APPENDIX D

**CORRESPONDENCE LETTER ADDRESSED TO LOCAL
AGENCIES, REQUESTING IDENTIFICATION OF CANDIDATE
MIXED-USE DEVELOPMENT SITES WITHIN THEIR
JURISDICTIONS**

The University of Kansas

Transportation Research Institute Transportation Center

March 17th, 2011

Dear Colleagues –

As a Principal Investigator, I am conducting a research project on trip generation behavior of mixed-use developments in Kansas and would need your help on this. The project is a K-TRAN project sponsored by KDOT and is titled “*Establishment of Local Trip Generation Rates or Equations for Mixed-Use Developments in Kansas*”. The fundamental part of the scope of services for this study involves field data collection at a number of existing Mixed-Use/Multi-Use developments, which will be used as test sites to develop our model. To locate potential candidate test sites, I would need your input in identifying such sites in your jurisdiction, if any.

Preliminary investigation and literature review indicate that site selection is critical in achieving representative and consistent trip generation rates. To select appropriate test sites, a number of criteria should be followed. As you identify some of the existing Mixed-Use/Multi-Use development sites in your jurisdiction, please keep the following points in mind:

- A multi-use development, as defined by ITE Trip Generation Handbook, is typically a single real-estate project that consists of two (2) or more ITE Land Use classifications between which trips can be made without using the off-site road system. These land use classifications include residential, office, shopping/retail, restaurant, entertainment and hotel/motel.
- Multi-use developments are commonly found ranging in size from 100,000 square feet to 2 million square feet.
- Site should be fully developed, operational and mature.
 - The development should have reasonably full occupancy (i.e. at 85th percent) and appear to be economically healthy.
 - The development should be mature (i.e. at least two years old) and located in a mature area so it represents the ultimate characteristics of a “successful” development.
 - There should be “minimal” to “no on-site construction” or “adjacent roadway construction”.

- The driveways serving the multi-use site should not serve any adjacent property (*i.e. no shared driveways with the adjacent property*).
- The selected multi-use site should have a *minimal presence of through trips* (i.e. external trips that pass through the site without stopping).
- What is *NOT* a multi-use development
 - CBD
 - Suburban activity centers
 - Existing ITE land use classification with potential for a mix of land uses, such as
 - Shopping center
 - Office park with retail
 - Office building with retail
 - Hotel with limited retail and restaurant space

If there are no sites in your jurisdiction that meet all the above-mentioned criteria and/or pin pointing them becomes a difficult task, having a list of sites that meet some of these criteria can also provide us with some valuable information for our analysis. Therefore, any information that can guide us in the right direction is appreciated!

Thank you for taking time out of your busy schedule to assist me with this research project. I am hoping that the results will be conclusive so it can be used by transportation professionals in our region as local data, and furthermore can be submitted to ITE for consideration in their trip generation publications nation-wide.

If you have any questions or concerns, please do not hesitate to contact me. If this letter is sent to you in error, please forward to appropriate party. Thank you!

Respectfully'

Mehrdad Givechi, PE, PTOE,
Research Engineer
Transportation Research Institute
The University of Kansas
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Lawrence, KS 66045
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List of Local Agencies Contacted (in alphabetic order)

Atchison
Douglas County
Garden City
Gardner
Great bend
Hays
Hutchinson
Johnson County
Kansas City
Lansing
Lawrence
Leavenworth
Leawood
Lenexa
Manhattan
McPherson
Miami County
Mission
Newton
Olathe
Ottawa
Overland Park
Prairie Village
Salina
Sedgwick County
Shawnee
Topeka
Wichita

K-TRAN

KANSAS TRANSPORTATION RESEARCH AND NEW-DEVELOPMENT PROGRAM

