

To: Eric W. Marvin M3 Commercial Real Estate Development

From: Jamie Blakeman, PE, PTOE

Job Number: 20.5104.001

RE: Meridian Art Lofts Traffic Statement





INTRODUCTION

Lōkahi, LLC (Lōkahi) has prepared a Traffic Statement for the proposed Meridian Art Lofts development, located on the northwest corner (NWC) of Goldwater Boulevard and Bishop Lane in Scottsdale, Arizona. See **Figure 1** for the vicinity map.

The proposed site will be comprised of 16 multi-family residential units. See Attachment A and Figure 2 for the site plan.



Figure 1 - Vicinity Map

The objective of this Traffic Statement is to analyze the

proposed development's traffic related impacts to the adjacent roadway network.

4657 e. cotton gin loop, suite 102 phoenix, az 85040 480.536.7150 www.lokahigroup.com





EXISTING CONDITIONS

The approximate 0.22-acre site is currently undeveloped land and comprised of one (1) parcel. The site is currently zoned as Highway Commercial (C-3). This zoning is intended to accommodate commercial activities located along major streets to include shopping and service needs. See **Attachment B** for Maricopa County Assessor's parcel information.

The proposed development is bordered by a commercial development to the north, Goldwater Boulevard to the south, Bishop Lane to the east, and a church to the west.

Bishop Lane is a north-south roadway that provides one (1) through lane in each direction of travel. There is an unposted speed limit of 25 miles per hour (mph). On-street parking is provided on both sides of the roadway.

Goldwater Boulevard is generally a north-south roadway that provides two (2) through lanes for northbound and three (3) through lanes for southbound direction of travel, with a raised landscaped median. There is a posted speed limit of 35 mph. The City of Scottsdale classifies Goldwater Boulevard as a couplet, according to the *City of Scottsdale Transportation Master Plan*, dated July 5, 2016. The City of Scottsdale's 2020 Average Daily Segment Traffic (ADT) Volumes map reports an ADT of 11,400 vehicles per day along Goldwater Boulevard, between Indian School Road and Scottsdale Road.

COLLISION HISTORY

The City of Scottsdale's 2020 Traffic Volume and Collision Rate Data report provides collision rate and traffic volume information on major roadway segments and at major intersections within the City. Segment collisions are collisions that occur on a major street more than 100 feet from the segment's termini intersections, including those that occur at minor intersections within the segment. Intersection collisions are collisions that occur at or within 100 feet of the intersection.

The collision rate and city-wide ranking for the study roadway segment is shown in **Table 1**.

Segment	From	То	Collision Rate	Rank
Goldwater Boulevard	Scottsdale Road	Indian School Road	8.92	3
2020 City of	Scottsdale Average Segment (ollision Rate	1.36	

Table 1 – Collision Rates - Study Roadway Segment





PROPOSED DEVELOPMENT

The proposed Meridian Art Lofts residential development will be comprised of 16 multi-family residential units.

The proposed site plan indicates that there will be two (2) proposed access points to the Meridian Art Lofts development. One (1) limited-access point located along Bishop Lane and one fullaccess point (1) located along an existing alley access road, connecting to Goldwater Boulevard.

Bishop Lane and Driveway A (1) is located along Bishop Lane approximately 90 feet north of Goldwater Boulevard. This will be a



Figure 2 – Site Plan

limited access driveway to allow ingress movements only into the east side of the proposed development.

Access Road and Driveway B (2) is located along the alley access road, approximately 40 feet north of Goldwater Boulevard. This will be a full access driveway to allow all movements into and out of the west side of the proposed development.

TRIP GENERATION

The trip generation for the proposed Meridian Art Loft development and potential development under existing zoning were calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation*, 11th Edition. The ITE trip generation rates and fitted curve equations are based on studies that measure trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is the standard for the transportation engineering profession.

PROPOSED DEVELOPMENT

The trip generation for the proposed 16-unit Meridian Art Lofts development was calculated utilizing ITE Land Use 221 – Multifamily Housing (Low-Rise). Trip generation calculations are shown in **Table 2**. See **Attachment C** for detailed trip generation calculations.





Table 2 - Trip Generation (Proposed Development)

Land Use	ITE	Otv	Unit	Weekday	A	M Peak Hou	ır	P	M Peak Hou	ır
Land Use	Code	Qty	Unit	Total	Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	220	16	Dwelling Units	108	6	1	5	8	5	3

The proposed development is anticipated to generate 108 weekday daily trips, with 6 trips occurring during the AM peak hour and 8 trips during the PM peak hour.

POTENTIAL DEVELOPMENT UNDER EXISTING ZONING

The existing site is currently zoned for Highway Commercial (C-3) land uses. The total lot area of 9,682 square feet (SF) or 0.22-acres, and a maximum floor area ratio (FAR) of 0.8, allows for 7,746 SF of developable area. However, as a conservative approach, a floor area ratio (FAR) of 0.5 was utilized to analyze two (2) potential options for development under existing zoning. It was assumed that a 4,841 SF fast-food restaurant without a drive-through window or a 4,841 SF high-turnover (sit-down) restaurant could be developed.

Utilizing ITE Land Use 933 Fast-Food Restaurant without Drive-Through Window, the trip generation for the potential development under existing zoning was calculated as shown in **Table 3**. Detailed trip generation calculations are provided in **Attachment C**.

Table 3 – Trip Generation (Existing Zoning – Option 1)

Land Use	ITE	Otv	Unit	Weekday	А	M Peak Hou	Jr	P	M Peak Hou	ır
Land Use	Code	Qty	Unit	Total	Total	In	Out	Total	In	Out
Fast-Food Restaurant without Drive- Through Window	933	4.841	1000 SF GFA	2,181	209	121	88	161	81	80

Utilizing ITE Land Use 932 High-Turnover (Sit-Down) Restaurant, the trip generation for the potential development under existing zoning was calculated as shown in **Table 4**. Detailed trip generation calculations are provided in **Attachment C**.

Table 4 – Trip Generation (Existing Zoning – Option 2)

Land Use	ITE	Otv	Unit	Weekday	А	M Peak Hou	ır	P	M Peak Hou	ır
Land Use	Code	Qty	Unit	Total	Total	In	Out	Total	In	Out
High-Turnover (Sit-Down) Restaurant	932	4.841	1000 SF GFA	519	46	25	21	44	27	17

EXISTING ZONING VS. PROPOSED DEVELOPMENT

The build out of a fast-food restaurant or a high-turnover (sit-down) restaurant are two (2) potential options for development of this site under the existing zoning, due to its convenient





corner location on the NWC of Goldwater Boulevard and Bishop Lane. A 4,841 SF fast-food restaurant or 4,841 SF high-turnover (sit-down) restaurant are separately considered for this parcel and are within industry average ranges for sizes for these types of establishments. Each option represents a FAR of 0.5 which is more conservative than the allowed maximum of 0.8.

A comparison between the trips generated at the build out under the existing zoning, for Option 1 – Fast-Food Restaurant without Drive-Through Window and Option 2 – High-Turnover (Sit-Down) Restaurant, and the proposed Meridian Art Lofts development are shown in **Table 5** and **Table 6**, respectively.

Table 5 - Trip Generation Comparison (Existing Zoning – Option 1 vs. Proposed Development)

Land Use	ITE	Otu	Unit	Weekday	A	M Peak Ho	ur	P	M Peak Hou	Jr
Land Ose	Code	Qty	Unit	Total	Total	ln	Out	Total	ln	Out
Fast-Food Restaurant without Drive-	0.2.2	4.841	1000 SF	2181	200	121	88	161	81	80
Through Window	933	4.041	GFA	2101	209	121	00	101	01	80
Multifamily Housing (Low-Rise)	220	16	Dwelling	108	6	1	-	8	F	2
Multilarilly Housing (Low-Rise)	220	10	Units	100	0	1	2	0	2	2
			Difference	-2,073	-203	-120	-83	-153	-76	-77
		%	Difference	-95%	-97%	-99%	-94%	-95%	-94%	-96%

The proposed Meridian Art Lofts development is anticipated to generate 2,073 (95%) fewer weekday daily trips, with 203 (97%) fewer trips during the AM peak hour, and 153 (95%) fewer trips during the PM peak hour than the build-out of Option 1 under existing zoning.

Table 6 - Trip Generation Comparison (Existing Zoning – Option 2 vs. Proposed Development)

Land Use	ITE	Othe	Unit	Weekday	A	M Peak Ho	ur	Р	M Peak Hou	ır
Land Use	Code	Qty	Unit	Total	Total	In	Out	Total	ln	Out
High-Turnover (Sit-Down) Restaurant	932	4.8	1000 SF	519	46	25	21	44	27	17
	"	•	GFA		•	-				
Multifamily Housing (Low-Rise)	220	16	Dwelling Units	108	6	1	5	8	5	3
			Difference	-411	-40	-24	-16	-36	-22	-14
		%	Difference	-79%	-87%	-96%	-76%	-82%	-81%	-82%

The proposed Meridian Art Lofts development is anticipated to generate 411 (79%) fewer weekday daily trips, with 40 (87%) fewer trips during the AM peak hour, and 36 (82%) fewer trips during the PM peak hour than the build-out of Option 2 under existing zoning.





TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and leaving the proposed development. The trip distribution and trip assignment for the proposed Meridian Art Lofts development is based on permitted movements at the proposed site driveways, and probable routes.

It was assumed that approximately 90% of the proposed Meridian Art Lofts residents will ingress the site via Goldwater Boulevard and 10% of the residents will ingress the site via Bishop Lane from the north. 100% of the proposed Meridian Art Lofts residents will egress the site via Goldwater Boulevard. The trip distribution is shown in **Attachment D**.

The trip assignment was generally based on proximity of each of the site driveways to the major roadway network routes, permitted turn movements, as well as ease and probability of use. The site generated traffic volumes are also shown in **Attachment D**.





SUMMARY

The proposed Meridian Art Lofts site is located on the NWC of Goldwater Boulevard and Bishop Lane and is comprised of a total of 16 multi-family residential dwelling units.

The proposed site plan indicates that there will be two (2) access points to the Meridian Art Lofts development. One (1) limited-access point to allow ingress only movements located along Bishop Lane and one full-access point (1) located along an existing alley access road, connecting to Goldwater Boulevard.

Trip Generation

At full build out, the proposed Meridian Art Lofts development is anticipated to generate 108 weekday trips, with 6 trips occurring during the AM peak hour and 8 trips during the PM peak hour.

A comparison between the site trips generated at the build out of the proposed multi-family site vs. the existing zoning assumed as either a 4,841 SF fast-food restaurant without a drive-through window, or a 4,841 SF high-turnover (sit-down) restaurant was calculated.

The proposed Meridian Art Lofts development is anticipated to generate 2,073 (95%) fewer weekday trips, with 203 (97%) fewer trips during the AM peak hour, and 153 (95%) fewer trips during the PM peak hour than the build-out of Option 1 under existing zoning.

The proposed Meridian Art Lofts development is anticipated to generate 411 (79%) fewer weekday trips, with 40 (87%) fewer trips during the AM peak hour, and 36 (82%) fewer trips during the PM peak hour than the build-out of Option 2 under existing zoning.

The City of Scottsdale's 2020 Average Daily Segment Traffic Volumes map reports an ADT of 11,400 vehicles per day along Goldwater Boulevard, between Indian School Road and Scottsdale Road. With the build out of the proposed development, 108 daily trips are projected to be added onto the adjacent roadway network, of which 97 daily trips (or 0.85%) are projected to be added to Goldwater Boulevard. The existing adjacent roadway network has adequate capacity to accommodate this minimal anticipated traffic volume increase.

In conclusion, the traffic generated by the proposed Meridian Art Lofts development is anticipated to result in minimal traffic impacts to the existing roadway network and the surrounding area.





ATTACHMENT A – PROPOSED SITE PLAN







ATTACHMENT B – MARICOPA COUNTY ASSESSOR



130-13-023C Land Parcel

This is a land parcel located at <u>3600 N BISHOP LN SCOTTSDALE 85251</u>. and the current owner is PJE INVESTMENTS LLC. It is located in the Matlock Place subdivision and MCR 3250. Its current year full cash value is \$600,600.

Property Information

3600 N BISHOP LN SCOTTSDALE 85251

MCR #	<u>3250</u>
Description:	MATLOCK PLACE MCR 32/50 PRT LTS 14 & 15 BLK 1 DAF BAP IN E LN LT 15 104.49F N FROM SE COR LT 13 IN SD BLK 1 BEING A PT IN A CUR CONC NWLY WH CNTR BEARS N 89D 49M W 42F FROM POB TH SWLY ALG SD CUR 78.98F TO REV CUR WH CNTR BEARS S 17D 55M W 650F TH NWLY ALG SD REV CUR 73.89F TO E LN W 2F SD LT 14 TH N PARL WI & 2F E OF W LN SD LT 14 & W LN SD LT 15 64.99F TO N LN LT 15 TH E ALG SD N LN 126.33F TO NE COR LT 15 TH S ALG E LN LT 15 45.41F M/L TO POB
Lat/Long	<u>33.48982800 -111.92749200</u>
Lot Size	9,682 sq ft.
Zoning	C-3
Lot #	13
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R	27 2N 4E
Market Area/Neighborhood	19/005
Subdivision (24 Parcels)	MATLOCK PLACE

Owner Information

PJE INVESTMENTS LLC

Mailing AddressPO BOX 2055, EUGENE, OR 97402Deed Number190208507Last Deed Date03/26/2019Sale Daten/aSale Pricen/a

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 <u>data sales</u>.

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. <u>CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL</u>

Tax Year	2021	2020	2019	2018	2017
Full Cash Value	\$600,600	\$515,900	\$491,300	\$473,800	\$473,800
Limited Property Value	\$541,658	\$515,865	\$491,300	\$473,800	\$456,750
Legal Class	2.R	2.R	2.R	2.R	2.R
1	AG / VACANT LAND / NON- PROFIT R/P				
Assessment Ratio	15%	15%	15%	15%	15%
Assessed LPV	\$81,249	\$77,380	\$73,695	\$71,070	\$68,513
Property Use Code	0021	0021	0021	0021	0021
PU Description	Vacant Commercial Land	Vacant Commercial Land	Vacant Commercial Land	Vacant Commercial Land	Vacant Commercial Land
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice



M3 Commercial Real Estate Development Meridian Art Lofts

ATTACHMENT C – TRIP GENERATION





Meridian Art Lofts Proposed Development

Completer JKB 4/13/2020 Checked: KS 6/8/2020

Trip Generation Calculations

220 Multifamily Housing (L																						1
Land Use	ITE	Othe	Unit	Weekda	у		AM Peak Hour			PM Peak Hour			٧	Veekday	'	AM	Peak H	lour	PI	M Peak F	lour	1
Land Ose	Code	Qty	Onic	Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	1
Multifamily Housing (Low-Rise)	220	16	Dwelling Units	6.74	50%	50%	0.40	24%	76%	0.51	63%	37%	108	54	54	6	1	5	8	5	3	Average
Multifamily Housing (Low-Rise)	220	16	Dwelling Units	2.46	50%	50%	0.13	24%	76%	0.08	63%	37%	39	20	19	2	0	2	1	1	o	Minimum
Multifamily Housing (Low-Rise)	220	16	Dwelling Units	12.50	50%	50%	0.73	24%	76%	1.04	63%	37%	200	100	100	12	3	9	17	11	6	Maximum
Land Use	ITE	Otv	Unit	Weekda	у		AM Peak Hour			PM Peak Hour			\ \	Veekday	'	AM	Peak H	lour	PI	M Peak F	lour	1
Land Ose	Code	Qty	Offic	Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	1
Multifamily Housing (Low-Rise)	220	16	Dwelling Units	T=6.41(X)+75.31	50%	50%	T=0.31(X)+22.85	24%	76%	T=0.43(X)+20.55	63%	37%	178	89	89	28	7	21	27	17	10	Equation
																						_
	Sta	ndard 🛛	Deviation	1.79			0.12			0.15												1
Multifamily Housing (Low-Rise)	Nu	mber o	f Studies	22			49			59												i i
muturaning nousing (Low-Rise)		Averag	e Size	229			249			241												1
		R		0.86			0.79			0.84												i i



Trip Generation Calculations

Land Use	ITE Code	Qty	Unit	Week			AM Pea			PM Pea				Weekday			M Peak Ho			'M Peak Ho	-	
Land Osc	The could	40		Rate	% In	% Out	Rate	%In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Fast-Food Restaurant without Drive-Through Window	933	4.841	1000 SF GFA	450-49	50%	50%	43.18	58%	42%	33-21	50%	50%	2,181	1,091	1,090	209	121	88	161	81	80	Aver
Fast-Food Restaurant without Drive-Through Window	933	4.841	1000 SF GFA	95.91	50%	50%	39-55	58%	42%	10.23	50%	50%	464	232	232	191	111	80	50	25	25	Minir
Fast-Food Restaurant without Drive-Through Window	933	4.841	1000 SF GFA	1,053.57	50%	50%	45.58	58%	42%	89.29	50%	50%	5,100	2,550	2,550	221	128	93	432	216	216	Max
Land Use	ITE Code	Qty	Unit	Week		-	AM Pea			PM Pea				Weekday			M Peak Ho			M Peak Ho		
		~->		Equation	% In	% Out	Equation	%In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Fast-Food Restaurant without Drive-Through Window	933	4.841	1000 SF GFA	N/A	N/A	N/A	N/A	58%	42%	T=25.22(X)+18.31	N/A	N/A	N/A	N/A	N/A	274	159	115	N/A	N/A	N/A	Equ
	Stan	idard Devi	ation	310.99			2.84			17.22								_				
		nber of Stu		510.99		_	2.84			8		_	_	_	_	_	_	_	_	_	_	
Fast-Food Restaurant without Drive-Through Window		verage Siz		1			3			2												
		R ²		N/A			N/A			0.53												
Under Tomonome (Cirk Darrow) Decker over																						
High-Turnover (Sit-Down) Restaurant				Week	dav		AM Pea	k Hour		PM Pea	k Hour			Weekdav		A	M Peak Ho	Jr	P	'M Peak Ho	ur	
High-Turnover (Sit-Down) Restaurant Land Use	ITE Code	Qty	Unit	Week	day % In	% Out	AM Pea Rate	ik Hour % In	% Out	PM Pea Rate	k Hour % In	% Out	Total	Weekday In	Out	Al Total	M Peak Ho In	ur Out	P Total	'M Peak Ho In	our Out	
	ITE Code 932	Qty 4.841	Unit 1000 SF GFA			% Out 50%			% Out 45%			% Out 39%		· · · · ·	Out 259							A
Land Use			1000 SF	Rate	% In		Rate	%In		Rate	% In		Total	În		Total	In	Out	Total	In	Out	-
Land Use High-Turnover (Sit-Down) Restaurant	932	4.841	1000 SF GFA 1000 SF GFA 1000 SF	Rate 107.20	% In 50%	50%	Rate 9-57	% In 55%	45%	Rate 9.05	% In 61%	39%	Total 519	In 260	259	Total	In 25	Out 21	Total	In 27	Out 17	Mi
Land Use High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant	932 932 932	4.841 4.841 4.841	1000 SF GFA 1000 SF GFA 1000 SF GFA	Rate 107.20 13.04 742.41 Week	% In 50% 50% 50% 50% 50% day	50% 50% 50%	Rate 9-57 0.76 102-39 AM Pea	% In 55% 55% 55% ik Hour	45% 45% 45%	Rate 9.05 0.92 62.00 PM Pea	% In 61% 61% 61% k Hour	39% 39% 39%	Total 519 63 3,594	in 260 32 1,797 Weekday	259 31 1,797	Total 46 4 496 A	In 25 2 273 M Peak Ho	Out 21 223 Jur	Total 44 4 300 P	In 27 2 183 W Peak Ho	Out 17 2 117 117	Mi
Land Use High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant	932 932	4.841 4.841	1000 SF GFA 1000 SF GFA 1000 SF GFA Unit	Rate 107.20 13.04 742.41	% In 50% 50% 50%	50%	Rate 9-57 0.76 102.39	% In 55% 55%	45 % 45%	Rate 9.05 0.92 62.00	% In 61% 61%	39 % 39%	Total 519 63 3,594	ln 260 32 1,797	259 31	Total 46 4 496	In 25 2 273	Out 21 2 223	Total 44 4 300	In 27 2 183	Out 17 2 117	Av Mir Ma
Land Use High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant	932 932 932	4.841 4.841 4.841	1000 SF GFA 1000 SF GFA 1000 SF GFA	Rate 107.20 13.04 742.41 Week	% In 50% 50% 50% 50% 50% day	50% 50% 50%	Rate 9-57 0.76 102-39 AM Pea	% In 55% 55% 55% ik Hour	45% 45% 45%	Rate 9.05 0.92 62.00 PM Pea	% In 61% 61% 61% k Hour	39% 39% 39%	Total 519 63 3,594	in 260 32 1,797 Weekday	259 31 1,797	Total 46 4 496 A	In 25 2 273 M Peak Ho	Out 21 223 Jur	Total 44 4 300 P	In 27 2 183 W Peak Ho	Out 17 2 117 117	Mi Ma
Land Use High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant Land Use Land Use	932 932 932 1TE Code 932	4.841 4.841 4.841 Qty 4.841	1000 SF GFA 1000 SF GFA 1000 SF GFA Unit 1000 SF GFA	Rate 107.20 13.04 742.41 Week Equation N/A	% In 50% 50% 50% 50% 50% 30% 30% 30% 30% 30% 50% 30%	50% 50% 50% X Out	Rate 9-57 0.76 102.39 AM Per Equation N/A	% In 55% 55% 55% ik Hour % In	45% 45% 45% % Out	Rate 9.05 0.92 62.00 PM Pee Equation N/A	% In 61% 61% 61% k Hour % In	39% 39% 39% % Out	Total 519 63 3,594 Total	In 260 32 1,797 Weekday In	259 31 1,797 Out	Total 46 4 496 Al Total	In 25 2 273 M Peak Ho In	Out 21 223 ur Out	Total 44 4 300 P Total	In 27 2 183 M Peak Ho In	Out 17 2 117 117 Uur Out	Mi
Land Use High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant Land Use High-Turnover (Sit-Down) Restaurant	932 932 932 ITE Code 932 Stan	4.841 4.841 4.841 Qty	1000 SF GFA 1000 SF GFA 1000 SF GFA Unit 1000 SF GFA ation	Rate 107.20 13.04 742.41 Week Equation N/A 66.72	% In 50% 50% 50% 50% 50% 30% 30% 30% 30% 30% 50% 30%	50% 50% 50% X Out	Rate 9.57 0.76 102.39 AM Per Equation N/A 11.61	% In 55% 55% 55% ik Hour % In	45% 45% 45% % Out	Rate 9.05 0.92 62.00 PM Pec Equation N/A 6.18	% In 61% 61% 61% k Hour % In	39% 39% 39% % Out	Total 519 63 3,594 Total	In 260 32 1,797 Weekday In	259 31 1,797 Out	Total 46 4 496 Al Total	In 25 2 273 M Peak Ho In	Out 21 223 ur Out	Total 44 4 300 P Total	In 27 2 183 M Peak Ho In	Out 17 2 117 117 Uur Out	Mi Ma
Land Use High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant High-Turnover (Sit-Down) Restaurant Land Use Land Use	932 932 932 ITE Code 932 932 Stan Nun	4.841 4.841 4.841 Qty 4.841 4.841	1000 SF GFA 1000 SF GFA 1000 SF GFA Unit 1000 SF GFA ation udies	Rate 107.20 13.04 742.41 Week Equation N/A	% In 50% 50% 50% 50% 50% 30% 30% 30% 30% 30% 50% 30%	50% 50% 50% X Out	Rate 9-57 0.76 102.39 AM Per Equation N/A	% In 55% 55% 55% ik Hour % In	45% 45% 45% % Out	Rate 9.05 0.92 62.00 PM Pee Equation N/A	% In 61% 61% 61% k Hour % In	39% 39% 39% % Out	Total 519 63 3,594 Total	In 260 32 1,797 Weekday In	259 31 1,797 Out	Total 46 4 496 Al Total	In 25 2 273 M Peak Ho In	Out 21 223 ur Out	Total 44 4 300 P Total	In 27 2 183 M Peak Ho In	Out 17 2 117 117 Uur Out	Mi Ma



ATTACHMENT D – SITE DISTRIBUTION AND TRAFFIC VOLUMES







Legend	
AM(PM)	Peak Hour Traffic Volumes
AM(PM)	Inbound Trip Distribution Percentages
AM(PM)	Outbound Trip Distribution Percentages
X	Intersection

ATTACHMENT D | SITE DISTRIBUTION AND TRAFFIC VOLUMES