

Exterior Building Color & Material Samples
Color Drawdowns
Archaeological Resources
Airport Vicinity Development Checklist
Parking Study
Trip Generation Comparison
Parking Master Plan



J2 Engineering and Environmental Design, LLC
 4649 E. Cotton Gin Loop
 Suite B2
 Phoenix, Arizona 85040
 Phone: 602.438.2221
 Fax: 602.438.2225

To: Michele Hammond
 Berry Riddell, LLC

From: Jamie Blakeman, PE, PTOE

Job Number: 18.1084.001

RE: Spectrum Retirement Communities
 8102 East Camelback Road
 Transportation Impact and Mitigation Analysis

Date: March 1, 2018



Expires: 6/30/2019

INTRODUCTION

J2 Engineering and Environmental Design (J2) has prepared a Category I Transportation Impact and Mitigation Analysis (TIMA) for the proposed Spectrum Retirement Communities development located on the northwest corner (NWC) of Camelback Road and 81st Place, at 8102 East Camelback Road in Scottsdale, Arizona. See **Figure 1**.

The objective of this Traffic Impact and Mitigation Analysis is to perform a trip generation comparison between the existing zoning (S-R) and the proposed zoning (C-O).

EXISTING CONDITIONS

Currently, the site contains a 42,860 square foot (SF) building, according to the Maricopa County Assessor's Website. See **Attachment A** for parcel information.

The parcel is bordered by Camelback Road on the south and 81st Place on the east.



Figure 1 - Vicinity Map



STUDY ROADWAY SEGMENTS

Camelback Road is an east-west roadway, classified as a minor collector based on the *City of Scottsdale Transportation Master Plan 2016*. Within the study area one (1) through lane is provided in each direction of travel with exclusive turn lanes provided at the intersections. There is a posted speed limit of 30 miles per hour (mph). According to the City of Scottsdale 2014 Average Daily Traffic (ADT) Volume map, the Camelback Road ADT is 4,000 vehicles per day (vpd) between Hayden Road and Granite Reef Road. Camelback Road terminates approximately 1 mile east of the site at 87th Terrace.



Figure 2 - Site Map

81st Place is a north-south local roadway that provides one (1) lane for each direction of travel, with an unposted speed limit of 25 mph.

COLLISION DATA

The most recent 3-year collision history (January 2015-December 2017) was obtained from the City of Scottsdale. The data included the segment of Camelback Road from Hayden Road to 82nd Street.

During the 3-year period, there were a total of eighty-eight (88) crashes, of which seventy-nine (79) occurred at the intersection of Camelback Road and Hayden Road, six (6) at the intersection of Camelback Road and 82nd Street, and the remaining three (3) within the Camelback Road segment between the two intersections. There was one (1) crash that resulted in a fatality, twelve (12) in non-incapacitating injuries, sixteen (16) in possible injuries, seven (7) unknown, and the remaining fifty-two (52) resulted in no injuries. There were thirty-one (31) rear end, twenty-seven (27) left turn, fifteen (15) angle, six (6) single vehicle, five (5) head-on, three (3) sideswipe, and one (1) other type crashes.

Failure to yield right-of-way was the largest reported violation (32%), followed by speeding (18%). The majority of remaining violations involved drivers making improper turns, failing to keep in the lane, making unsafe lane changes, following too closely, disregarding the traffic signal, or unknown. Of the eighty-eight crashes there were twelve (12) that were reported as DUIs (driving under the influence_) and ten (10) that were reported as hit and runs.

The following is a summary of the fatal accident at the intersection of Camelback Road and Hayden Road. On Sunday, January 12, 2017 at 6:44 am, a vehicle traveling in the northbound direction made an improper left turn striking a vehicle traveling southbound. The proposed Spectrum Retirement Communities development is not anticipated to negatively impact or result in changes to potential collision patterns.





See **Attachment B** for detailed collision history.

TRIP GENERATION (CURRENT S-R ZONING)

The existing building is currently zoned for S-R land uses and has been vacated in 2017 by its previous tenant, Le Cordon Bleu College of Culinary Arts.

The existing trip generation was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 10th Edition*. The ITE rates and equations are based on studies that measured the trip generation characteristics for various types of land uses and are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering professionals.

ITE Trip Generation Junior/Community College Land Use (LU 540) was used to determine the trip generation for the Le Cordon Blue College of Culinary Arts. The existing 42,860 SF building area was used to calculate the existing use trip generation. See **Table 1** and **Attachment C** for the detailed trip generation calculations.

Table 1 - Trip Generation for Existing S-R Zoning (Community College)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Junior/Community College	540	42.86	1000 SF GLA	868	89	69	20	80	40	40

The existing parcel is currently zoned for S-R land uses. For this zoning, it is reasonable and appropriate to assume an office development. Therefore, the existing building space was calculated utilizing the ITE Trip Generation General Office Building Land Use (LU 710). See **Table 2** and **Attachment C** for the detailed trip generation calculations.

Table 2 - Trip Generation for Existing S-R Zoning (General Office)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
General Office Building	710	42.86	1000 SF GLA	417	50	43	7	49	8	41

TRIP GENERATION (PROPOSED C-O ZONING)

The proposed Spectrum Retirement Community is anticipated to consist of 110 residential units. The trip generation for the proposed development was calculated utilizing the ITE Land Use 252 Senior Adult Housing-Attached. See **Table 3** and **Attachment C** for the detailed trip generation calculations.



ITE Land Use 252 – Senior Adult Housing - Attached

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (require little to no medical supervision) and may or may not be retired.

Table 3 - Trip Generation for Proposed C-O Zoning (Senior Adult Housing- Attached)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Senior Adult Housing-Attached	252	110	Dwelling Units	407	22	8	14	29	16	13

TRIP GENERATION COMPARISON

A trip generation comparison between the trips generated by the existing land use under current S-R zoning (42,860 SF culinary college) versus the proposed 110 unit senior living residential development is shown in **Table 4** below.

Table 4 - Trip Generation Comparison (Culinary College vs. Proposed Development)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Junior/Community College	540	42.86	1000 SF GLA	868	89	69	20	80	40	40
Senior Adult Housing-Attached	252	110	Dwelling Units	407	22	8	14	29	16	13
Difference				-461	-67	-61	-6	-51	-24	-27

A trip generation comparison between trips generated by the potential land use under current S-R zoning (42,860 SF general office building) versus proposed 110 unit senior living residential development is shown in **Table 5** below.

Table 5 - Trip Generation Comparison (General Office vs. Proposed Development)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
General Office Building	710	42.86	1000 SF GLA	417	50	43	7	49	8	41
Senior Adult Housing-Attached	252	110	Dwelling Units	407	22	8	14	29	16	13
Difference				-10	-28	-35	7	-21	8	-29



SUMMARY

The proposed Spectrum Retirement Community is a senior living residential development that will consist of 110 units. It is anticipated that the proposed development will generate a total of 407 weekday trips, with 22 and 29 occurring during the AM and PM peak hours, respectively.

The trip generation for two potential S-R land uses was calculated and included the existing land use of a 42,860 SF culinary college, and the potential land use of a 42,860 SF general office building.

Utilizing ITE Land Use 540 Junior/Community College for the existing development, the proposed Spectrum Retirement Community development is anticipated to generate 461 fewer weekday, 67 fewer AM peak hour, and 51 fewer PM peak hour trips.

Additionally, the proposed Spectrum Retirement Community is anticipated to generate 10 fewer weekday trips, 28 fewer AM peak hour trips, and 21 fewer PM peak hour trips than the potential land use of a 42,860 SF general office building. **Therefore, the proposed Spectrum Retirement Community will have minimal impacts on the traffic operations along the surrounding roadway network.**



Attachment A – Parcel Information

Property Information

8102 E CAMELBACK RD SCOTTSDALE 85251

MCR #

Description:

POR SW4 NW4 SEC 24 DAF COM SW COR NW4 TH E 318.2F TO POB TH N 37D 07M E 576.64F TH S 32D 31M E 64.61F TH N 67D 50M E 139.83F TH S 34D 41M E 27.99F TH SLY ALG 341.42F RAD CUR CONC WLY 43.94F TH S 27D 19M E 64.34F TH N 62D 40M E 57.16F TH N 27D 19M W 64.34F TH NLY ALG 398.58F RAD CUR CONC WLY 34.85F TO PRC TH NELY ALG 20F RAD CUR 34.97F TH N 67D 50M E 56.64F TH ELY ALG 134F RAD CUR CONC SLY 27.66F TO PCC TH SELY ALG 20F RAD CUR 34.94F TH S 253.91F TH S 27D 19M E 32.34F TH S 27D 15M E 59.63F TH SLY ALG 288.58F RAD CUR CONC WLY 110.94F TO PRC TH SELY ALG 24.42F RAD CUR 7.1F TH S 40F TO S LN NW4 TH W ALG SD S LN 848.2F TO POB EX POR TH/OF DAF POR SW4 NW4 SEC 24 DAF COM SW COR NW4 SD SEC 24 TH E 318.2F TO POB TH N 37D 07M E 569.12F TH S 30.72F TH S 02D 54M W 50.98F TH S 15.49F TH S 42D 49M E 2.81F TH S 44D 25M W 11.05F TH S 108.08F TH S 43D 15M W 25.55F TH S 114.14F TH W 238.46F TH S 104.10F TO S LN SD NW4 TH W ALG SD S LN 79.94F TO POB & EX S 40F RD

Lat/Long

[33.50215349 | -111.90638097](https://www.google.com/maps/place/33.50215349,-111.90638097)

Lot Size

171,901 sq ft.

Zoning

S-R

Lot #

High School District

SCOTTSDALE UNIFIED #48

Elementary School District

SCOTTSDALE UNIFIED SCHOOL DISTRICT

Local Jurisdiction

SCOTTSDALE

S/T/R

24 2N 4E

Market Area/Neighborhood

05/006

Subdivision (Parcels)

Valuation Information

We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)

Tax Year	2018	2017	2016	2015	2014
Full Cash Value	\$6,720,500	\$7,121,900	\$4,306,000	\$3,874,800	\$3,547,002
Limited Property Value	\$4,311,404	\$4,106,099	\$3,910,570	\$3,724,352	\$3,547,002
Legal Class	1	1	1	1	1
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	18%	18%	18%	18.5%	19%
Assessed FCV	n/a	n/a	n/a	n/a	\$673,930
Assessed LPV	\$776,053	\$739,098	\$703,903	\$689,005	\$673,930
Property Use Code	2932	2932	2932	2932	2932
PU Description	Private School	Private School	Private School	Private School	Private School
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

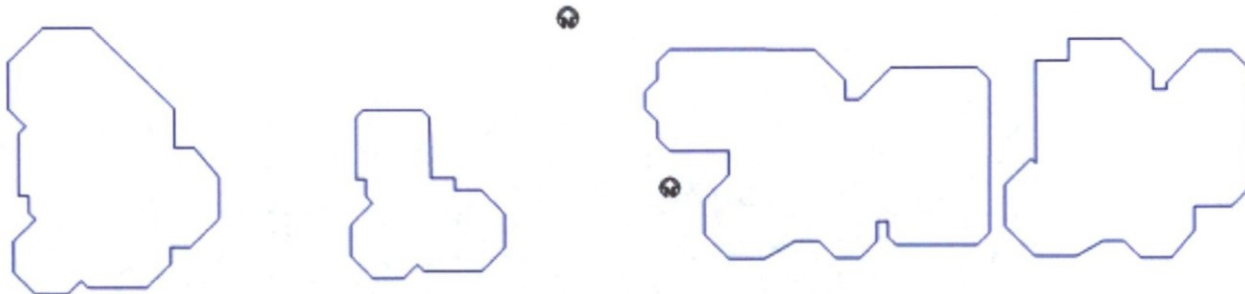
Additional Property Information

Additional commercial property data.

Description	Imp #	Model	Rank	CCI	Age	Sq Ft.
College (Entire)	000101	377	2	D	22	9,565
College (Entire)	000102	377	2	D	22	11,870
College (Entire)	000201	377	2	D	22	18,825
College (Entire)	000202	377	2	D	22	2,600
Site Improvements	000301	163	2	D	36	1

Building Sketches

Sketches that illustrate the external dimensions of a property.



Similar Parcels

Parcels that are similar to this one (known as the reference parcel) are displayed below.

APN Address Sale Info FCV Size Livable Sq Ft Year Built Pool Foreclosed

No similar parcels found.



Attachment B – Collision History

CITY OF SCOTTSDALE

'15 -'16 COLLISION SUMMARY

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV.		PHYS. COND.		VIOLATION		ACTION		TRAV. DIR.		MANNER OF COLLISION	COMMENTS
									#1	#2	#1	#2	#1	#2	#1	#2	#1	#2		
16-01367	160118	0201	82	ST	CAMELBACK	RD	AT		1	4	0	13	1	99	14	NB	NB	4	DUI	
15-22456	151015	1659	HAYDEN	RD	CAMELBACK	RD	AT		1	2	0	0	20	1	4	1	NB	SB	2	
15-19041	150831	0524	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	97	1	1	3	NB	NB	4	
15-19115	150901	0802	HAYDEN	RD	CAMELBACK	RD	AT		1	2	0	0	20	1	1	17	EB	SB	2	CAR/BICYCLE
15-19413	150904	2316	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	20	1	4	1	NB	SB	3	
15-19748	150909	0913	HAYDEN	RD	CAMELBACK	RD	N	937	1	1	0	0	12	1	8	1	NB	NB	6	
15-20588	150920	1022	HAYDEN	RD	CAMELBACK	RD	AT		3	3	0	0	20	1	4	1	WB	SB	3	MULTI VEH 3
15-21639	151004	0954	HAYDEN	RD	CAMELBACK	RD	W	190	1		0		2		4		WB		1	
15-00082	150102	0914	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	7	1	4	4	NB	NB	6	
15-21740	151005	1615	HAYDEN	RD	CAMELBACK	RD	AT		99	2	99	0	20	1	4	1	NB	SB	3	HIT AND RUN
15-15417	150712	1958	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	6	1	1	1	SB	EB	2	
15-23363	151027	0841	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	4	1	1	3	EB	EB	4	
15-23815	151101	1028	HAYDEN	RD	CAMELBACK	RD	AT		1	2	0	0	20	1	4	1	NB	SB	5	
15-24027	151104	0648	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	12	1	8	8	NB	NB	6	MULTI VEH 3
15-24155	151105	1525	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	20	1	4	1	WB	SB	3	
15-24589	151110	1500	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	12	1	8	1	SB	SB	6	
15-21691	151005	0744	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	2	1	1	3	NB	NB	4	
15-10116	150501	2306	HAYDEN	RD	CAMELBACK	RD	AT		99	1	99	0		1	1	3	EB	EB	4	HIT AND RUN
15-00829	150111	1641	HAYDEN	RD	CAMELBACK	RD	E	250	1	1	4	0	2	1	1	3	EB	EB	4	DUI
15-02415	150129	1829	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	20	1	4	1	NB	SB	2	
15-02779	150201	2135	HAYDEN	RD	CAMELBACK	RD	AT		1	99	0	99		5	1	SB	SB	4	HIT AND RUN	
15-03004	150204	1347	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	6	1	1	1	WB	NB	2	

REPORT #	DATE TIME YYMMDD HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV #1 #2	PHYS. COND. #1 #2	VIOLATION #1 #2	ACTION #1 #2	TRAV. DIR. #1 #2	MANNER OF COLLISION	COMMENTS
15-03096	150205 1446	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	2 2	1 1	SB SB		4 MULTI VEH 3
15-04027	150217 1401	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	20 1	4 1	WB SB		3
15-17409	150808 2059	HAYDEN	RD	CAMELBACK	RD	AT		1 1	4 0	4 1	1 3	NB NB		4 DUI
15-05479	150307 1436	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	1	8 1	EB EB		6
15-15811	150717 2155	HAYDEN	RD	CAMELBACK	RD	AT		2 1	0 0	7 1	4 1	NB SB		3
15-10298	150504 1119	HAYDEN	RD	CAMELBACK	RD	AT		2 1	4 0	4 1	1 1	SB SB		4 DUI
15-10502	150506 1838	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	4 1	1 3	NB NB		4
15-10733	150509 2001	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	2 1	1 3	WB WB		4
15-13053	150610 1440	HAYDEN	RD	CAMELBACK	RD	AT		1 2	0 0	20 1	4 1	SB NB		3
15-14189	150626 0025	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	7 7	4 4	NB NB		6
15-14732	150703 1737	HAYDEN	RD	CAMELBACK	RD	AT		1 99	99 99	20 1	4 1	NB SB		3 HIT AND RUN
15-27159	151211 1731	HAYDEN	RD	CAMELBACK	RD	N	300	3	0		9	NB		1
15-04770	150226 2121	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	20 1	4 1	SB SB		3
16-22563	161008 2136	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	99 99	1 4	SB NB		2
16-15082	160702 0951	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	20 1	4 1	NB SB		2
16-15845	160713 0842	HAYDEN	RD	CAMELBACK	RD	S	50	1 1	0 0	2 1	2 3	NB NB		4 MULTI VEH 3
16-16249	160719 0858	HAYDEN	RD	CAMELBACK	RD	S	100	1 1	0 0	12 1	8 1	NB NB		5
16-19207	160827 1514	HAYDEN	RD	CAMELBACK	RD	AT		3 3	0 0	20 1	4 1	NB SB		3
16-20873	160917 0830	HAYDEN	RD	CAMELBACK	RD	S	1200	1 1	99 0	12 1	8 1	NB NB		6 HIT AND RUN
16-21752	160928 1202	HAYDEN	RD	CAMELBACK	RD	S	150	1 3	0 0	12 1	6 1	NB NB		6
15-24873	151113 1704	HAYDEN	RD	CAMELBACK	RD	AT		3 1	0 0	6 1	1 4	SB WB		2 MULTI VEH 4
16-22080	161002 0835	HAYDEN	RD	CAMELBACK	RD	AT		1	4	2	1	EB		1 DUI
16-13425	160610 2111	HAYDEN	RD	CAMELBACK	RD	AT		1 1	99 0	13 1	1 4	WB WB		6 HIT AND RUN
16-22940	161014 1315	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	4 1	2 3	NB NB		4 MULTI VEH 3

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV. #1 #2	PHYS. COND. #1 #2	VIOLATION #1 #2	ACTION #1 #2	TRAV. DIR. #1 #2	MANNER OF COLLISION	COMMENTS
16-23391	161020	1242	HAYDEN	RD	CAMELBACK	RD	S	65	99 99	0 0	2 1	1 3	NB NB		4
16-23702	161024	1048	HAYDEN	RD	CAMELBACK	RD	AT		99 1	99 0	99 1	4 4	NB		4 HIT AND RUN
16-25691	161117	1843	HAYDEN	RD	CAMELBACK	RD	W	206	1 1	6 0	97 1	1 3	EB EB		4 MULTI VEH 3
16-26393	161126	1659	HAYDEN	RD	CAMELBACK	RD	AT		1 2	0 0	20 1	4 1	NB SB		3
16-26627	161129	1532	HAYDEN	RD	CAMELBACK	RD	AT		3 3	99 0	1	4 1	NB SB		3 MULTI VEH 3
16-21890	160929	2342	HAYDEN	RD	CAMELBACK	RD	AT		1 3	0 0	7 1	4 1	WB SB		3
16-06423	160317	2159	HAYDEN	RD	CAMELBACK	RD	W	101	1 1	0 0	12 1	8 1	WB WB		6
16-27004	161203	1255	HAYDEN	RD	CAMELBACK	RD	AT		1 2	0 0	4 1	1 3	NB NB		4
16-00401	160106	0634	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	1	1 3	NB NB		4
16-03450	160211	1903	HAYDEN	RD	CAMELBACK	RD	AT		1 3	0 0	2 1	1 3	SB SB		4
16-03683	160214	1301	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	20 1	4 1	NB SB		3
16-05814	160310	2112	HAYDEN	RD	CAMELBACK	RD	AT		3 3	0 0	20 1	4 1	NB SB		2 MULTI VEH 3
16-05885	160311	1606	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	4 1	1 1	NB NB		4
16-14584	160625	1246	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	2 1	1 2	SB SB		4
16-06422	160317	2205	HAYDEN	RD	CAMELBACK	RD	AT		1 1	4 0	20 1	4 1	NB SN		2 DUI
16-14579	160625	1137	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	6 1	1 4	SB NB		3
16-08115	160406	0659	HAYDEN	RD	CAMELBACK	RD	AT		1 3	5 0	2 1	1 3	EB EB		4 DUI
16-09470	160423	1120	HAYDEN	RD	CAMELBACK	RD	AT		3 1	0 0	2 1	1 3	NB NB		4 MULTI VEH 3
16-11132	160513	1456	HAYDEN	RD	CAMELBACK	RD	AT		1 1	99 0	1 1	4 1	NB SB		5
16-11378	160516	1447	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	20 1	4 1	NB SB		3
16-11625	160519	1557	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	2 1	1 2	SB SB		4
16-12106	160525	1827	HAYDEN	RD	CAMELBACK	RD	N	500	99 2	99 0	99 1	99 1	SB SB		6 HIT AND RUN
15-27065	151210	1520	HAYDEN	RD	CAMELBACK	RD	AT		1 2	0 0	20 1	4 1	NB SB		2
16-06088	160313	2221	HAYDEN	RD	CAMELBACK	RD	N	407	5 2	99 99	17	17 1	WB NB		2 FATALITY, CAR PEDESTRIAN

REPORT #	DATE TIME YYMMDD HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE DIR FROM FROM	DIST FROM FROM	INJ. SEV #1 #2	PHYS. COND. #1 #2	VIOLATION #1 #2	ACTION #1 #2	TRAV. DIR. #1 #2	MANNER OF COLLISION	COMMENTS
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KEY

INJURY SEVERITY: 1=NO INJURY, 2=POSSIBLE INJURY, 3=NON-INCAPACITATING INJURY, 4=INCAPACITATING INJURY, 5=FATAL INJURY, 99=NOT REPORTED / UNKNOWN

PHYSICAL CONDITION: 0=NO APPARENT INFLUENCE, 1=ILLNESS, 2=PHYSICAL IMPAIRMENT, 3=FELL ASLEEP / FATIGUED 4=ALCOHOL, 5=DRUGS, 6=MEDICATIONS, A=NO TEST GIVEN, B=TEST GIVEN, C=TEST REFUSED, D=TESTING UNKNOWN, 97=OTHER, 99=UNKNOWN

VIOLATION: 1=NO IMPROPER ACTION, 2=SPEED TOO FAST FOR CONDITIONS, 3=EXCEEDED LAWFUL SPEED 4=FOLLOWED TOO CLOSELY, 5=RAN STOP SIGN, 6=DISREGARDED TRAFFIC SIGNAL 7=MADE IMPROPER TURN, 8=DROVE/RODE IN OPPOSING TRAFFIC LANE, 9=KNOWINGLY OPERATED WITH FAULTY / MISSING EQUIPMENT, 10=REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED, 11=PASSED IN NO PASSING ZONE, 12=UNSAFE LANE CHANGE, 13=FAILED TO KEEP IN PROPER LANE, 14=DISREGARDED PAVEMENT MARKINGS, 15=OTHER UNSAFE PASSING, 16=INATTENTION/DISTRACTION, 17=DID NOT USE CROSSWALK, 18=WALKED ON WRONG SIDE OF ROAD, 19=ELECTRONIC COMMUNICATIONS DEVICE, 20=FAILED TO YIELD RIGHT OF WAY (added August 2014), 97=OTHER, 99 UNKNOWN

ACTION: 1=GOING STRAIGHT AHEAD, 2=SLOWING IN TRAFFICWAY, 3=STOPPED IN TRAFFICWAY, 4=MAKING LEFT TURN, 5=MAKING RIGHT TURN, 6=MAKING U-TURN, 7=OVERTAKING/PASSING, 8=CHANGING LANES, 9=NEGOTIATING A CURVE, 10=BACKING, 11=AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL, 12=ENTERING PARKING POSITION, 13=LEAVING PARKING POSITION, 14=PROPERLY PARKED, 15=IMPROPERLY PARKED, 16=DRIVERLESS MOVING VEHICLE, 17=CROSSING ROAD, 18=WALKING WITH TRAFFIC, 19=WALKING AGAINST TRAFFIC, 20=STANDING, 21=LYING, 22=GETTING ON OR OFF VEHICLE, 23=WORKING ON/PUSHING VEHICLE, 24=WORKING ON ROAD, 97=OTHER, 99=UNKNOWN

MANNER OF COLLISION: 1=SINGLE VEHICLE, 2=ANGLE (front to side, other than left turn), 3=LEFT TURN, 4=REAR END (front to rear), 5=HEAD-ON (front to front, other than left turn), 6=SIDESWIPE (same direction), 7=SIDESWIPE (opposite direction), 8=REAR-TO-SIDE, 9=REAR TO REAR, 97=OTHER, 99=UNKNOWN

TOTAL 70

CITY OF SCOTTSDALE

'17 -'18 COLLISION SUMMARY

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR	DIST FROM	INJ. SEV.		PHYS. COND.		VIOLATION		ACTION		TRAV. DIR.		MANNER OF COLLISION	COMMENTS	
									#1	#2	#1	#2	#1	#2	#1	#2	#1	#2			#1
1726578	171201	1503	82	ST	CAMELBACK	RD	E	455	1	2	0	0	2	1	1	1	WB	WB		4	
1723899	171028	1315	82	ST	CAMELBACK	RD	AT		99		99		99		4		NB			1	HIT AND RUN
1728150	171220	1730	82	ST	CAMELBACK	RD	AT		1	1	0	0	20	1	1	1	SB	WB		2	
1722320	171008	1843	82	ST	CAMELBACK	RD	W	211	1	1	4	0	2	1	1	3	WB	WB		4	DUI
1722965	171017	0932	82	ST	CAMELBACK	RD	W	42	99		0		8		4		NB			3	
1715624	170714	1218	82	ST	CAMELBACK	RD	AT		99		99		99		99		WB			1	HIT AND RUN
1713062	170611	0814	82	ST	CAMELBACK	RD	AT		99		99		99		4		WB			1	HIT AND RUN
1704832	170228	1218	HAYDEN	RD	CAMELBACK	RD	AT		2	99	0	0	20	1	4	1	WB	SB		3	
1712475	170603	0236	HAYDEN	RD	CAMELBACK	RD	AT		99	1	99	0	3	1	4	4	NB	NB		4	
1712443	170602	2008	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	7	1	5	1	EB	SB		2	
1711263	170519	1208	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	20	1	4	1	NB	SB		3	
1710321	170506	1835	HAYDEN	RD	CAMELBACK	RD	AT		1	2	4	0	2	1	1	3	NB	NB		4	DUI
1710185	170505	0757	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	2	1	1	3	WB	WB		4	
1709732	170429	2141	HAYDEN	RD	CAMELBACK	RD	AT		1	1	99	0	7	1	4	1	NB	SB		3	
1705760	170311	1428	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	20	1	4	1	NB	SB		3	
1703532	170212	1847	HAYDEN	RD	CAMELBACK	RD	E	500	1	1	4	0	2	1	1	3	EB	EB		4	DUI
1700852	170112	0644	HAYDEN	RD	CAMELBACK	RD	AT		3	5	0	0	7	1	4	1	NB	SB		3	FATALITY
1700681	170110	0728	HAYDEN	RD	CAMELBACK	RD	S	1310	1	1	0	0	12	1	8	1	NB	NB		6	
1709139	170422	0655	HAYDEN	RD	CAMELBACK	RD	AT		3		4		13		1		EB			1	DUI
1713403	170615	1738	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	4	1	4	4	NB	NB		4	
1700155	170103	0644	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	1		1	3	EB	EB		4	
1717339	170806	0108	HAYDEN	RD	CAMELBACK	RD	AT		1	1	0	0	12	1	10	3	EB	WB		97	

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV. #1 #2	PHYS. COND. #1 #2	VIOLATION #1 #2	ACTION #1 #2	TRAV. DIR. #1 #2	MANNER OF COLLISION	COMMENTS
1717367	170806	1249	HAYDEN	RD	CAMELBACK	RD	AT		2 2	0 0	20 1	4 1	WB SB		3
1718289	170818	1748	HAYDEN	RD	CAMELBACK	RD	AT		1 3	0 0	7 1	4 1	NB SB		3
1718472	170820	1805	HAYDEN	RD	CAMELBACK	RD	AT		2 1	4 0	20 1	1 1	EB NB		2 DUL. MULTI VEH 3
1718764	170824	1742	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	12 1	6 1	EB EB		4
1719215	170830	1913	HAYDEN	RD	CAMELBACK	RD	AT		99 1	99 0	99 1	1 1	EB EB		4 HIT AND RUN
1719443	170902	1923	HAYDEN	RD	CAMELBACK	RD	AT		2 1	0 0	20 1	4 1	NB SB		2
1724956	171109	1847	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 4	20 1	4 1	NB SB		3 DUI
1722108	171006	0822	HAYDEN	RD	CAMELBACK	RD	AT		2 1	0 0	99 99	4 1	NB SB		3
1722472	171010	1902	HAYDEN	RD	CAMELBACK	RD	W	40	1 1	0 0	4 1	1 3	EB EB		4
1723304	171021	1717	HAYDEN	RD	CAMELBACK	RD	AT		1 1	0 0	99 99	4 1	NB SB		3
1727115	171207	1829	HAYDEN	RD	CAMELBACK	RD	W	500	1 1	0 0	12 1	8 1	WB WB		6
1715903	170717	1656	HAYDEN	RD	CAMELBACK	RD	AT		3	0	2	1	NB		1

REPORT #	DATE TIME YYMMDD HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE DIR FROM FROM	DIST FROM	INJ. SEV. #1 #2	PHYS. COND. #1 #2	VIOLATION #1 #2	ACTION #1 #2	TRAV. DIR. #1 #2	MANNER OF COLLISION	COMMENTS
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KEY

INJURY SEVERITY: 1=NO INJURY, 2=POSSIBLE INJURY, 3=NON-INCAPACITATING INJURY, 4=INCAPACITATING INJURY, 5=FATAL INJURY, 99=NOT REPORTED / UNKNOWN

PHYSICAL CONDITION: 0=NO APPARENT INFLUENCE, 1=ILLNESS, 2=PHYSICAL IMPAIRMENT, 3=FELL ASLEEP / FATIGUED 4=ALCOHOL, 5=DRUGS, 6=MEDICATIONS, A=NO TEST GIVEN, B=TEST GIVEN, C=TEST REFUSED, D=TESTING UNKNOWN, 97=OTHER, 99=UNKNOWN

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ACTION: 1=GOING STRAIGHT AHEAD, 2=SLOWING IN TRAFFICWAY, 3=STOPPED IN TRAFFICWAY, 4=MAKING LEFT TURN, 5=MAKING RIGHT TURN, 6=MAKING U-TURN, 7=OVERTAKING/PASSING, 8=CHANGING LANES, 9=NEGOTIATING A CURVE, 10=BACKING, 11=AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL, 12=ENTERING PARKING POSITION, 13=LEAVING PARKING POSITION, 14=PROPERLY PARKED, 15=IMPROPERLY PARKED, 16=DRIVERLESS MOVING VEHICLE, 17=CROSSING ROAD, 18=WALKING WITH TRAFFIC, 19=WALKING AGAINST TRAFFIC, 20=STANDING, 21=LYING, 22=GETTING ON OR OFF VEHICLE, 23=WORKING ON/PUSHING VEHICLE, 24=WORKING ON ROAD, 97=OTHER, 99=UNKNOWN

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TOTAL 34

2015-2016

Manner of Collision		
Head On	9%	5
Rear End	38%	22
Sideswipe (Opposite)	5%	3
Angle	19%	11
Left Turn	28%	16
Single Vehicle	2%	1
	100%	58

Collisions by Violation		
Other	2%	1
Speed too Fast	17%	10
Improper Turn	7%	4
Failed to Yield Right of Way	34%	20
Failed to Keep in Lane	3%	2
Unsafe Lane Change	3%	2
Followed too Closely	12%	7
Disregarded Traffic Signal	7%	4
Unknown	5%	3
Not reported	9%	5
	100%	58

Collisions by Severity		
Non Incapacitating Injury	16%	9
Possible Injury	17%	10
Fatal	0%	0
No Injury	64%	37
Unknown	3%	2
	100%	58

2017

Manner of Collision		
Rear End	30%	9
Other	3%	1
Angle	13%	4
Left Turn	37%	11
Single Vehicle	17%	5
	100%	30

Collisions by Violation		
Opposing Traffic Lane	3%	1
Speed too Fast	17%	5
Improper Turn	13%	4
Failed to Yield Right of Way	27%	8
Failed to Keep in Lane	3%	1
Unsafe Lane Change	7%	2
Followed too Closely	3%	1
Exceeded Lawful Speed	3%	1
Unknown	23%	7
	100%	30

Collisions by Severity		
Non Incapacitating Injury	10%	3
Possible Injury	20%	6
Fatal	3%	1
No Injury	50%	15
Unknown	17%	5
	100%	30

TOTAL

Manner of Collision		
Rear End	35%	31
Other	1%	1
Angle	17%	15
Left Turn	31%	27
Single Vehicle	7%	6
Head On	6%	5
Sideswipe (Opposite)	3%	3
	100%	88

Collisions by Violation		
Opposing Traffic Lane	1%	1
Speed too Fast	17%	15
Improper Turn	9%	8
Failed to Yield Right of Way	32%	28
Failed to Keep in Lane	3%	3
Unsafe Lane Change	5%	4
Followed too Closely	9%	8
Exceeded Lawful Speed	1%	1
Unknown	11%	10
Other	1%	1
Disregarded Traffic Signal	5%	4
Not reported	6%	5
	100%	88

Collisions by Severity		
Non Incapacitating Injury	14%	12
Possible Injury	18%	16
Fatal	1%	1
No Injury	59%	52
Unknown	8%	7
	100%	88



Attachment C - Trip Generation Calculations



Spectrum Camelback Minimal Residential Healthcare Facility

Completed: 05/15/2018
 Drawn: 05/15/2018

Trip Generation Calculations

Existing Zoning

710-General Office Building

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			Average
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
General Office Building	710	42.86	1000 SF GLA	9.74	50%	50%	1.16	86%	14%	1.15	16%	84%	417	209	208	50	43	7	49	8	41	Average
General Office Building	710	42.86	1000 SF GLA	2.71	50%	50%	0.37	86%	14%	0.47	16%	84%	116	59	57	16	14	2	20	4	16	Minimum
General Office Building	710	42.86	1000 SF GLA	27.56	50%	50%	4.23	86%	14%	3.23	16%	84%	1,181	591	590	181	156	25	138	23	115	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			Equation
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
General Office Building	710	42.86	1000 SF GLA	$\ln(T)=0.97\ln(X)+2.50$	50%	50%	$T=0.94(X)+26.49$	86%	14%	$\ln(T)=0.95\ln(X)+0.36$	16%	84%	466	234	232	67	58	9	51	9	42	Equation
General Office Building				Standard Deviation	5.15			0.47			0.42											
General Office Building				Number of Studies	66			35			32											
General Office Building				Average Size	171			117			114											

540-Junior/Community College

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			Average
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Junior/Community College	540	42.86	1000 SF GLA	20.25	50%	50%	2.07	77%	23%	1.86	50%	50%	868	434	434	89	69	20	80	40	40	Average
Junior/Community College	540	42.86	1000 SF GLA	4.6	50%	50%	0.57	77%	23%	0.37	50%	50%	197	99	98	24	19	5	16	8	8	Minimum
Junior/Community College	540	42.86	1000 SF GLA	81.08	50%	50%	6.09	77%	23%	7.17	50%	50%	3,475	1,738	1,737	261	201	60	307	154	153	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			Equation
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Junior/Community College	540	42.86	1000 SF GLA	N/A	50%	50%	$\ln(T)=0.72\ln(X)+2.39$	77%	23%	N/A	50%	50%	N/A	N/A	N/A	163	126	37	N/A	N/A	N/A	Equation
Junior/Community College				Standard Deviation	18.11			1.43			1.61											
Junior/Community College				Number of Studies	10			11			10											
Junior/Community College				Average Size	571			522			571											



Spectrum Camelback Minimal Residential Healthcare Facility

Checked: MS 9/18/2018
 Created: MS 9/18/2018

Trip Generation Calculations

2.02 - Senior Adult Housing																						
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Senior Adult Housing-Attached	252	110	Dwelling Units	3.7	50%	50%	0.20	35%	65%	0.26	55%	45%	407	204	203	22	8	14	29	16	13	Average
Senior Adult Housing-Attached	252	110	Dwelling Units	2.59	50%	50%	0.06	35%	65%	0.08	55%	45%	285	143	142	7	3	4	9	5	4	Minimum
Senior Adult Housing-Attached	252	110	Dwelling Units	4.79	50%	50%	0.27	35%	65%	0.43	55%	45%	527	264	263	30	11	19	47	27	20	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
Senior Adult Housing-Attached	252	110	Dwelling Units	Equation			Equation			Equation			Total	In	Out	Total	In	Out	Total	In	Out	Equation
Senior Adult Housing-Attached	252	110	Dwelling Units	T=4.02(X)-25.37			T=0.20(X)-0.18			T=0.24(X)-2.26			417	209	208	22	8	14	29	16	13	
Senior Adult Housing-Attached				Standard Deviation	0.53			0.05			0.08											
Senior Adult Housing-Attached				Number of Studies	6			11			11											
Senior Adult Housing-Attached				Average Size	81			148			148											

2.03 - Congregate Care Facility																						
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Congregate Care Facility	253	110	Dwelling Units	2.02	50%	50%	0.07	60%	40%	0.18	55%	45%	222	112	110	8	5	3	20	11	9	Average
Congregate Care Facility	253	110	Dwelling Units	1.63	50%	50%	0.05	60%	40%	0.15	63%	37%	179	90	89	6	4	2	17	11	6	Minimum
Congregate Care Facility	253	110	Dwelling Units	2.15	50%	50%	0.16	60%	40%	0.3	63%	37%	237	119	118	18	11	7	33	21	12	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
Congregate Care Facility	253	110	Dwelling Units	Equation			Equation			Equation			Total	In	Out	Total	In	Out	Total	In	Out	Equation
Congregate Care Facility	253	110	Dwelling Units	N/A			T=0.05(X)+2.13			T=0.14(X)+5.10			N/A	N/A	N/A	8	2	6	21	13	8	
Congregate Care Facility				Standard Deviation	N/A			0.03			0.04											
Congregate Care Facility				Number of Studies	2			5			6											
Congregate Care Facility				Average Size	194			137			131											

Senior Adult Housing - Attached (252)

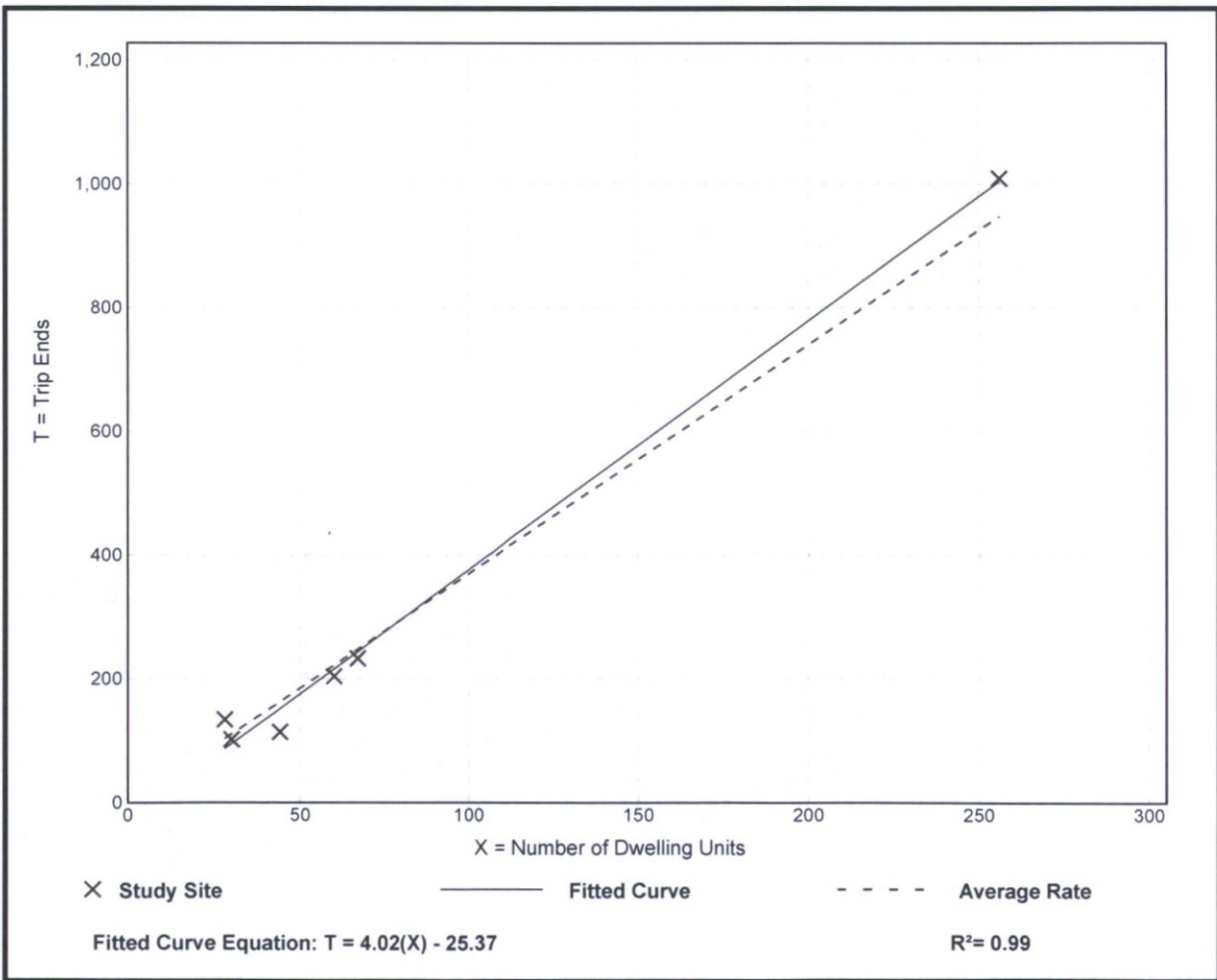
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Dwelling Units: 81
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.70	2.59 - 4.79	0.53

Data Plot and Equation



Senior Adult Housing - Attached (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 11

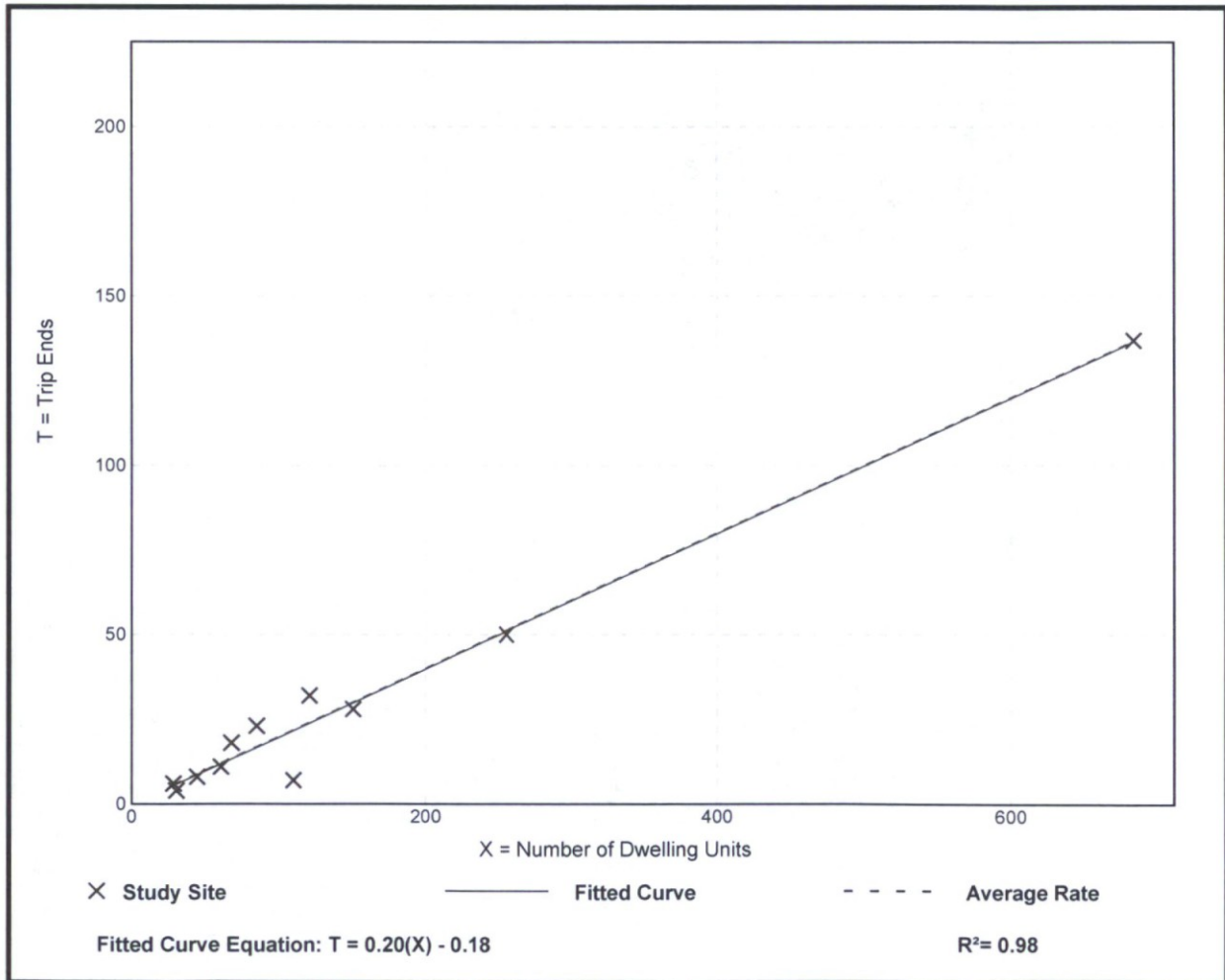
Avg. Num. of Dwelling Units: 148

Directional Distribution: 35% entering, 65% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.06 - 0.27	0.05

Data Plot and Equation



Senior Adult Housing - Attached (252)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 11

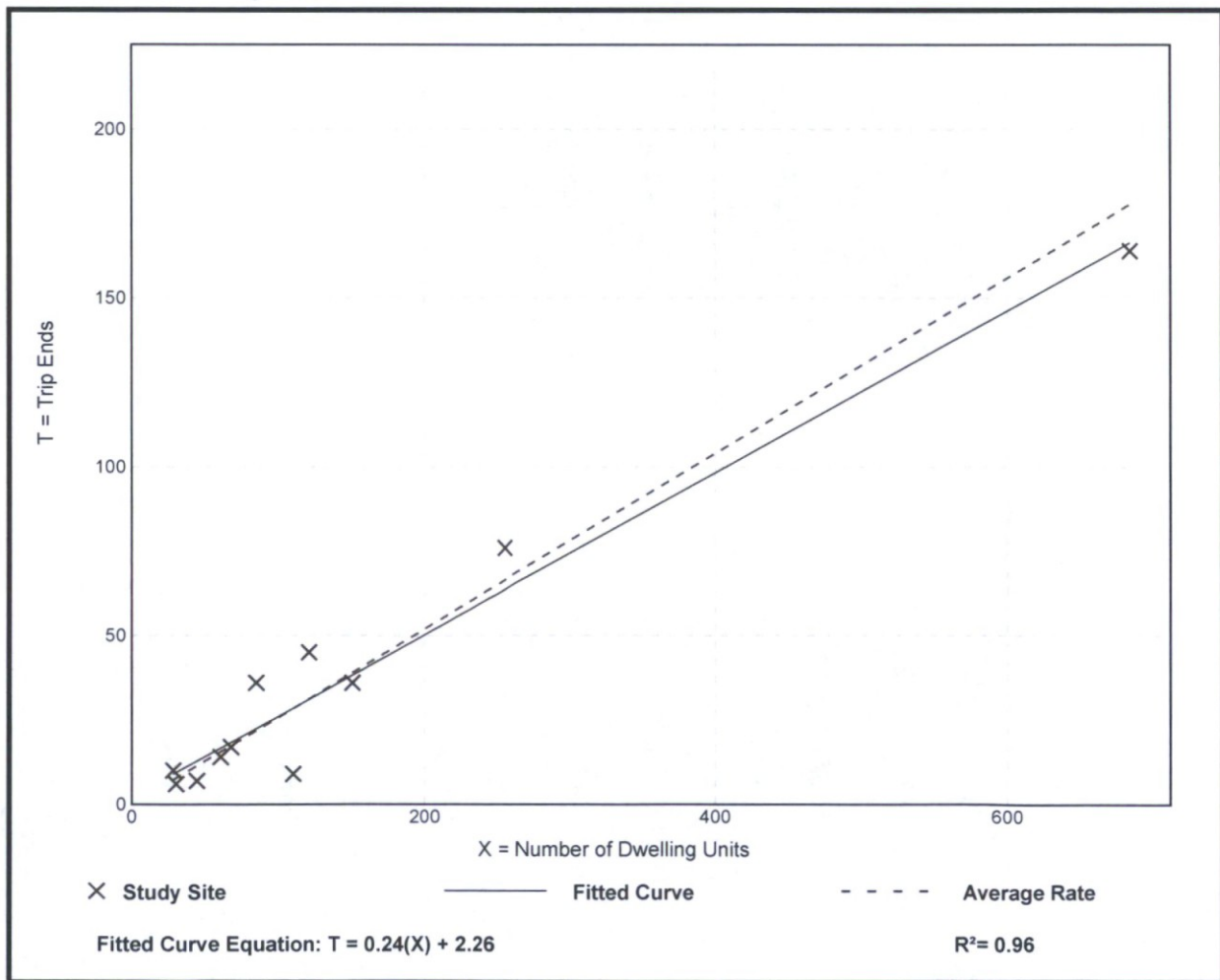
Avg. Num. of Dwelling Units: 148

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.08 - 0.43	0.08

Data Plot and Equation



Junior/Community College (540)

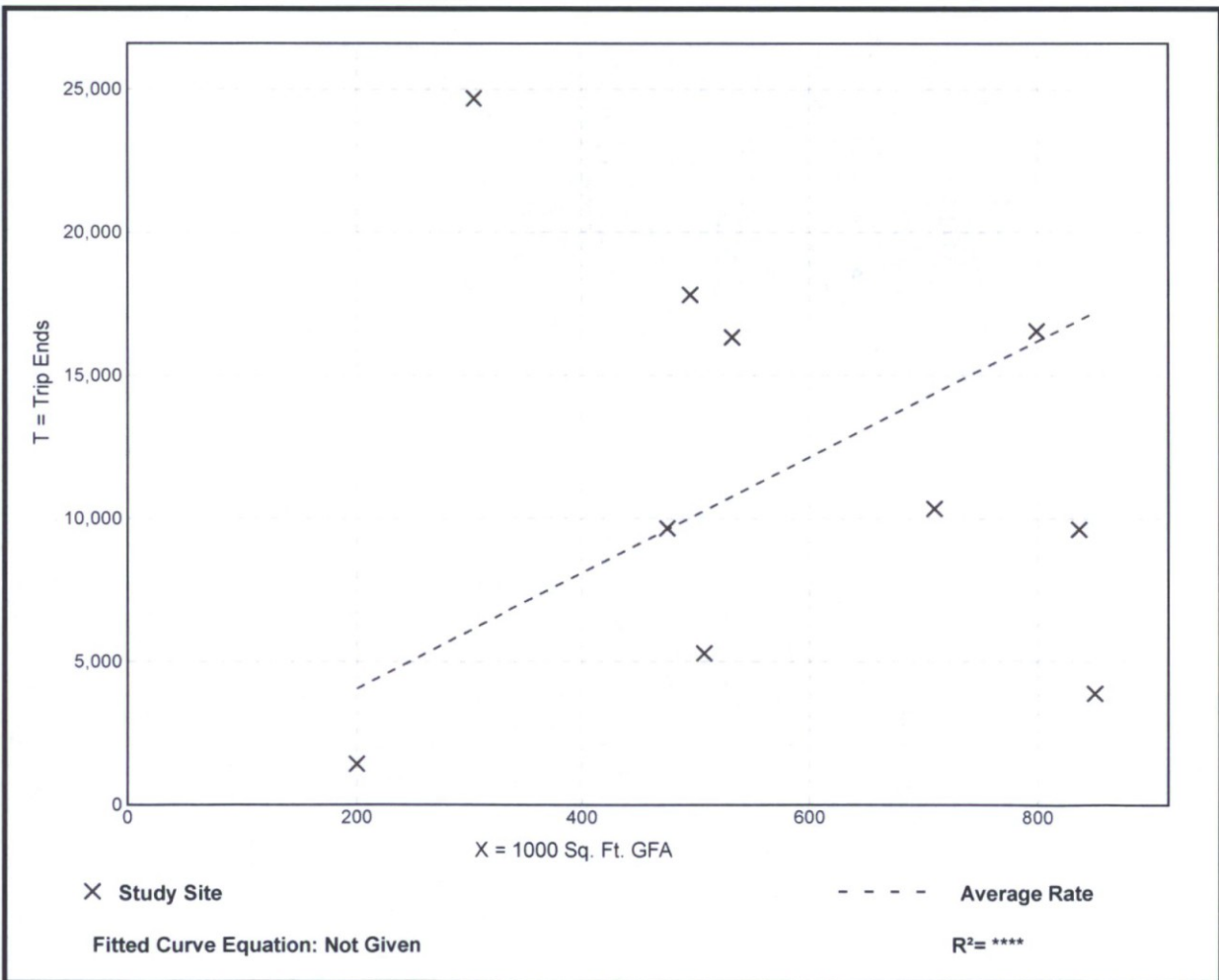
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 571
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.25	4.60 - 81.08	18.11

Data Plot and Equation



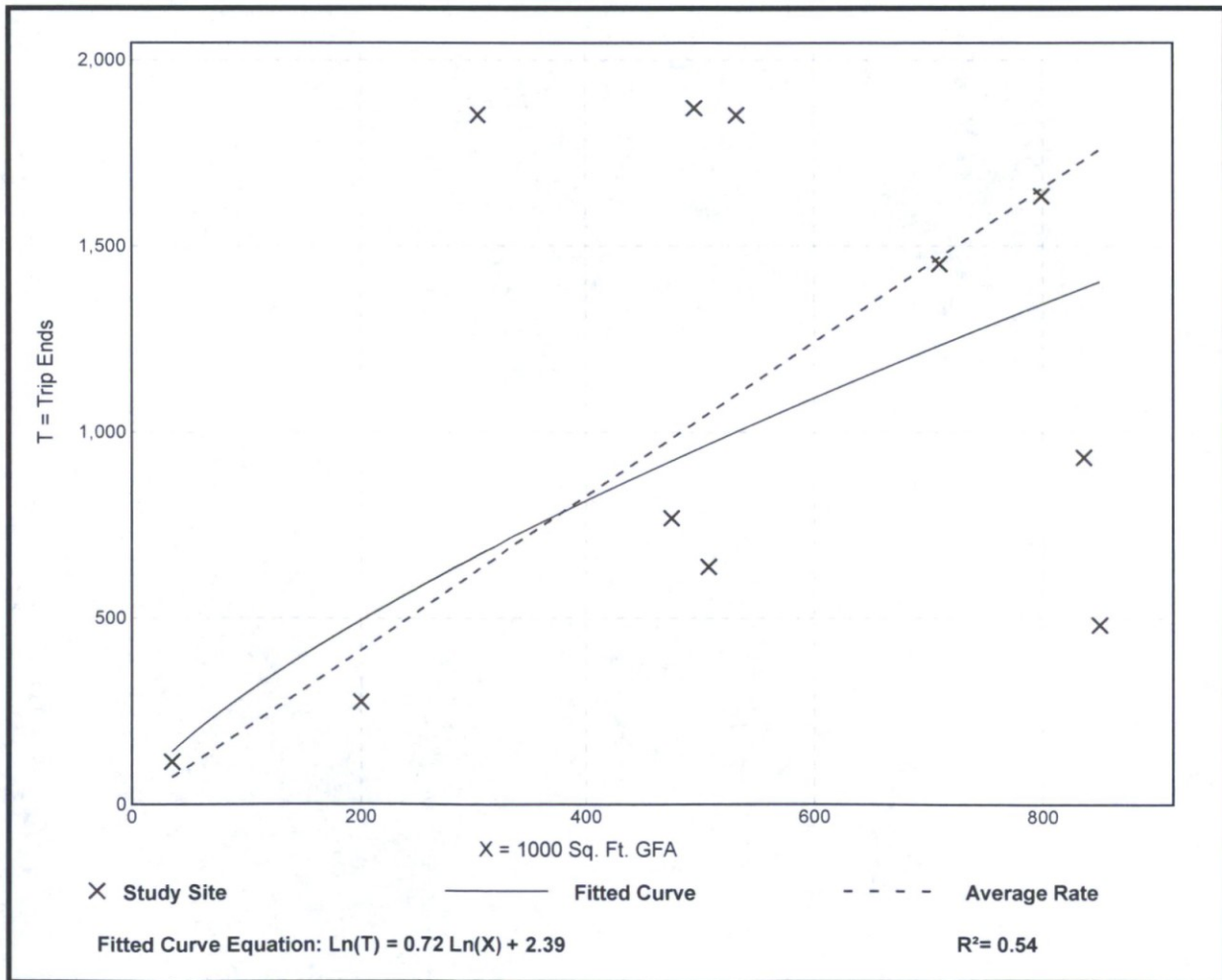
Junior/Community College (540)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 11
 Avg. 1000 Sq. Ft. GFA: 522
 Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.07	0.57 - 6.09	1.43

Data Plot and Equation



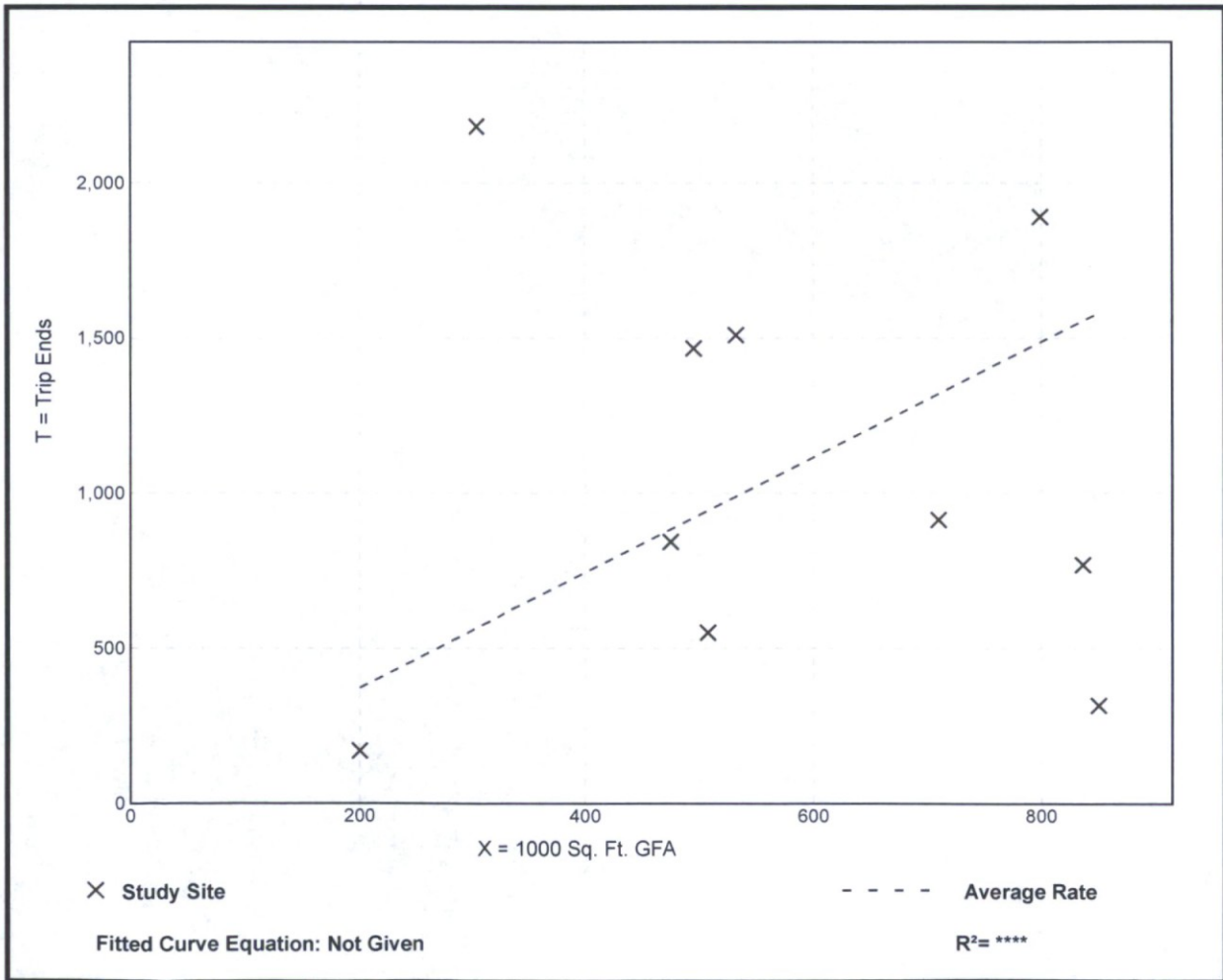
Junior/Community College (540)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. 1000 Sq. Ft. GFA: 571
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.86	0.37 - 7.17	1.61

Data Plot and Equation



General Office Building (710)

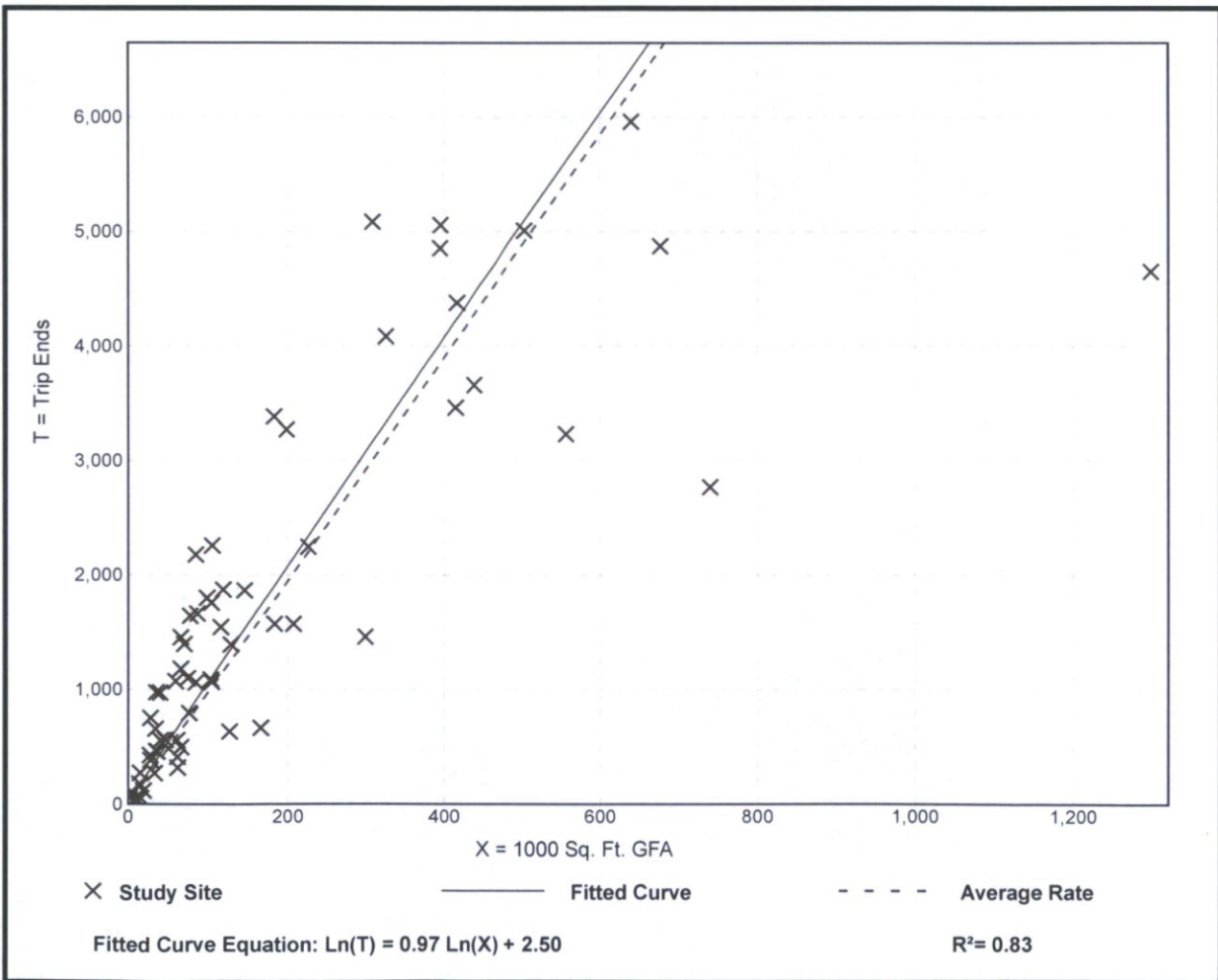
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



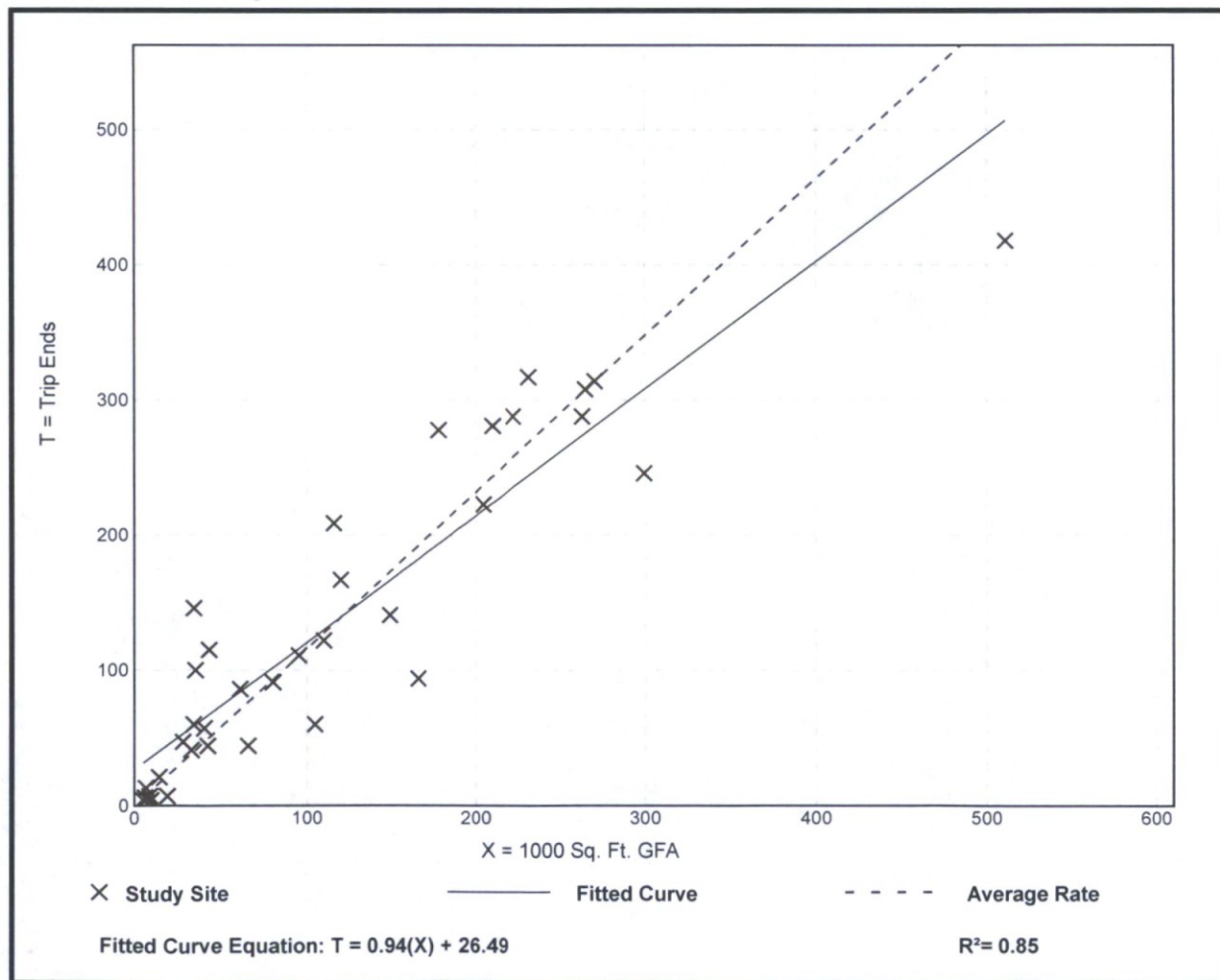
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 35
 Avg. 1000 Sq. Ft. GFA: 117
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation

