

Text Amendments:

POLICY 1.1.9: The University Community land use category provides for Florida's 10th University, Florida Gulf Coast University (FGCU), and for associated support development. The location and timing of development within this area must be coordinated with the development of the University and the provision of necessary infrastructure. All development within the University Community must be designed to enhance and support the University. In addition to all other applicable regulations, development within the University Community will be subject to cooperative master planning with, and approval by, the Florida Gulf Coast University Board of Trustees President or their designee.

Prior to development in the University Community land use category, there will be established a Conceptual Master Plan which includes a generalized land use plan and a multi-objective water management plan. These plans will be developed through a cooperative effort between the property owner, Lee County, and South Florida Water Management District.

Within the University Community are two distinct sub-categories: University Campus and the University Village. The University Window overlay, although not a true sub-category, is a distinct component of the total university environment. Together these functions provide the opportunity for a diversity of viable mixed use centers. Overall residential development within the University Village will not exceed 6,510 dwelling units. None of the 6,510 dwelling units may be used on or transferred to lands located outside of the University Community land use boundaries as they exist on October 20, 2010. ~~Clustered densities are encouraged within the area may reach fifteen units per acre to accommodate university housing. The overall average intensity of nonresidential development within the University Village will be limited to 10,000 square feet of building per non-residential acre allowed pursuant to Map 16 and Table 1(b).~~ Specific policies related to the University Community are included within the Lee Plan under provided in Goal 18. (Added by Ordinance No. 92-47, Amended by Ordinance No. 94-30, 98-09, 00-22, 10-40)

GOAL 18: UNIVERSITY COMMUNITY. In order to ensure that development within the University Community land use category protects and enhances the ability of Florida's ~~tenth~~ 10th university to provide secondary education as described in the Mission Statement of that institution and to assure that land uses or development activities do not interfere with, disrupt, or impede the efficient operation of that institution the following Objectives and Policies will apply to all development within the University Community land use category. The Application (Volume 1 of 2) (1992) and the Support Document (Volume 2 of 2) (1992) to the Amendment to the Lee County Comprehensive Plan for the University Community is incorporated by reference herein as a resource and information document. (Added by Ordinance No. 92-47, Amended by Ordinance No. 94-30, 00-22)

POLICY 18.1.5: In order to create a cohesive community, site design within the University Community must utilize alternative modes of transportation such as pedestrian networks, mass transit opportunities, sidewalks, bike paths and similar facilities. Site design must link related land uses through the use of alternative modes of transportation thus reducing automobile traffic within the University Community. The county will work cooperatively with the University on these matters as the University proceeds through the Campus Master Plan Process.

~~Prior to~~ As part of the local Development Order approval for primary infrastructure installation on property within Area 9, of the University Community, the developer must demonstrate that the proposed plan of development supports pedestrian, bicycle and transit opportunities. A multi-modal interconnection between the property and the FGCU campus must be provided at no cost to Lee County, consistent with Lee Plan Policy 18.1.16.7. ~~The owner/developers must dedicate the right of way for the 951 extension between Alice Road and Corkscrew Road to Lee County prior to rezoning approval. The value of the right of way on the date of dedication must not reflect the added value of the lands changed from DR/GR to University Community by virtue of CPA 2009-01. The county will issue road impact fee credits for the dedication. (Amended by Ordinance No. 94-30, 00-22, 10-40, 14-03)~~

POLICY 18.1.8: ~~All currently permitted mining activities within the University Community area will be allowed to continue until such time as the university opens.~~ Agricultural activity including but not limited to tree farms, nurseries, or agricultural research facilities will be permitted within the University Community. (Amended by Ordinance No. 00-22)

POLICY 18.1.9: Prior to the commencement of development within the University Community land use category, an area-wide Conceptual Water Management Master Plan must be submitted to and approved by Lee County and South Florida Water Management District staff. This water management plan will be integrated with the Conceptual Master Plan and be prepared through a cooperative effort between the property owner, Lee County, and South Florida Water Management District. This master plan will ensure that the water management design of any development within the University Community will maintain or improve the currently existing quality and quantity of groundwater recharge. This plan must be consistent with the drainage basin studies that were prepared by Johnson Engineering, and approved by the SFWMD. Lee County will amend the county land development regulations to require all new development to be consistent with the appropriate basin study. ~~Development of Regional Impact, zoning and Development Order approvals within the University Community Area 9 must provide an environmental assessment that includes a fines relocation/disposal plan to be implemented at the time of development of the property.~~ Prior to zoning or Development Order approval on any portion of Area 9, the developer must demonstrate through modeling, accepted by Lee County staff, that the proposed development will not create significant impacts on present or future water resources. (Amended by Ordinance No. 94-30, 00-22, 10-40)

POLICY 18.1.12: To encourage a variety of wildlife habitats and university study sites, special consideration will be given in the Conceptual Master Plan to the preservation of portions of the most pristine and diverse wildlife habitat areas (such as, pine flatwoods, palmetto prairies, and major cypress slough systems) as an incentive to reduce, on a one-for-one basis, open space requirements in other developments within the University Community. The implementation of this policy will occur at the time of zoning and development review. ~~The development of the lands in Area 9 at the county's request, may include the construction of a rookery island, funded by the developer, within the existing mining lake that separates the Area 9 property from the Miromar Lakes residential community. The rookery island would provide wildlife habitat and would be made available to FGCU for use as an environmental study site.~~ (Amended by Ordinance No. 94-30, 00-22, Relocated by Ordinance No. 07-12, Amended by Ordinance No. 10-40)

POLICY 18.1.16: For those lands in Area 9, all development must be designed to enhance and support the University. All rezonings in this area must include a specific finding that the proposed uses qualify as Associated Support Development, as that term is defined in the glossary. The final design and components will be determined as part of the rezoning process and must be consistent with the following development standards:

- 1. Mixed Use:** Development must incorporate a mix of uses (multiple types of residential development along with non-residential development) ~~be in the Traditional Neighborhood Development form, as defined in the Glossary section of the Lee Plan, and be consistent with the intent of Goals 4 Sustainable Development Design of the Lee Plan, and 18 and, Policy 1.1.9.~~ Development on Alico West, Area 9, must be rezoned to a Compact Planned Development as specified by the Lee County Land Development Code, ~~recognizing there may be significant deviations to accommodate the proposed development.~~ The following minimum and maximum development parameters per use are approved for Area 9, subject to transportation mitigation requirements:

Residential: Minimum 800 Units, A maximum of 1,950 units;

Retail: Minimum 400,000 square feet, A maximum of 200,000 square feet ~~543,000 square feet (Retail maximum may be reduced, to no less than the 200,000 square feet, to allow additional Office or Research and Development square feet at a 1 to 1 rate.);~~

Office/Research/Development: Minimum 400,000 square feet, A maximum of 140,000 ~~918,000 square feet (additional Office/Research/Development square feet may be added to the maximum if the maximum retail is reduced as described in the Retail parameters above;~~

Donation Site to University: Minimum 40,000 Square feet; and

Hotel: Minimum 0 rooms, maximum 250 rooms.

- ~~3.2.~~ **Density:** To ensure the creation of a development that has sufficient residential mass to support the proposed ~~main street town center~~ non-residential intensity, while providing a mixture of housing types to meet the needs and accommodate the varying lifestyles of persons related directly and indirectly to the University as required by policy 18.1.2, the total project ~~net density within the residential component area of Area 9 must be a minimum of 5 units per acre, but must not to exceed a total of 1,950 dwelling units.~~

- ~~4.3.~~ **Retail Uses: Non-residential Uses:** The total retail floor for Area 9 will not exceed a maximum of 543,000 square feet. Retail uses should be approximately sized to enhance FGCU and private residential development in the area. While individual structures may be larger in size, the maximum floor area limitations for single user retail stores are as follows:

- a. ~~One (1) grocery store may be constructed to a maximum of 45,00~~

- b. ~~Up to two (2) retail stores may be constructed not exceeding a total of 60,000 square feet per store, with no more than 30,000 square feet per floor;~~

- c. ~~Up to three (3) retail stores may be constructed not exceeding 30,000 square feet per store; and~~
- d. ~~At build out, at least 50 % of all finished retail square footage must be utilized by retail stores smaller than 10,000 square feet but may be contained in multi-use buildings.~~

~~The Site Location Standards described in Goal 6 of the Lee Plan are not applicable to University Community Area 9. Specific location of non-residential uses, design details, and intensities of non-residential uses will be reviewed during the rezoning process to determine compliance with the requirements of applicable Lee Plan provisions, including but not limited to compatibility, mix of uses, civic spaces, recreation and open space, interconnectivity, and multi-modal design elements.~~

5.4. Office, Research and Development Facilities: Research and development facilities and office buildings are encouraged, which will attract the targeted industries as established by the State of Florida and by Lee County to create economic diversity and to create synergy between FGCU and private facilities. As required by policy 18.1.1, the emphasis will be on University related scientific research and high technology development activities but may also include and allow a diversity of activities that support the University and private development within Area 9 in keeping with the predominant land uses as established by Policy 18.2.2.

7.5. Connectivity to FGCU: To further implement Policy 18.1.5 relative to alternative modes of transportation, Area 9 will be designed with a connection to ~~the easterly portion~~ FGCU. This connection will be a pedestrian-friendly multi-modal facility, with traffic calming, multi-use paths, and ~~student safety features~~ other pedestrian oriented safety features. The connection to FGCU must be included in the local development order prior to commencement of vertical development on Area 9 this connection must be in place.

8.6. Pedestrian Friendly Design: The development will be designed as a pedestrian-friendly community, ~~with student safety features,~~ In areas targeted and marketed as student housing, as well as retail, office, and research and development areas, will include pedestrian oriented design features, including traffic calming, sidewalks on both sides of the road system, and facilities to accommodate the FGCU Eagle Express, Lee Tran, and other alternative modes of transportation.

10.7. Parking: Parking in Area 9 should be screened and minimized to the furthest extent possible in order to create a walkable community that considers the needs of pedestrians and recognizes the possibility for internal trip capture. Parking may be minimized by using on-street parking, shared parking, or structured parking. ~~All parking must be consistent with the requirements identified below:~~

A. ~~Within the Town Center/Core Area of Area 9 parking requirements are as follows:~~

- ~~1. A minimum of 50% of the required parking will be contained in parking structures.~~
- ~~2. A maximum of 25% of the parking required for the Town Center/Core Area may be surface parking lots, in an area no greater than 10 acres. The 10 acres will not include any water management features of the development.~~

3. ~~A minimum of 25% of the required parking would be on street parking in a TND design.~~
4. ~~Off street surface parking must be located to minimize the presence of the surface parking facility by shielding the parking areas with liner buildings, courtyards and buffers. Further, the developer is encouraged to reduce the amount of surface parking by designing the development in a manner that promotes shared parking agreements, mixed uses, internal trip capture, and alternative modes of transportation such as transit, biking and walking, whenever possible.~~

~~B. Within the remainder of the Area 9 on street parking may be provided to offset off street parking requirements. Off street parking must be located to minimize the presence of any surface parking facilities by shielding such parking with liner buildings, courtyards~~

~~C. Deviations from the number of parking spaces required by the Land Development Code may be appropriate in Area 9.~~

8.11. Residential Uses: Single-family residential units and zero lot line units, as defined in the Land Development Code, will be limited to a maximum 25% of the total approved dwelling-195 units in the planned development. ~~All single family residential units and zero lot line units must be constructed on lots smaller than 6,500 square feet.~~

12.9. Entertainment District Town Square: Area 9 may contain public and private entertainment venues, including but not limited to facilities such as ~~amphitheaters~~, theaters, bars and cocktail lounges, restaurants, bowling alleys, batting cages, arcades, as well as passive recreation facilities.

13.10. Landscaping: All plantings used in buffers and landscaping must be ~~installed using xeriscape principles. Xeriscape principles include water conservation through drought tolerant landscaping, the use of appropriate plant material, mulching, and the reduction of turf areas.~~ All development must hook up to water re-use lines when they become available. At at least 75 percent of all landscaping must be native landscaping. Irrigation must be provided through a central irrigation system that complies with the Lee County Water Conservation Ordinance. Irrigation control boxes and wells are prohibited on individual residential lots.

15.11. Florida Gulf Coast University Participation: The owner or agent for Development of Regional Impact or planned development rezoning requests must conduct two meetings with the President of FGCU or his designees and will provide detailed information to such representatives at those meetings relating to the Site Plan and Master Concept Plan for any proposed development within Area 9. The developer must invite Lee County zoning and planning staff to participate in such meetings. These meetings must be conducted before the application can be found sufficient. The applicant is fully responsible for providing the meeting space and providing security measures as needed. Subsequent to this meeting, the applicant must provide County staff with a meeting summary document that contains the following information: the date, time, and location of the meetings, list of attendees; a summary of the concerns or issues that were raised at the meetings; and a proposal of how the applicant will respond to any issues that were raised.

16.12. Stormwater Retention for adjacent transportation facilities: Area 9 will accommodate stormwater detention/retention requirements for the Alico Road widening and County Road 951 extension adjacent to the property, if constructed.

POLICY 18.2.3: The University Window Overlay includes the area within 100 feet on both sides of the right-of-way of the following roadway segments:

~~Treeline Avenue~~ **Ben Hill Griffin Parkway** From Alico Road to Corkscrew Road
Alico Road From I-75 to ~~Future Extension of County Road 951~~ **Ben Hill Griffin Parkway**
Corkscrew Road From I-75 to ~~Treeline Avenue~~ **Ben Hill Griffin Parkway**
~~Koreshan Boulevard~~ **Estero Pkwy** From I-75 to ~~Treeline Avenue~~ **Ben Hill Griffin Parkway**

With input from affected property owners, Lee County and the Florida Gulf Coast University Board of Trustees will develop mutually agreed upon standards for the University Window addressing landscaping, signage and architectural features visible from the designated roadway segments.

TABLE 1(a)
SUMMARY OF RESIDENTIAL DENSITIES¹

FUTURE LAND USE CATEGORY	STANDARD OR BASE DENSITY RANGE		BONUS DENSITY
	MINIMUM ² (Dwelling Units per Gross Acre)	MAXIMUM (Dwelling Units per Gross Acre)	MAXIMUM TOTAL DENSITY ³ (Dwelling Units per Gross Acre)
Intensive Development ¹⁴	8	14	22
General Interchange ²	8	14	22
Central Urban ¹⁵	4	10	15
Urban Community ^{4,5,16}	1	6	10
Suburban ¹⁷	1	6	No Bonus
Outlying Suburban	1	3	No Bonus
Sub-Outlying Suburban	1	2	No Bonus
Rural ¹⁰	No Minimum	1	No Bonus
Outer Islands	No Minimum	1	No Bonus
Rural Community Preserve ⁶	No Minimum	1	No Bonus
Open Lands ⁷	No Minimum	1 du/5 acres	No Bonus
Density Reduction/Groundwater Resource	No Minimum	1 du/10 acres	No Bonus
Wetlands ⁸	No Minimum	1 du/20 acres	No Bonus
New Community	1	6	No Bonus
University Community ⁹	1	2.5	No Bonus
Destination Resort Mixed Use Water Dependent ¹¹	6	9.36	No Bonus
Burnt Store Marina Village ¹²	No Minimum	160 Dwelling Units; 145 Hotel Units	No Bonus
Coastal Rural ¹⁸	No Minimum	1 du/2.7 acres	No Bonus

CLARIFICATIONS AND EXCEPTIONS

- ¹See the glossary in Chapter XII for the full definition of “density”.
- ²Except in the General Interchange future land use category adherence to minimum densities is not mandatory but is recommended to promote compact development.
- ³These maximum densities may be permitted by transferring density from non-contiguous land through the provisions of the Bonus Density Program identified in chapter 2 of the Land Development Code.
- ⁴Within the Future Urban Areas of Pine Island Center, rezonings that will allow in excess of 3 dwelling units per gross acre must “acquire” the density above 3 dwelling units per gross acre utilizing TDUs that were created from Greater Pine Island (see Objective 14.6), or transfer dwelling units in accordance with Policy 14.3.4.
- ⁵In all cases on Gasparilla Island, the maximum density must not exceed 3 du/acre.
- ⁶Within the Buckingham area, new residential lots must have a minimum of 43,560 square feet.
- ⁷The maximum density of 1 unit per 5 acres can only be approved through the planned development process (see Policy 1.4.4), except in the approximately 135 acres of land lying east of US41 and north of Alico Road in the northwest corner of Section 5, Township 46, Range 25.
- ⁸Higher densities may be allowed under the following circumstances where wetlands are preserve on the subject site:
- (a) If the dwelling units are relocated off-site through the provision of Transfer of Development Rights Ordinance (86-18, as amended or replaced); or
 - (b) Dwelling units may be relocated to developable contiguous uplands designated Intensive Development, General Interchange, Central Urban, Urban Community, Suburban, Sub-Outlying Suburban, from preserved freshwater wetlands at the same underlying density as permitted for those uplands. Impacted wetlands will be calculated at the standard Wetlands density of 1 dwelling units per 20 acres. Planned Developments or Development Orders approved prior to October 20, 2010 are permitted the density approved prior to the adoption of CPA2008-18.
- ⁹Overall average density for the University Village sub-district must not exceed 2.5 du/acre. ~~Clustered densities within the area may reach 15 du/acre to accommodate university housing.~~
- ¹⁰In the Rural category located in Section 24, Township 43 South, Range 23 East and south of Gator Slough, the maximum density is 1 du/2.25 acres.
- ¹¹Overall number of residential dwelling units is limited to 271 units in the Destination Resort Mixed Use Water Dependent district.
- ¹²The residential dwelling units and hotel development portions of this redevelopment project must be located outside of the designated Coastal High Hazard Area in accordance with Lee Plan, Map 5.
- ¹³See Policies 33.3.2, 33.3.3, and 33.3.4 for potential density adjustments resulting from concentration or transfer of development rights.
- ¹⁴ The maximum total density may be increased to 30 du/acre utilizing Greater Pine Island TDUs.
- ¹⁵ The maximum total density may be increased to 20 du/acre utilizing Greater Pine Island TDUs.
- ¹⁶ The maximum total density may be increased to 15 du/acre utilizing Greater Pine Island TDUs.
- ¹⁷ The maximum total density may be up to 8 du/acre when utilizing Greater Pine Island TDUs.
- ¹⁸ The standard maximum density is 1 du/2.7 acres unless the “Adjusted Maximum Density” of 1 du/acre is achieved in accordance with requirements of Policy 1.4.7 and Chapter 33 of the Land Development Code.

Kirsten Shultz

From: Charles Basinait
Sent: Thursday, February 23, 2017 8:29 AM
To: Kirsten Shultz
Subject: FW: CenterPlace CPA, Traffic Documents, #15568
Attachments: TrafficStudyAddendum_02082017_with_email.pdf; CPASufficiencyResponse_11172016.pdf; CP_CPA_Report_04-22-16_Report.pdf

Please make 12 copies of this email and attachemtns. Charge to 30069/16. Thanks.

From: Mark Gillis [mailto:mark.gillis@dplummer.com]
Sent: Wednesday, February 22, 2017 11:37 AM
To: Charles Basinait; Tina Ekblad
Cc: Donald Schrotenboer; David W. Depew; John Podczerwinsky
Subject: CenterPlace CPA, Traffic Documents, #15568

When reviewing the CenterPlace Local Planning Agency Staff Report dated 2/27/2017 (labeled as 2016 on staff report cover), it was found that several appendices, attachments and / or exhibits from the various traffic documents were missing or out of place. The missing appendices, attachments and exhibits were included in the original traffic documents previously submitted to the County as material in support of and as documentation of the findings and conclusions presented in the traffic studies and documents. They do not present new data or analysis and, therefore, do not alter the conclusions presented in the traffic studies and documents. Rather, they were presented in the studies and documents as supporting material.

The missing pages from the traffic documents in the Staff Report are outlined below. The complete reports, with the appropriate exhibits, attachments and appendices, are attached to this email.

1. Report titled CenterPlace Comprehensive Plan Amendment Traffic Study Addendum and dated February 8, 2017.
 - a. Appendix B. Buildout (2040) OTISS Worksheets Revised Development Program – missing PM Peak, pages 5 of 8 to 8 of 8 and entire Daily.
 - b. Appendix C. Short Range (2021) OTISS Worksheets Revised Development Program - missing entire Appendix C.
 - c. Appendix D. Exhibit 3 Long Range Buildout Trip Generation Summary – missing entire Appendix D.
 - d. Appendix E. Exhibit 4 Short Range (2021) Trip Generation Summary – missing entire Appendix E.
2. Report titled CenterPlace CPA Response to Sufficiency Comments of October 21, 2016 Lee County Department of Community Development CPA 2016-00011 Traffic Comments, dated November 17, 2016.
 - a. Attachment S-1A CenterPlace CPA Revised Exhibits 2,3,6,7,8 – missing entire Attachment S-1A.
3. Report titled CenterPlace Comprehensive Plan Amendment Traffic Study, dated April 22, 2016.
 - a. Exhibits 2 (Revised), 3 (Revised), and 6 (Revised) – incorrect exhibits (exhibits are from the November 17, 2016 Response to Sufficiency Comments).

If you should have any questions concerning the above, please let me know.

Mark J. Gillis, AICP

Senior Vice President / General Manager

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John Podczerwinsky

From: John Podczerwinsky
Sent: Wednesday, February 08, 2017 12:08 PM
To: 'Getch, Andrew'; 'Wu, Lili'
Cc: 'don@pegfl.net'; 'Charles Basinait'; Mark Gillis
Subject: #15568; CenterPlace CPA Traffic Study Addendum (CPA2016-00011)
Attachments: TrafficStudyAddendum_02082017.pdf

Andy, Wu,

Please find attached the CenterPlace Comprehensive Plan Amendment Traffic Study Addendum, which was prepared as a follow-up to our teleconference yesterday afternoon.

The attached .pdf document includes a summary of the revised development parameters and resulting trip generation estimate, which reflects lower external trips than those generated by the previous development parameters.

To reiterate my request from yesterday, once you have taken a look at the attachment, please provide your concurrence that there is no need to revise the segment analyses that have already been found sufficient for the CPA traffic study.

I plan to stop-by your office to deliver two printed copies of the addendum after lunch, and will be glad to address any other questions you might have at that time.

Thank you for your assistance,

John M. Podczerwinsky, AICP

Project Manager Transportation

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CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY ADDENDUM

Project #15568

February 8, 2017

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
2149 McGregor Boulevard
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CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY ADDENDUM

Introduction

CenterPlace is an approved mixed use development located on the south side of Alico Road and east of Ben Hill Griffin Parkway. An application to amend the comprehensive plan (The Lee Plan) to revise the approved development program is currently being processed.

A traffic study dated April 22, 2016 (CenterPlace Comprehensive Plan Amendment Traffic Study) was prepared in support of the Comprehensive Plan Amendment (CPA). The report titled CenterPlace CPA Response To Sufficiency Comments Of October 21, 2016 Lee County Department Of Community Development CPA2016-00011 Traffic Comments and dated November 17, 2016 was provided in response to County sufficiency comments and questions. The application has received sufficiency approval, allowing it to move forward to scheduled hearings at the Local Planning Agency (LPA).

Since being found sufficient, revisions to the development parameters outlined in the initial CPA traffic study have been proposed. Due to the revised development parameters, an update of the trip generation estimate used in the CPA traffic study is necessary in order to identify potential changes to the Project's traffic impacts. Therefore, this addendum to the CenterPlace Comprehensive Plan Amendment Traffic Study, dated April 22, 2016, (and subsequent sufficiency responses dated November 17, 2016), has been prepared in support of the Comprehensive Plan Amendment (CPA) application. This addendum revisits the trip generation estimates for both the Long Range 20-Year Horizon analysis, and the Short Range 5-Year CIP Horizon analysis.

Summary of Conclusions

The results of the updated trip generation analysis are summarized below.

1. The net external trips generated by the revised CenterPlace development parameters represent a reduction in trips when compared to the net external trips generated by the earlier development program. This reduction is found for both the long range and short range parameters.
2. Based on the finding that the revised development program generates fewer external trips than previously analyzed, no update of the road segment analysis is necessary for either the long range or short range analyses. The road segment analysis provided in the previous reports (the initial April 22, 2016 report and the subsequent sufficiency response report dated November 17, 2016) represent a "maximum impact" assessment.
3. No new road improvements are needed as a result of the proposed CPA.

CPA Development Parameters

The development parameters analyzed in the initial CPA traffic study included scenarios for both a long range (2040) analysis and a short range (2021) analysis of the development. Full build-out of CenterPlace was assumed for the long range analysis. The development parameters used in the initial CPA traffic study for both the long range and short range scenarios, as shown in Exhibit 3 of the CenterPlace CPA Transportation Methodology Outline, are included as Appendix A.

The revised development parameters are outlined as follows. The revised development parameters, along with the previously analyzed development parameters, are shown in Exhibit 1 of this addendum.

CenterPlace Revised Development Parameters

<u>Land Use</u>	<u>Short Range</u>	<u>Buildout</u>
Residential		
Single-Family/Zero Lot Line	225 du	487 du
Apartments	600 du	800 du
Other Multi-Family	<u>200 du</u>	<u>663 du</u>
Total	1,025 du	1,950 du
Hotel	-----	250 rooms
Retail	75,000 sq.ft.	200,000 sq.ft.
Office		
General	55,000 sq.ft.	110,000 sq.ft.
Medical	-- sq.ft.	10,000 sq.ft.
Total	55,000 sq.ft.	120,000 sq.ft.
Research & Development	10,000 sq.ft.	20,000 sq.ft.

Trip Generation

Exhibit 2 shows the estimated trip generation for the revised CenterPlace buildout parameters. Exhibit 3 shows the estimated trip generation for the revised CenterPlace short-range development parameters. The trip generation estimates were based on ITE Trip Generation, 9th Edition, using the Online Traffic Impact Study Software (OTISS). The internal capture of trips has been developed consistent with the NCHRP Report 684/8-51 Internal Trip Capture Estimation Tool. The detailed AM peak hour and PM Peak hour OTISS worksheets, which include reductions for internal capture, are included in Appendix B for the long-range, buildout parameters and Appendix C for the short-range, five year parameters.



The trip generation associated with the long-range buildout development program reflected in the initial CPA traffic study (April 22, 2016 traffic study and November 17, 2016 sufficiency response) is derived from Exhibit 3 from the report titled CenterPlace Rezoning Traffic Study, dated Revised November 30, 2016, and included in Appendix D.

The trip generation associated with the short-range, five year analysis as reflected in the initial CPA traffic study (April 22, 2016 traffic study and November 17, 2016 sufficiency response) is shown in Exhibit 4 from the CPA Traffic Study dated April 22, 2016, is included in Appendix E.

As summarized below, the net external trips generated by the revised CenterPlace development parameters, in both the long-range and short-range scenarios, are less than those of the previous development parameters.

Trip Generation Comparison
(Net New External)

	<u>PM Peak</u>	<u>Daily</u>
Long-Range		
Initial Development Program	1,590	20,313
Revised Development Program	1,278	18,562
Short-Range		
Initial Development Program	924	11,290
Revised Development Program	765	9,993

Long-Range & Short-Range Analysis

Based on the findings that the revised development program generates fewer external trips than the previous development program reflected in the CPA traffic study dated April 22, 2016 and the subsequent November 17, 2016 sufficiency response, no update of the road segment analysis is necessary for either the long range or short range analyses. The road segment analysis provided in the previous reports represent a “maximum impact” assessment.



EXHIBIT 1

CENTERPLACE CPA
REVISED DEVELOPMENT PROGRAM

<u>Land Use</u>	<u>Initial Program</u>		<u>Proposed Program</u>	
	<u>Short-Range</u>	<u>Long-Range</u>	<u>Short-Range</u>	<u>Long-Range</u>
Residential (du)				
Apartment	1,000	1,555	600	800
Other Multi-Family	0	120	200	663
Single Family - Zero Lot Line	<u>200</u>	<u>275</u>	<u>225</u>	<u>487</u>
Total	1,200	1,950	1,025	1,950
Hotel (Rooms)	0	250	--	250
<u>Non-Residential</u>				
Retail (Square Feet)	75,000	200,000	75,000	200,000
General Office (Square Feet)	20,000	75,000	55,000	110,000
Research & Development (Square Feet)	10,000	20,000	10,000	20,000
Medical Office (Square Feet)	0	10,000	--	10,000

EXHIBIT 2

CENTERPLACE CPA - REVISED BUILDOUT

ITE TRIP GENERATION
REVISED TRIP GENERATION SCENARIO

	LUC	SIZE	AM PEAK HOUR			PM PEAK HOUR			DAILY
			In	Out	Total	In	Out	Total	Total
Residential									
Apartments	220	800 d.u.	79	317	396	298	160	458	4,972
Internal Capture			2	10	12	130	70	200	1,161
External			77	307	384	168	90	258	3,811
Single Family - Zero Lot Line	210	487 d.u.	88	263	351	275	162	437	4,506
Internal Capture			3	9	12	125	73	198	1,098
External			85	254	339	150	89	239	3,408
Multifamily	230	663 d.u.	40	194	234	190	94	284	3,335
Internal Capture			2	7	9	97	48	145	915
External			38	187	225	93	46	139	2,420
Hotel	310	250 rooms	78	55	133	77	73	150	1,864
Internal Capture			8	5	13	18	17	35	309
External			70	50	120	59	56	115	1,555
Retail	820	200,000 sq. ft.	148	90	238	457	496	953	10,656
Internal Capture			23	14	37	267	289	556	3,937
Pass-by			16	10	26	19	9	28	672
External			109	66	175	171	198	369	6,048
Office	710	110,000 sq. ft.	182	25	207	34	168	202	1,411
Internal Capture			29	4	33	12	57	69	353
External			153	21	174	22	111	133	1,058
Medical Office	720	10,000 sq. ft.	19	5	24	10	27	37	194
Internal Capture			5	1	6	7	20	27	95
External			14	4	18	3	7	10	99
Research & Development	760	20,000 sq. ft.	27	5	32	5	30	35	264
Internal Capture			5	1	6	3	17	20	100
External			22	4	26	2	13	15	164
TOTAL			661	954	1,615	1,346	1,210	2,556	27,202
INTERNAL CAPTURE			77	51	128	659	591	1,250	7,968
DRIVEWAY VOLUME			584	903	1,487	687	619	1,306	19,234
PASS-BY			16	10	26	19	9	28	672
NET NEW EXTERNAL			568	893	1,461	668	610	1,278	18,562
Multi-modal trips to FGCU (10%)			57	89	146	67	61	128	1,856
External trips			511	804	1,315	601	549	1,150	16,706
Percent Peak to Daily					7.9%			6.9%	

Footnotes

(1) ITE Trip Generation, 9th Edition, using OTISS software.

EXHIBIT 3

CENTERPLACE CPA - REVISED SHORT RANGE

ITE TRIP GENERATION
REVISED TRIP GENERATION SCENARIO

	LUC	SIZE	AM PEAK HOUR			PM PEAK HOUR			DAILY
			In	Out	Total	In	Out	Total	Total
Residential									
Apartments	220	600 d.u.	60	238	298	226	122	348	3,760
Internal Capture			1	5	6	65	35	100	578
External			59	233	292	161	87	248	3,182
Single Family - Zero Lot Line	210	225 d.u.	42	125	167	137	81	218	2,215
Internal Capture			1	4	5	58	34	92	501
External			41	121	162	79	47	126	1,714
Multifamily	230	200 d.u.	15	75	90	71	35	106	1,176
Internal Capture			1	3	3	35	17	52	308
External			14	72	86	36	18	54	868
Hotel	310	0 rooms	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Retail	820	75,000 sq. ft.	81	50	131	237	257	494	5,633
Internal Capture			10	6	16	122	132	254	1,792
Pass-by			9	6	15	11	6	17	387
External			62	38	100	104	119	223	3,454
Office	710	55,000 sq. ft.	105	14	119	24	116	140	833
Internal Capture			14	2	16	6	31	37	166
External			91	12	103	18	85	103	667
Medical Office	720	0 sq. ft.	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Research & Development	760	10,000 sq. ft.	15	3	18	3	17	20	149
Internal Capture			2	0	2	1	8	9	42
External			13	3	16	2	9	11	107
TOTAL			318	505	823	698	628	1,326	13,766
INTERNAL CAPTURE			29	20	48	287	257	544	3,387
DRIVEWAY VOLUME			289	485	775	411	371	782	10,379
PASS-BY			9	6	15	11	6	17	387
NET NEW EXTERNAL			280	479	759	400	365	765	9,993
Multi-modal trips to FGCU (10%)			28	48	76	40	37	77	999
External trips			252	431	683	360	329	689	8,993
Percent Peak to Daily					7.6%			7.7%	

Footnotes

(1) ITE Trip Generation, 9th Edition, using OTISS software.

APPENDIX A

EXHIBIT 3

CENTERPLACE COMPREHENSIVE PLAN AMENDMENT
TRANSPORTATION METHODOLOGY OUTLINE



CENTERPLACE COMPREHENSIVE PLAN AMENDMENT

TRANSPORTATION METHODOLOGY OUTLINE

Project No. 15568

March 7, 2016

**Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
2149 McGregor Boulevard
Fort Myers, Florida 33901**



Exhibit 3
Proposed Development Program

<u>Land Use</u>	<u>5 Year</u>	<u>Buildout</u>
<u>Residential</u>		
Apartment	1,000	1,555
Multi-Family (Coach Homes)	0	120
Single Family	<u>200</u>	<u>275</u>
Total:	1,200	1,950
Hotel	0	250
<u>Non-Residential</u>		
Retail	75,000	200,000
Office	20,000	75,000
R&D	10,000	20,000
Medical Office	<u>0</u>	<u>10,000</u>
Total:	105,000	305,000

APPENDIX B

BUILDOUT (2040) OTISS WORKSHEETS
REVISED DEVELOPMENT PROGRAM



AM PEAK



PERIOD SETTING

Analysis Name : AM Peak-Hour
 Project Name : CenterPlace - Revised Buildout.2 No : 15568
 Date: 2/7/2017 City:
 State/Province: Zip/Postal Code:
 Country: Client Name:
 Analyst's Name: JP Edition: ITE-TGM 9th Edition

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Apartment	Dwelling Units	800	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) $T = 0.49(X) + 3.73$	79 20%	317 80%	396
230 - Residential Condominium/Townhouse - 1	Dwelling Units	663	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.8\ln(X) + 0.26$	40 17%	194 83%	234
310 - Hotel	Rooms	250	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0:53	78 59%	55 41%	133
620 - Shopping Center	1000 Sq. Feet Gross Leasable Area	200	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.61\ln(X) + 2.24$	148 62%	90 38%	238
710 - General Office Building	1000 Sq. Feet Gross Floor Area	110	Weekday, A.M. Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.3\ln(X) + 1.57$	182 88%	25 12%	207
760 - Research and Development Center	1000 Sq. Feet Gross Floor Area	20 ⁽⁰⁾	Weekday, A.M. Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.87\ln(X) + 0.86$	27 84%	5 16%	32
210 - Single-Family Detached Housing	Dwelling Units	487	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) $T = 0.7(X) + 9.74$	88 25%	263 75%	351
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	10	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 2.39	19 79%	5 21%	24

(0) indicates size out of range.

The time periods do not match.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Apartment	0 %	79	0 %	317
230 - Residential Condominium/Townhouse - 1	0 %	40	0 %	194
310 - Hotel	0 %	78	0 %	55
820 - Shopping Center	0 %	148	0 %	90
710 - General Office Building	0 %	182	0 %	25
760 - Research and Development Center	0 %	27	0 %	5
210 - Single-Family Detached Housing	0 %	88	0 %	263
720 - Medical-Dental Office Building	0 %	19	0 %	5

INTERNAL TRIPS

220 - Apartment				230 - Residential Condominium/Townhouse - 1			
Exit	317	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	79	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
						Entry	40
						Exit	194
220 - Apartment				310 - Hotel			
Exit	317	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	79	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
						Entry	78
						Exit	55
220 - Apartment				820 - Shopping Center			
Exit	317	Demand Exit:	1 % (3)	Balanced:	3	Demand Entry:	17 % (25)
Entry	79	Demand Entry:	2 % (2)	Balanced:	2	Demand Exit:	14 % (13)
						Entry	148
						Exit	90
220 - Apartment				710 - General Office Building			
Exit	317	Demand Exit:	2 % (6)	Balanced:	5	Demand Entry:	3 % (5)
Entry	79	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	1 % (0)
						Entry	182
						Exit	25
220 - Apartment				760 - Research and Development Center			
Exit	317	Demand Exit:	2 % (6)	Balanced:	1	Demand Entry:	3 % (1)
Entry	79	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	1 % (0)
						Entry	27
						Exit	5
220 - Apartment				210 - Single-Family Detached Housing			

Exit 317	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 88
Entry 79	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 263
220 - Apartment			720 - Medical-Dental Office Building	
Exit 317	Demand Exit: 2 % (6)	Balanced: 1	Demand Entry: 3 % (1)	Entry 19
Entry 79	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit 5
230 - Residential Condominium/Townhouse - 1			310 - Hotel	
Exit 194	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 78
Entry 40	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 55
230 - Residential Condominium/Townhouse - 1			820 - Shopping Center	
Exit 194	Demand Exit: 1 % (2)	Balanced: 2	Demand Entry: 17 % (25)	Entry 148
Entry 40	Demand Entry: 2 % (1)	Balanced: 1	Demand Exit: 14 % (13)	Exit 90
230 - Residential Condominium/Townhouse - 1			710 - General Office Building	
Exit 194	Demand Exit: 2 % (4)	Balanced: 4	Demand Entry: 3 % (5)	Entry 182
Entry 40	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit 25
230 - Residential Condominium/Townhouse - 1			760 - Research and Development Center	
Exit 194	Demand Exit: 2 % (4)	Balanced: 1	Demand Entry: 3 % (1)	Entry 27
Entry 40	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit 5
230 - Residential Condominium/Townhouse - 1			210 - Single-Family Detached Housing	
Exit 194	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 88
Entry 40	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 263
230 - Residential Condominium/Townhouse - 1			720 - Medical-Dental Office Building	
Exit 194	Demand Exit: 2 % (4)	Balanced: 1	Demand Entry: 3 % (1)	Entry 19
Entry 40	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit 5
310 - Hotel			820 - Shopping Center	
Exit 55	Demand Exit: 14 % (8)	Balanced: 6	Demand Entry: 4 % (6)	Entry 148
Entry 78	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 90
310 - Hotel			710 - General Office Building	
Exit 55	Demand Exit: 75 % (41)	Balanced: 5	Demand Entry: 3 % (5)	Entry 182
Entry 78	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 25

310 - Hotel				760 - Research and Development Center			
Exit	55	Demand Exit:	75 % (41)	Balanced:	1	Demand Entry:	3 % (1) Entry 27
Entry	78	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 5
310 - Hotel				210 - Single-Family Detached Housing			
Exit	55	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 88
Entry	78	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 263
310 - Hotel				720 - Medical-Dental Office Building			
Exit	55	Demand Exit:	75 % (41)	Balanced:	1	Demand Entry:	3 % (1) Entry 19
Entry	78	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 5
820 - Shopping Center				710 - General Office Building			
Exit	90	Demand Exit:	29 % (26)	Balanced:	7	Demand Entry:	4 % (7) Entry 182
Entry	148	Demand Entry:	32 % (47)	Balanced:	7	Demand Exit:	28 % (7) Exit 25
820 - Shopping Center				760 - Research and Development Center			
Exit	90	Demand Exit:	29 % (26)	Balanced:	1	Demand Entry:	4 % (1) Entry 27
Entry	148	Demand Entry:	32 % (47)	Balanced:	1	Demand Exit:	28 % (1) Exit 5
820 - Shopping Center				210 - Single-Family Detached Housing			
Exit	90	Demand Exit:	14 % (13)	Balanced:	2	Demand Entry:	2 % (2) Entry 88
Entry	148	Demand Entry:	17 % (25)	Balanced:	3	Demand Exit:	1 % (3) Exit 263
820 - Shopping Center				720 - Medical-Dental Office Building			
Exit	90	Demand Exit:	29 % (26)	Balanced:	1	Demand Entry:	4 % (1) Entry 19
Entry	148	Demand Entry:	32 % (47)	Balanced:	1	Demand Exit:	28 % (1) Exit 5
710 - General Office Building				760 - Research and Development Center			
Exit	25	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 27
Entry	182	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 5
710 - General Office Building				210 - Single-Family Detached Housing			
Exit	25	Demand Exit:	1 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 88
Entry	182	Demand Entry:	3 % (5)	Balanced:	5	Demand Exit:	2 % (5) Exit 263
710 - General Office Building				720 - Medical-Dental Office Building			
Exit	25	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 19
Entry	182						Exit 5

Demand Entry: 0 % (0) Balanced: 0
 Demand Exit: 0 % (0)

760 - Research and Development Center

Exit 5 Demand Exit: 1 % (0) Balanced: 0
 Entry 27 Demand Entry: 3 % (1) Balanced: 1

210 - Single-Family Detached Housing

Demand Entry: 0 % (0) Entry 88
 Demand Exit: 2 % (5) Exit 263

760 - Research and Development Center

Exit 5 Demand Exit: 0 % (0) Balanced: 0
 Entry 27 Demand Entry: 0 % (0) Balanced: 0

720 - Medical-Dental Office Building

Demand Entry: 0 % (0) Entry 19
 Demand Exit: 0 % (0) Exit 5

210 - Single-Family Detached Housing

Exit 263 Demand Exit: 2 % (5) Balanced: 1
 Entry 88 Demand Entry: 0 % (0) Balanced: 0

720 - Medical-Dental Office Building

Demand Entry: 3 % (1) Entry 19
 Demand Exit: 1 % (0) Exit 5

220 - Apartment

Internal Trips									Total	External Trips
Total Trips	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	79 (100%)	0 (0%)	0 (0%)	2 (3%)	0 (0%)	0 (0%)	0 (0%)	2 (3%)	77 (97%)	
Exit	317 (100%)	0 (0%)	0 (0%)	3 (1%)	5 (2%)	1 (0%)	0 (0%)	1 (0%)	307 (97%)	
Total	396 (100%)	0 (0%)	0 (0%)	5 (1%)	5 (1%)	1 (0%)	0 (0%)	1 (0%)	384 (97%)	

230 - Residential Condominium/Townhouse - 1

Internal Trips									Total	External Trips
Total Trips	220 - Apartment	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	40 (100%)	0 (0%)	0 (0%)	1 (3%)	0 (0%)	0 (0%)	0 (0%)	1 (3%)	39 (97%)	
Exit	194 (100%)	0 (0%)	0 (0%)	2 (1%)	4 (2%)	1 (1%)	0 (0%)	1 (1%)	186 (96%)	
Total	234 (100%)	0 (0%)	0 (0%)	3 (1%)	4 (2%)	1 (0%)	0 (0%)	1 (0%)	225 (96%)	

310 - Hotel

Internal Trips									Total	External Trips
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	78 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	78 (100%)	
Exit	55 (100%)	0 (0%)	0 (0%)	6 (11%)	5 (9%)	1 (2%)	0 (0%)	1 (2%)	42 (76%)	
Total	133 (100%)	0 (0%)	0 (0%)	6 (5%)	5 (4%)	1 (1%)	0 (0%)	1 (1%)	120 (90%)	

820 - Shopping Center

Total Trips	Internal Trips	External Trips
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	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	
Entry	148 (100%) 3 (2%)	2 (1%)	6 (4%)	7 (5%)	1 (1%)	3 (2%)	1 (1%)	23 (16%)	125 (84%)
Exit	90 (100%) 2 (2%)	1 (1%)	0 (0%)	7 (8%)	1 (1%)	2 (2%)	1 (1%)	14 (16%)	76 (84%)
Total	238 (100%) 5 (2%)	3 (1%)	6 (3%)	14 (6%)	2 (1%)	5 (2%)	2 (1%)	37 (16%)	201 (84%)

710 - General Office Building

Internal Trips									External Trips	
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total		
Entry	182 (100%) 5 (3%)	4 (2%)	5 (3%)	7 (4%)	0 (0%)	5 (3%)	0 (0%)	26 (14%)	156 (86%)	
Exit	25 (100%) 0 (0%)	0 (0%)	0 (0%)	7 (28%)	0 (0%)	0 (0%)	0 (0%)	7 (28%)	18 (72%)	
Total	207 (100%) 5 (2%)	4 (2%)	5 (2%)	14 (7%)	0 (0%)	5 (2%)	0 (0%)	33 (16%)	174 (84%)	

760 - Research and Development Center

Internal Trips									External Trips	
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total		
Entry	27 (100%) 1 (4%)	1 (4%)	1 (4%)	1 (4%)	0 (0%)	1 (4%)	0 (0%)	5 (19%)	22 (81%)	
Exit	5 (100%) 0 (0%)	0 (0%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	4 (80%)	
Total	32 (100%) 1 (3%)	1 (3%)	1 (3%)	2 (6%)	0 (0%)	1 (3%)	0 (0%)	6 (19%)	26 (81%)	

210 - Single-Family Detached Housing

Internal Trips									External Trips	
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	720 - Medical-Dental Office Building	Total		
Entry	88 (100%) 0 (0%)	0 (0%)	0 (0%)	2 (2%)	0 (0%)	0 (0%)	0 (0%)	2 (2%)	86 (98%)	
Exit	263 (100%) 0 (0%)	0 (0%)	0 (0%)	3 (1%)	5 (2%)	1 (0%)	1 (0%)	10 (4%)	253 (96%)	
Total	351 (100%) 0 (0%)	0 (0%)	0 (0%)	5 (1%)	5 (1%)	1 (0%)	1 (0%)	12 (3%)	339 (97%)	

720 - Medical-Dental Office Building

Internal Trips									External Trips	
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	Total		
Entry	19 (100%) 1 (5%)	1 (5%)	1 (5%)	1 (5%)	0 (0%)	0 (0%)	1 (5%)	5 (26%)	14 (74%)	
Exit	5 (100%) 0 (0%)	0 (0%)	0 (0%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	4 (80%)	
Total	24 (100%) 1 (4%)	1 (4%)	1 (4%)	2 (8%)	0 (0%)	0 (0%)	1 (4%)	6 (25%)	18 (75%)	

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Apartment	384	0 %	0	384
230 - Residential Condominium/Townhouse - 1	225	0 %	0	225
310 - Hotel	120	0 %	0	120
820 - Shopping Center	201	13 %	26	175
710 - General Office Building	174	0 %	0	174
760 - Research and Development Center	26	0 %	0	26
210 - Single-Family Detached Housing	339	0 %	0	339
720 - Medical-Dental Office Building	18	0 %	0	18

NOTES

Project Notes:

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 220 - Apartment
ITE does not recommend a particular pass-by% for this case.

230 - Residential Condominium/Townhouse - 1
ITE does not recommend a particular pass-by% for this case.

310 - Hotel
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center
ITE does not recommend a particular pass-by% for this case.

210 - Single-Family Detached Housing
ITE does not recommend a particular pass-by% for this case.

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

720 - Medical-Dental Office Building
 ITE does not recommend a particular pass-by% for this case.

Weekday, A.M. Peak Hour of Generator

Landuse No deviations from ITE.

Methods 760 - Research and Development Center
 The chosen method (LOG) is not recommended by ITE ITE recommends Average based on the criterion.

External Trips 710 - General Office Building
 ITE does not recommend a particular pass-by% for this case.

 760 - Research and Development Center
 ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	661
Total Exiting	954
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	64
Total Exiting Internal Capture Reduction	64
Total Entering Pass-by Reduction	16
Total Exiting Pass-by Reduction	10
Total Entering Non-Pass-by Trips	581
Total Exiting Non-Pass-by Trips	880

PM PEAK



PERIOD SETTING

Analysis Name : PM Peak Hour
 Project Name : CenterPlace - Revised Buildout 2 No : 15568
 Date: 2/7/2017 City:
 State/Province: Zip/Postal Code:
 Country: Client Name:
 Analyst's Name: JP. Edition: ITE-TQM 9th Edition

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Apartment	Dwelling Units	800	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) $T = 0.55(X) + 17.65$	298 65%	160 35%	458
230 - Residential Condominium/Townhouse - 1	Dwelling Units	663	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.82\ln(X) + 0.32$	190 67%	94 33%	284
310 - Hotel	Rooms	250	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.6	77 51%	73 49%	150
820 - Shopping Center	1000 Sq. Feet Gross Leasable Area	200	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.67\ln(X) + 3.31$	457 48%	496 52%	953
710 - General Office Building	1000 Sq. Feet Gross Floor Area	110	Weekday, P.M. Peak Hour of Generator	Best Fit (LIN) $T = 1.12(X) + 78.45$	34 17%	168 83%	202
760 - Research and Development Center	1000 Sq. Feet Gross Floor Area	20 ⁽⁰⁾	Weekday, P.M. Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.83\ln(X) + 1.06$	5 14%	30 86%	35
210 - Single-Family Detached Housing	Dwelling Units	487	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.9\ln(X) + 0.51$	275 63%	162 37%	437
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	10	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.8\ln(X) + 1.53$	10 27%	27 73%	37

(0) indicates size out of range.

The time periods do not match.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Apartment	0 %	298	0 %	160
230 - Residential Condominium/Townhouse - 1	0 %	190	0 %	94
310 - Hotel	0 %	77	0 %	73
820 - Shopping Center	0 %	457	0 %	496
710 - General Office Building	0 %	34	0 %	168
760 - Research and Development Center	0 %	5	0 %	30
210 - Single-Family Detached Housing	0 %	275	0 %	162
720 - Medical-Dental Office Building	0 %	10	0 %	27

INTERNAL TRIPS

220 - Apartment				230 - Residential Condominium/Townhouse - 1			
Exit	160	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	298	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
Exit	160	Demand Exit:	3 % (5)	Balanced:	5	Demand Entry:	12 % (9)
Entry	298	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	2 % (1)
Exit	160	Demand Exit:	42 % (67)	Balanced:	46	Demand Entry:	10 % (46)
Entry	298	Demand Entry:	46 % (137)	Balanced:	129	Demand Exit:	26 % (129)
Exit	160	Demand Exit:	4 % (6)	Balanced:	6	Demand Entry:	57 % (19)
Entry	298	Demand Entry:	4 % (12)	Balanced:	3	Demand Exit:	2 % (3)
Exit	160	Demand Exit:	4 % (6)	Balanced:	3	Demand Entry:	57 % (3)
Entry	298	Demand Entry:	4 % (12)	Balanced:	1	Demand Exit:	2 % (1)
Exit	160						
210 - Single-Family Detached Housing							
Entry 275							

	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	
Entry 298	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit 162
220 - Apartment									
Exit 160	Demand Exit:	4	% (6)	Balanced:	6	Demand Entry:	57	% (6)	Entry 10
Entry 298	Demand Entry:	4	% (12)	Balanced:	1	Demand Exit:	2	% (1)	Exit 27
230 - Residential Condominium/Townhouse - 1									
Exit 94	Demand Exit:	3	% (3)	Balanced:	3	Demand Entry:	12	% (9)	Entry 77
Entry 190	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	2	% (1)	Exit 73
230 - Residential Condominium/Townhouse - 1									
Exit 94	Demand Exit:	42	% (39)	Balanced:	39	Demand Entry:	10	% (46)	Entry 457
Entry 190	Demand Entry:	46	% (87)	Balanced:	87	Demand Exit:	26	% (129)	Exit 496
230 - Residential Condominium/Townhouse - 1									
Exit 94	Demand Exit:	4	% (4)	Balanced:	4	Demand Entry:	57	% (19)	Entry 34
Entry 190	Demand Entry:	4	% (8)	Balanced:	3	Demand Exit:	2	% (3)	Exit 168
230 - Residential Condominium/Townhouse - 1									
Exit 94	Demand Exit:	4	% (4)	Balanced:	3	Demand Entry:	57	% (3)	Entry 5
Entry 190	Demand Entry:	4	% (8)	Balanced:	1	Demand Exit:	2	% (1)	Exit 30
230 - Residential Condominium/Townhouse - 1									
Exit 94	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	Entry 275
Entry 190	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit 162
230 - Residential Condominium/Townhouse - 1									
Exit 94	Demand Exit:	4	% (4)	Balanced:	4	Demand Entry:	57	% (6)	Entry 10
Entry 190	Demand Entry:	4	% (8)	Balanced:	1	Demand Exit:	2	% (1)	Exit 27
310 - Hotel									
Exit 73	Demand Exit:	16	% (12)	Balanced:	9	Demand Entry:	2	% (9)	Entry 457
Entry 77	Demand Entry:	17	% (13)	Balanced:	13	Demand Exit:	5	% (25)	Exit 496
310 - Hotel									
Exit 73	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	Entry 34
Entry 77	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit 168

310 - Hotel				760 - Research and Development Center			
Exit	73	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 5
Entry	77	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 30
310 - Hotel				210 - Single-Family Detached Housing			
Exit	73	Demand Exit:	2 % (1)	Balanced:	0	Demand Entry:	0 % (0) Entry 275
Entry	77	Demand Entry:	12 % (9)	Balanced:	5	Demand Exit:	3 % (5) Exit 162
310 - Hotel				720 - Medical-Dental Office Building			
Exit	73	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 10
Entry	77	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 27
820 - Shopping Center				710 - General Office Building			
Exit	496	Demand Exit:	2 % (10)	Balanced:	10	Demand Entry:	31 % (11) Entry 34
Entry	457	Demand Entry:	8 % (37)	Balanced:	34	Demand Exit:	20 % (34) Exit 168
820 - Shopping Center				760 - Research and Development Center			
Exit	496	Demand Exit:	2 % (10)	Balanced:	2	Demand Entry:	31 % (2) Entry 5
Entry	457	Demand Entry:	8 % (37)	Balanced:	6	Demand Exit:	20 % (6) Exit 30
820 - Shopping Center				210 - Single-Family Detached Housing			
Exit	496	Demand Exit:	26 % (129)	Balanced:	127	Demand Entry:	46 % (127) Entry 275
Entry	457	Demand Entry:	10 % (46)	Balanced:	46	Demand Exit:	42 % (68) Exit 162
820 - Shopping Center				720 - Medical-Dental Office Building			
Exit	496	Demand Exit:	2 % (10)	Balanced:	3	Demand Entry:	31 % (3) Entry 10
Entry	457	Demand Entry:	8 % (37)	Balanced:	5	Demand Exit:	20 % (5) Exit 27
710 - General Office Building				760 - Research and Development Center			
Exit	168	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 5
Entry	34	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 30
710 - General Office Building				210 - Single-Family Detached Housing			
Exit	168	Demand Exit:	2 % (3)	Balanced:	3	Demand Entry:	4 % (11) Entry 275
Entry	34	Demand Entry:	57 % (19)	Balanced:	6	Demand Exit:	4 % (6) Exit 162
710 - General Office Building				720 - Medical-Dental Office Building			
Exit	168	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 10
Entry	34	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 27

760 - Research and Development Center				210 - Single-Family Detached Housing			
Exit	30	Demand Exit:	2 % (1)	Balanced:	1	Demand Entry:	4 % (11) Entry 275
Entry	5	Demand Entry:	57 % (3)	Balanced:	3	Demand Exit:	4 % (6) Exit 162

760 - Research and Development Center				720 - Medical-Dental Office Building			
Exit	30	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 10
Entry	5	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 27

210 - Single-Family Detached Housing				720 - Medical-Dental Office Building			
Exit	162	Demand Exit:	4 % (6)	Balanced:	6	Demand Entry:	57 % (6) Entry 10
Entry	275	Demand Entry:	4 % (11)	Balanced:	1	Demand Exit:	2 % (1) Exit 27

220 - Apartment

		Internal Trips								
Total Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Entry	298 (100%)	0 (0%)	0 (0%)	129 (43%)	3 (1%)	1 (0%)	0 (0%)	1 (0%)	134 (45%)	164 (55%)
Exit	160 (100%)	0 (0%)	5 (3%)	46 (29%)	6 (4%)	3 (2%)	0 (0%)	6 (4%)	66 (41%)	94 (59%)
Total	458 (100%)	0 (0%)	5 (1%)	175 (38%)	9 (2%)	4 (1%)	0 (0%)	7 (2%)	200 (44%)	258 (56%)

230 - Residential Condominium/Townhouse - 1

		Internal Trips								
Total Trips		220 - Apartment	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Entry	190 (100%)	0 (0%)	0 (0%)	87 (46%)	3 (2%)	1 (1%)	0 (0%)	1 (1%)	92 (48%)	98 (52%)
Exit	94 (100%)	0 (0%)	3 (3%)	39 (41%)	4 (4%)	3 (3%)	0 (0%)	4 (4%)	53 (56%)	41 (44%)
Total	284 (100%)	0 (0%)	3 (1%)	126 (44%)	7 (2%)	4 (1%)	0 (0%)	5 (2%)	145 (51%)	139 (49%)

310 - Hotel

		Internal Trips								
Total Trips		220 - Apartment	230 - Residential Condominium/Townhouse - 1	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Entry	77 (100%)	5 (6%)	3 (4%)	13 (17%)	0 (0%)	0 (0%)	5 (6%)	0 (0%)	26 (34%)	51 (66%)
Exit	73 (100%)	0 (0%)	0 (0%)	9 (12%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	9 (12%)	64 (88%)
Total	150 (100%)	5 (3%)	3 (2%)	22 (15%)	0 (0%)	0 (0%)	5 (3%)	0 (0%)	35 (23%)	115 (77%)

820 - Shopping Center

Total Trips		Internal Trips							
		220 - Apartment	310 - Hotel	710 - General	760 - Research	210 - Single-Family	720 - Medical-	Total	External Trips

			230 - Residential Condominium/Townhouse - 1		Office Building	and Development Center	Detached Housing	Dental Office Building		
Entry	457 (100%)	46 (10%)	39 (9%)	9 (2%)	34 (7%)	6 (1%)	46 (10%)	5 (1%)	185 (40%)	272 (60%)
Exit	496 (100%)	129 (26%)	87 (18%)	13 (3%)	10 (2%)	2 (0%)	127 (26%)	3 (1%)	371 (75%)	125 (25%)
Total	953 (100%)	175 (18%)	126 (13%)	22 (2%)	44 (5%)	8 (1%)	173 (18%)	8 (1%)	556 (58%)	397 (42%)

710 - General Office Building

Internal Trips		220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	760 - Research and Development Center	210 - Single- Family Detached Housing	720 - Medical- Dental Office Building	Total	External Trips
Total Trips											
Entry	34 (100%)	6 (18%)		4 (12%)	0 (0%)	10 (29%)	0 (0%)	6 (18%)	0 (0%)	26 (76%)	8 (24%)
Exit	168 (100%)	3 (2%)		3 (2%)	0 (0%)	34 (20%)	0 (0%)	3 (2%)	0 (0%)	43 (26%)	125 (74%)
Total	202 (100%)	9 (4%)		7 (3%)	0 (0%)	44 (22%)	0 (0%)	9 (4%)	0 (0%)	69 (34%)	133 (66%)

760 - Research and Development Center

Internal Trips		220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	210 - Single- Family Detached Housing	720 - Medical- Dental Office Building	Total	External Trips
Total Trips											
Entry	5 (100%)	3 (60%)		3 (60%)	0 (0%)	2 (40%)	0 (0%)	3 (60%)	0 (0%)	11 (220%)	-6 (-120%)
Exit	30 (100%)	1 (3%)		1 (3%)	0 (0%)	6 (20%)	0 (0%)	1 (3%)	0 (0%)	9 (30%)	21 (70%)
Total	35 (100%)	4 (11%)		4 (11%)	0 (0%)	8 (23%)	0 (0%)	4 (11%)	0 (0%)	20 (57%)	15 (43%)

210 - Single-Family Detached Housing

Internal Trips		220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	720 - Medical- Dental Office Building	Total	External Trips
Total Trips											
Entry	275 (100%)	0 (0%)		0 (0%)	0 (0%)	127 (46%)	3 (1%)	1 (0%)	1 (0%)	132 (48%)	143 (52%)
Exit	162 (100%)	0 (0%)		0 (0%)	5 (3%)	46 (28%)	6 (4%)	3 (2%)	6 (4%)	66 (41%)	96 (59%)
Total	437 (100%)	0 (0%)		0 (0%)	5 (1%)	173 (40%)	9 (2%)	4 (1%)	7 (2%)	198 (45%)	238 (55%)

720 - Medical-Dental Office Building

Internal Trips		220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single- Family Detached Housing	Total	External Trips
Total Trips											
Entry	10 (100%)	6 (60%)		4 (40%)	0 (0%)	3 (30%)	0 (0%)	0 (0%)	6 (60%)	19 (190%)	-9 (-90%)
Exit	27 (100%)	1 (4%)		1 (4%)	0 (0%)	5 (19%)	0 (0%)	0 (0%)	1 (4%)	8 (30%)	19 (70%)
Total	37 (100%)	7 (19%)		5 (14%)	0 (0%)	8 (22%)	0 (0%)	0 (0%)	7 (19%)	27 (73%)	10 (27%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Apartment	258	0 %	0	258
230 - Residential Condominium/Townhouse - 1	139	0 %	0	139
310 - Hotel	115	0 %	0	115
820 - Shopping Center	397	7 %	28	369
710 - General Office Building	133	0 %	0	133
760 - Research and Development Center	15	0 %	0	15
210 - Single-Family Detached Housing	239	0 %	0	239
720 - Medical-Dental Office Building	10	0 %	0	10

NOTES

Project Notes:

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips

- 220 - Apartment
ITE does not recommend a particular pass-by% for this case.
- 230 - Residential Condominium/Townhouse - 1
ITE does not recommend a particular pass-by% for this case.
- 310 - Hotel
ITE does not recommend a particular pass-by% for this case.
- 820 - Shopping Center
The chosen pass-by% (7) is not provided by ITE. ITE recommends 32.
- 210 - Single-Family Detached Housing
ITE does not recommend a particular pass-by% for this case.
- 720 - Medical-Dental Office Building
ITE does not recommend a particular pass-by% for this case.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Weekday, P.M. Peak Hour of Generator

Landuse No deviations from ITE.

Methods 760 - Research and Development Center
The chosen method (LOG) is not recommended by ITE. ITE recommends Average based on the criterion.

External Trips 710 - General Office Building
ITE does not recommend a particular pass-by% for this case.

760 - Research and Development Center
ITE does not recommend a particular pass-by% for this case

SUMMARY

Total Entering	1346
Total Exiting	1210
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	625
Total Exiting Internal Capture Reduction	625
Total Entering Pass-by Reduction	19
Total Exiting Pass-by Reduction	9
Total Entering Non-Pass-by Trips	702
Total Exiting Non-Pass-by Trips	576

DAILY



PERIOD SETTING

Analysis Name : Weekday
 Project Name : CenterPlace - Revised Buildout 2 No : 15568
 Date: 2/7/2017 City:
 State/Province: Zip/Postal Code:
 Country: Client Name:
 Analyst's Name: JP Edition: ITE-TGM 9th Edition

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Apartment	Dwelling Units	800	Weekday	Best Fit (LIN) T = 6.06(X)+123.56	2486 50%	2486 50%	4972
230 - Residential Condominium/Townhouse - 1	Dwelling Units	663	Weekday	Best Fit (LOG) Ln(T) = 0.87Ln(X) +2.46	1668 50%	1667 50%	3335
310 - Hotel	Rooms	250	Weekday	Best Fit (LIN) T = 8.95 (X)+-373.16	932 50%	932 50%	1864
820 - Shopping Center	1000 Sq. Feet Gross Leasable Area	200	Weekday	Best Fit (LOG) Ln(T) = 0.85Ln(X) +5.83	5328 50%	5328 50%	10656
710 - General Office Building	1000 Sq. Feet Gross Floor Area	110	Weekday	Best Fit (LOG) Ln(T) = 0.76Ln(X) +3.68	706 50%	705 50%	1411
760 - Research and Development Center	1000 Sq. Feet Gross Floor Area	20 ^(D)	Weekday	Best Fit (LOG) Ln(T) = 0.83Ln(X) +3.09	132 50%	132 50%	264
210 - Single-Family Detached Housing	Dwelling Units	487	Weekday	Best Fit (LOG) Ln(T) = 0.92Ln(X) +2.72	2253 50%	2253 50%	4506
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	10	Weekday	Best Fit (LIN) T = 40.89(X)+-214.97	97 50%	97 50%	194

(D) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Apartment	0 %	2486	0 %	2486
230 - Residential Condominium/Townhouse - 1	0 %	1668	0 %	1667
310 - Hotel	0 %	932	0 %	932
820 - Shopping Center	0 %	5328	0 %	5328
710 - General Office Building	0 %	706	0 %	705
760 - Research and Development Center	0 %	132	0 %	132
210 - Single-Family Detached Housing	0 %	2253	0 %	2253

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
720 - Medical-Dental Office Building	0 %	97	0 %	97

INTERNAL TRIPS

220 - Apartment	230 - Residential Condominium/Townhouse - 1
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 1668
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 1667
220 - Apartment	310 - Hotel
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 932
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 932
220 - Apartment	820 - Shopping Center
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 5328
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 5328
220 - Apartment	710 - General Office Building
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 706
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 705
220 - Apartment	760 - Research and Development Center
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 132
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 132
220 - Apartment	210 - Single-Family Detached Housing
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 2253
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 2253
220 - Apartment	720 - Medical-Dental Office Building
Exit 2486 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 97
Entry 2486 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 97
230 - Residential Condominium/Townhouse - 1	310 - Hotel
Exit 1667 Demand Exit: 0 % (0) Balanced: 0	Demand Entry: 0 % (0) Entry 932
Entry 1668 Demand Entry: 0 % (0) Balanced: 0	Demand Exit: 0 % (0) Exit 932

230 - Residential Condominium/Townhouse - 1				820 - Shopping Center			
Exit	1667	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	5328	
Entry	1668	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	5328	
230 - Residential Condominium/Townhouse - 1				710 - General Office Building			
Exit	1667	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	706	
Entry	1668	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	705	
230 - Residential Condominium/Townhouse - 1				760 - Research and Development Center			
Exit	1667	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	132	
Entry	1668	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	132	
230 - Residential Condominium/Townhouse - 1				210 - Single-Family Detached Housing			
Exit	1667	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	2253	
Entry	1668	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	2253	
230 - Residential Condominium/Townhouse - 1				720 - Medical-Dental Office Building			
Exit	1667	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	97	
Entry	1668	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	97	
310 - Hotel				820 - Shopping Center			
Exit	932	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	5328	
Entry	932	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	5328	
310 - Hotel				710 - General Office Building			
Exit	932	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	705	
Entry	932	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	705	
310 - Hotel				760 - Research and Development Center			
Exit	932	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	132	
Entry	932	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	132	
310 - Hotel				210 - Single-Family Detached Housing			
Exit	932	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	2253	
Entry	932	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	2253	
310 - Hotel				720 - Medical-Dental Office Building			
Exit	932	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	97	
Entry	932	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	97	

820 - Shopping Center				Balanced:	710 - General Office Building			
Exit	5328	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	706
Entry	5328	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	705
				0				
820 - Shopping Center				Balanced:	760 - Research and Development Center			
Exit	5328	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	132
Entry	5328	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	132
				0				
820 - Shopping Center				Balanced:	210 - Single-Family Detached Housing			
Exit	5328	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	2253
Entry	5328	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	2253
				0				
820 - Shopping Center				Balanced:	720 - Medical-Dental Office Building			
Exit	5328	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	97
Entry	5328	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	97
				0				
710 - General Office Building				Balanced:	760 - Research and Development Center			
Exit	705	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	132
Entry	706	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	132
				0				
710 - General Office Building				Balanced:	210 - Single-Family Detached Housing			
Exit	705	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	2253
Entry	706	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	2253
				0				
710 - General Office Building				Balanced:	720 - Medical-Dental Office Building			
Exit	705	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	97
Entry	706	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	97
				0				
760 - Research and Development Center				Balanced:	210 - Single-Family Detached Housing			
Exit	132	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	2253
Entry	132	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	2253
				0				
760 - Research and Development Center				Balanced:	720 - Medical-Dental Office Building			
Exit	132	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	97
Entry	132	Demand Entry:	0 % (0)	Balanced:	Demand Exit:	0 % (0)	Exit	97
				0				
210 - Single-Family Detached Housing				Balanced:	720 - Medical-Dental Office Building			
Exit	2253	Demand Exit:	0 % (0)	0	Demand Entry:	0 % (0)	Entry	97
Entry	2253			Balanced:			Exit	97
				0				

Demand Entry: 0 % (0) Demand Exit: 0 % (0)

220 - Apartment

		Internal Trips							Total	External Trips
Total Trips	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	2486 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2486 (100%)	
Exit	2486 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2486 (100%)	
Total	4972 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4972 (100%)	

230 - Residential Condominium/Townhouse - 1

		Internal Trips							Total	External Trips
Total Trips	220 - Apartment	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	1668 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1668 (100%)	
Exit	1667 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1667 (100%)	
Total	3335 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3335 (100%)	

310 - Hotel

		Internal Trips							Total	External Trips
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	932 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	932 (100%)	
Exit	932 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	932 (100%)	
Total	1864 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1864 (100%)	

820 - Shopping Center

		Internal Trips							Total	External Trips
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	5328 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5328 (100%)	
Exit	5328 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5328 (100%)	
Total	10656 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	10656 (100%)	

710 - General Office Building

		Internal Trips							Total	External Trips
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry	706 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	706 (100%)	
Exit	705 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	705 (100%)	
Total	1411 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1411 (100%)	

760 - Research and Development Center

Internal Trips									Total	External Trips
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Total Trips										
Entry	132 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	132 (100%)	
Exit	132 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	132 (100%)	
Total	264 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	264 (100%)	

210 - Single-Family Detached Housing

Internal Trips									Total	External Trips
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	720 - Medical-Dental Office Building			
Total Trips										
Entry	2253 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2253 (100%)	
Exit	2253 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2253 (100%)	
Total	4506 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4506 (100%)	

720 - Medical-Dental Office Building

Internal Trips									Total	External Trips
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing			
Total Trips										
Entry	97 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	97 (100%)	
Exit	97 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	97 (100%)	
Total	194 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	194 (100%)	

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Apartment	4972	0 %	0	4972
230 - Residential Condominium/Townhouse - 1	3335	0 %	0	3335
310 - Hotel	1864	0 %	0	1864
820 - Shopping Center	10656	20 %	2131	8525
710 - General Office Building	1411	0 %	0	1411
760 - Research and Development Center	264	0 %	0	264
210 - Single-Family Detached Housing	4506	0 %	0	4506

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
720 - Medical-Dental Office Building	194	0 %	0	194

NOTES

Project Notes:

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods

- 310 - Hotel
The chosen method (LIN) is not recommended by ITE. ITE recommends Average based on the criterion.
- 760 - Research and Development Center
The chosen method (LOG) is not recommended by ITE. ITE recommends Average based on the criterion.
- 720 - Medical-Dental Office Building
The chosen method (LIN) is not recommended by ITE. ITE recommends Average based on the criterion.

External Trips

- 220 - Apartment
ITE does not recommend a particular pass-by% for this case.
- 230 - Residential Condominium/Townhouse - 1
ITE does not recommend a particular pass-by% for this case.
- 310 - Hotel
ITE does not recommend a particular pass-by% for this case.
- 820 - Shopping Center
ITE does not recommend a particular pass-by% for this case.
- 710 - General Office Building
ITE does not recommend a particular pass-by% for this case.
- 760 - Research and Development Center
ITE does not recommend a particular pass-by% for this case.
- 210 - Single-Family Detached Housing
ITE does not recommend a particular pass-by% for this case.
- 720 - Medical-Dental Office Building
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	13602
Total Exiting	13600
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	1066
Total Exiting Pass-by Reduction	1065
Total Entering Non-Pass-by Trips	12536
Total Exiting Non-Pass-by Trips	12535

APPENDIX C

SHORT RANGE (2021) OTISS WORKSHEETS
REVISED DEVELOPMENT PROGRAM



AM PEAK




PERIOD SETTING

Analysis Name: AM Peak Hour
 Project Name: CenterPlace - Revised 5 year No: 15568
 Date: 2/2/2017 City:
 State/Province: Zip/Postal Code:
 Country: Client Name:
 Analyst's Name: JP Edition: ITE-TGM 9th Edition

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Apartment	Dwelling Units	600	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) $T = 0.49(X) + 3.73$	60 20%	238 80%	298
230 - Residential Condominium/Townhouse - 1	Dwelling Units	200	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.8\ln(X) + 0.26$	15 17%	75 83%	90
310 - Hotel	Employees	0 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.8	0 0%	0 0%	0
820 - Shopping Center	1000 Sq. Feet Gross Leasable Area	75	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.61\ln(X) + 2.24$	81 62%	50 38%	131
710 - General Office Building	1000 Sq. Feet Gross Floor Area	55	Weekday, A.M. Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.8\ln(X) + 1.57$	105 88%	14 12%	119
780 - Research and Development Center	1000 Sq. Feet Gross Floor Area	10 ⁽⁰⁾	Weekday, A.M. Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.87\ln(X) + 0.86$	15 83%	3 17%	18
210 - Single-Family Detached Housing	Dwelling Units	225	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) $T = 0.7(X) + 9.74$	42 25%	125 75%	167
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	0 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 2.39	0 0%	0 0%	0

(0) indicates size out of range.

 The time periods do not match.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Apartment	0 %	60	0 %	238
230 - Residential Condominium/Townhouse - 1	0 %	15	0 %	75
310 - Hotel	0 %	n/a	0 %	n/a
820 - Shopping Center	0 %	81	0 %	50
710 - General Office Building	0 %	105	0 %	14
760 - Research and Development Center	0 %	15	0 %	3
210 - Single-Family Detached Housing	0 %	42	0 %	125
720 - Medical-Dental Office Building	0 %	n/a	0 %	n/a

INTERNAL TRIPS

220 - Apartment				230 - Residential Condominium/Townhouse - 1			
Exit	238	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	60	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
220 - Apartment				310 - Hotel			
Exit	238	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	60	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
220 - Apartment				820 - Shopping Center			
Exit	238	Demand Exit:	1 % (2)	Balanced:	2	Demand Entry:	17 % (14)
Entry	60	Demand Entry:	2 % (1)	Balanced:	1	Demand Exit:	14 % (7)
220 - Apartment				710 - General Office Building			
Exit	238	Demand Exit:	2 % (5)	Balanced:	3	Demand Entry:	3 % (3)
Entry	60	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	1 % (0)
220 - Apartment				760 - Research and Development Center			
Exit	238	Demand Exit:	2 % (5)	Balanced:	0	Demand Entry:	3 % (0)
Entry	60	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	1 % (0)
220 - Apartment				210 - Single-Family Detached Housing			

Exit 238	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 42
Entry 60	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 125
220 - Apartment			720 - Medical-Dental Office Building	
Exit 238	Demand Exit: 2 % (5)	Balanced: 0	Demand Entry: 3 % (0)	Entry n/a
Entry 60	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit n/a
230 - Residential Condominium/Townhouse - 1			310 - Hotel	
Exit 75	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry n/a
Entry 15	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit n/a
230 - Residential Condominium/Townhouse - 1			820 - Shopping Center	
Exit 75	Demand Exit: 1 % (1)	Balanced: 1	Demand Entry: 17 % (14)	Entry 81
Entry 15	Demand Entry: 2 % (0)	Balanced: 0	Demand Exit: 14 % (7)	Exit 50
230 - Residential Condominium/Townhouse - 1			710 - General Office Building	
Exit 75	Demand Exit: 2 % (2)	Balanced: 2	Demand Entry: 3 % (3)	Entry 105
Entry 15	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit 14
230 - Residential Condominium/Townhouse - 1			760 - Research and Development Center	
Exit 75	Demand Exit: 2 % (2)	Balanced: 0	Demand Entry: 3 % (0)	Entry 15
Entry 15	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit 3
230 - Residential Condominium/Townhouse - 1			210 - Single-Family Detached Housing	
Exit 75	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 42
Entry 15	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 125
230 - Residential Condominium/Townhouse - 1			720 - Medical-Dental Office Building	
Exit 75	Demand Exit: 2 % (2)	Balanced: 0	Demand Entry: 3 % (0)	Entry n/a
Entry 15	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 1 % (0)	Exit n/a
310 - Hotel			820 - Shopping Center	
Exit n/a	Demand Exit: 14 % (0)	Balanced: 0	Demand Entry: 4 % (3)	Entry 81
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 50
310 - Hotel			710 - General Office Building	
Exit n/a	Demand Exit: 75 % (0)	Balanced: 0	Demand Entry: 3 % (3)	Entry 105
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 14

310 - Hotel				760 - Research and Development Center			
Exit	n/a	Demand Exit:	75 % (0)	Balanced:	0	Demand Entry:	3 % (0) Entry 15
Entry	n/a	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 3
310 - Hotel				210 - Single-Family Detached Housing			
Exit	n/a	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 42
Entry	n/a	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 125
310 - Hotel				720 - Medical-Dental Office Building			
Exit	n/a	Demand Exit:	75 % (0)	Balanced:	0	Demand Entry:	3 % (0) Entry n/a
Entry	n/a	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit n/a
820 - Shopping Center				710 - General Office Building			
Exit	50	Demand Exit:	29 % (15)	Balanced:	4	Demand Entry:	4 % (4) Entry 105
Entry	81	Demand Entry:	32 % (26)	Balanced:	4	Demand Exit:	28 % (4) Exit 14
820 - Shopping Center				760 - Research and Development Center			
Exit	50	Demand Exit:	29 % (15)	Balanced:	1	Demand Entry:	4 % (1) Entry 15
Entry	81	Demand Entry:	32 % (26)	Balanced:	1	Demand Exit:	28 % (1) Exit 3
820 - Shopping Center				210 - Single-Family Detached Housing			
Exit	50	Demand Exit:	14 % (7)	Balanced:	1	Demand Entry:	2 % (1) Entry 42
Entry	81	Demand Entry:	17 % (14)	Balanced:	1	Demand Exit:	1 % (1) Exit 125
820 - Shopping Center				720 - Medical-Dental Office Building			
Exit	50	Demand Exit:	29 % (15)	Balanced:	0	Demand Entry:	4 % (0) Entry n/a
Entry	81	Demand Entry:	32 % (26)	Balanced:	0	Demand Exit:	28 % (0) Exit n/a
710 - General Office Building				760 - Research and Development Center			
Exit	14	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 15
Entry	105	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 3
710 - General Office Building				210 - Single-Family Detached Housing			
Exit	14	Demand Exit:	1 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 42
Entry	105	Demand Entry:	3 % (3)	Balanced:	3	Demand Exit:	2 % (3) Exit 125
710 - General Office Building				720 - Medical-Dental Office Building			
Exit	14	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry n/a
Entry	105						Exit n/a

Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0)

760 - Research and Development Center

Exit 3 Demand Exit: 1 % (0) Balanced: 0
 Entry 15 Demand Entry: 3 % (0) Balanced: 0

210 - Single-Family Detached Housing

Demand Entry: 0 % (0) Entry 42
 Demand Exit: 2 % (3) Exit 125

760 - Research and Development Center

Exit 3 Demand Exit: 0 % (0) Balanced: 0
 Entry 15 Demand Entry: 0 % (0) Balanced: 0

720 - Medical-Dental Office Building

Demand Entry: 0 % (0) Entry n/a
 Demand Exit: 0 % (0) Exit n/a

210 - Single-Family Detached Housing

Exit 125 Demand Exit: 2 % (3) Balanced: 0
 Entry 42 Demand Entry: 0 % (0) Balanced: 0

720 - Medical-Dental Office Building

Demand Entry: 3 % (0) Entry n/a
 Demand Exit: 1 % (0) Exit n/a

220 - Apartment

Internal Trips									Total	External Trips
Total Trips	230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry 60 (100%)	0 (0%)	0 (0%)	1 (2%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (2%)	59 (98%)	
Exit 238 (100%)	0 (0%)	0 (0%)	2 (1%)	3 (1%)	0 (0%)	0 (0%)	0 (0%)	5 (2%)	233 (98%)	
Total 298 (100%)	0 (0%)	0 (0%)	3 (1%)	3 (1%)	0 (0%)	0 (0%)	0 (0%)	6 (2%)	292 (98%)	

230 - Residential Condominium/Townhouse - 1

Internal Trips									Total	External Trips
Total Trips	220 - Apartment	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry 15 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	15 (100%)	
Exit 75 (100%)	0 (0%)	0 (0%)	1 (1%)	2 (3%)	0 (0%)	0 (0%)	0 (0%)	3 (4%)	72 (96%)	
Total 90 (100%)	0 (0%)	0 (0%)	1 (1%)	2 (2%)	0 (0%)	0 (0%)	0 (0%)	3 (3%)	87 (97%)	

310 - Hotel

Internal Trips									Total	External Trips
Total Trips	220 - Apartment	230 - Residential Condominium/Townhouse - 1	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building			
Entry n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a	
Exit n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a	
Total n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a	

820 - Shopping Center

Total Trips Internal Trips External Trips

	220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	
Entry	81 (100%)	2 (2%)	1 (1%)	0 (0%)	4 (5%)	1 (1%)	0 (0%)	9 (11%)	72 (89%)
Exit	50 (100%)	1 (2%)	0 (0%)	4 (8%)	1 (2%)	1 (2%)	0 (0%)	7 (14%)	43 (86%)
Total	131 (100%)	3 (2%)	1 (1%)	0 (0%)	6 (6%)	2 (2%)	0 (0%)	16 (12%)	115 (88%)

710 - General Office Building

Internal Trips									External Trips	
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total		
Total Trips										
Entry	105 (100%)	3 (3%)	2 (2%)	0 (0%)	4 (4%)	0 (0%)	3 (3%)	0 (0%)	12 (11%)	93 (89%)
Exit	14 (100%)	0 (0%)	0 (0%)	0 (0%)	4 (29%)	0 (0%)	0 (0%)	0 (0%)	4 (29%)	10 (71%)
Total	119 (100%)	3 (3%)	2 (2%)	0 (0%)	8 (7%)	0 (0%)	3 (3%)	0 (0%)	16 (13%)	103 (87%)

760 - Research and Development Center

Internal Trips									External Trips	
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total		
Total Trips										
Entry	15 (100%)	0 (0%)	0 (0%)	1 (7%)	0 (0%)	0 (0%)	0 (0%)	1 (7%)	14 (93%)	
Exit	3 (100%)	0 (0%)	0 (0%)	1 (33%)	0 (0%)	0 (0%)	0 (0%)	1 (33%)	2 (67%)	
Total	18 (100%)	0 (0%)	0 (0%)	2 (11%)	0 (0%)	0 (0%)	0 (0%)	2 (11%)	16 (89%)	

210 - Single-Family Detached Housing

Internal Trips									External Trips	
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	720 - Medical-Dental Office Building	Total		
Total Trips										
Entry	42 (100%)	0 (0%)	0 (0%)	1 (2%)	0 (0%)	0 (0%)	0 (0%)	1 (2%)	41 (98%)	
Exit	125 (100%)	0 (0%)	0 (0%)	1 (1%)	3 (2%)	0 (0%)	0 (0%)	4 (3%)	121 (97%)	
Total	167 (100%)	0 (0%)	0 (0%)	2 (1%)	3 (2%)	0 (0%)	0 (0%)	5 (3%)	162 (97%)	

720 - Medical-Dental Office Building

Internal Trips									External Trips	
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	Total		
Total Trips										
Entry	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a	
Exit	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a	
Total	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a	

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Apartment	292	0 %	0	292
230 - Residential Condominium/Townhouse - 1	87	0 %	0	87
310 - Hotel	n/a	0 %	n/a	n/a
820 - Shopping Center	115	13 %	15	100
710 - General Office Building	103	0 %	0	103
760 - Research and Development Center	16	0 %	0	16
210 - Single-Family Detached Housing	162	0 %	0	162
720 - Medical-Dental Office Building	n/a	0 %	n/a	n/a

NOTES

Project Notes:

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips
 220 - Apartment
 ITE does not recommend a particular pass-by% for this case.
 230 - Residential Condominium/Townhouse - 1
 ITE does not recommend a particular pass-by% for this case.
 820 - Shopping Center
 ITE does not recommend a particular pass-by% for this case.
 210 - Single-Family Detached Housing
 ITE does not recommend a particular pass-by% for this case.
 720 - Medical-Dental Office Building
 ITE does not recommend a particular pass-by% for this case.

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

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 310 - Hotel
ITE does not recommend a particular pass-by% for this case.

Weekday, A.M. Peak Hour of Generator

Landuse No deviations from ITE.

Methods 760 - Research and Development Center
The chosen method (LOG) is not recommended by ITE. ITE recommends Average based on the criterion.

External Trips 710 - General Office Building
ITE does not recommend a particular pass-by% for this case.

760 - Research and Development Center
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	318
Total Exiting	505
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	24
Total Exiting Internal Capture Reduction	24
Total Entering Pass-by Reduction	9
Total Exiting Pass-by Reduction	6
Total Entering Non-Pass-by Trips	285
Total Exiting Non-Pass-by Trips	475

PM PEAK



PERIOD SETTING

Analysis Name : PM Peak Hour
 Project Name : CenterPlace-- Revised 5 year No : 1556B
 Date: 2/2/2017 City:
 State/Province: Zip/Postal Code:
 Country: Client Name:
 Analyst's Name: JP Edition: ITE-TGM 8th Edition

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Apartment	Dwelling Units	600	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) $T = 0.65(X) + 17.65$	226 65%	122 35%	348
230 - Residential Condominium/Townhouse	Dwelling Units	200	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.82\ln(X) + 0.32$	71 67%	35 33%	106
310 - Hotel	Employees	0 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.8	0 0%	0 0%	0
620 - Shopping Center	1000 Sq. Feet Gross Leasable Area	75	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.67\ln(X) + 3.31$	237 48%	257 52%	494
710 - General Office Building	1000 Sq. Feet Gross Floor Area	55	Weekday, P.M. Peak Hour of Generator	Best Fit (LIN) $T = 1.12(X) + 78.45$	24 17%	116 83%	140
760 - Research and Development Center	1000 Sq. Feet Gross Floor Area	10 ⁽⁰⁾	Weekday, P.M. Peak Hour of Generator	Best Fit (LOG) $\ln(T) = 0.83\ln(X) + 1.06$	3 15%	17 85%	20
210 - Single-Family Detached Housing	Dwelling Units	225	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.9\ln(X) + 0.51$	137 63%	81 37%	218
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	0 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.9\ln(X) + 1.53$	0 0%	0 0%	0

(0) indicates size out of range.

⁽⁰⁾ The time periods do not match.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Apartment	0 %	226	0 %	122
230 - Residential Condominium/Townhouse - 1	0 %	71	0 %	35
310 - Hotel	0 %	n/a	0 %	n/a
820 - Shopping Center	0 %	237	0 %	257
710 - General Office Building	0 %	24	0 %	116
760 - Research and Development Center	0 %	3	0 %	17
210 - Single-Family Detached Housing	0 %	137	0 %	81
720 - Medical-Dental Office Building	0 %	n/a	0 %	n/a

INTERNAL TRIPS

220 - Apartment				230 - Residential Condominium/Townhouse - 1			
Exit	122	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	226	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
220 - Apartment				310 - Hotel			
Exit	122	Demand Exit:	3 % (4)	Balanced:	0	Demand Entry:	12 % (0)
Entry	226	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	2 % (0)
220 - Apartment				820 - Shopping Center			
Exit	122	Demand Exit:	42 % (51)	Balanced:	24	Demand Entry:	10 % (24)
Entry	226	Demand Entry:	46 % (104)	Balanced:	67	Demand Exit:	26 % (67)
220 - Apartment				710 - General Office Building			
Exit	122	Demand Exit:	4 % (5)	Balanced:	5	Demand Entry:	57 % (14)
Entry	226	Demand Entry:	4 % (9)	Balanced:	2	Demand Exit:	2 % (2)
220 - Apartment				760 - Research and Development Center			
Exit	122	Demand Exit:	4 % (5)	Balanced:	2	Demand Entry:	57 % (2)
Entry	226	Demand Entry:	4 % (9)	Balanced:	0	Demand Exit:	2 % (0)
220 - Apartment				210 - Single-Family Detached Housing			
Exit	122	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	226	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)

Entry 226	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 81
220 - Apartment			720 - Medical-Dental Office Building	
Exit 122	Demand Exit: 4 % (5)	Balanced: 0	Demand Entry: 57 % (0)	Entry n/a
Entry 226	Demand Entry: 4 % (9)	Balanced: 0	Demand Exit: 2 % (0)	Exit n/a
230 - Residential Condominium/Townhouse - 1			310 - Hotel	
Exit 35	Demand Exit: 3 % (1)	Balanced: 0	Demand Entry: 12 % (0)	Entry n/a
Entry 71	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 2 % (0)	Exit n/a
230 - Residential Condominium/Townhouse - 1			820 - Shopping Center	
Exit 35	Demand Exit: 42 % (15)	Balanced: 15	Demand Entry: 10 % (24)	Entry 237
Entry 71	Demand Entry: 46 % (33)	Balanced: 33	Demand Exit: 26 % (67)	Exit 257
230 - Residential Condominium/Townhouse - 1			710 - General Office Building	
Exit 35	Demand Exit: 4 % (1)	Balanced: 1	Demand Entry: 57 % (14)	Entry 24
Entry 71	Demand Entry: 4 % (3)	Balanced: 2	Demand Exit: 2 % (2)	Exit 116
230 - Residential Condominium/Townhouse - 1			760 - Research and Development Center	
Exit 35	Demand Exit: 4 % (1)	Balanced: 1	Demand Entry: 57 % (2)	Entry 3
Entry 71	Demand Entry: 4 % (3)	Balanced: 0	Demand Exit: 2 % (0)	Exit 17
230 - Residential Condominium/Townhouse - 1			210 - Single-Family Detached Housing	
Exit 35	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 137
Entry 71	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 81
230 - Residential Condominium/Townhouse - 1			720 - Medical-Dental Office Building	
Exit 35	Demand Exit: 4 % (1)	Balanced: 0	Demand Entry: 57 % (0)	Entry n/a
Entry 71	Demand Entry: 4 % (3)	Balanced: 0	Demand Exit: 2 % (0)	Exit n/a
310 - Hotel			820 - Shopping Center	
Exit n/a	Demand Exit: 16 % (0)	Balanced: 0	Demand Entry: 2 % (5)	Entry 237
Entry n/a	Demand Entry: 17 % (0)	Balanced: 0	Demand Exit: 5 % (13)	Exit 257
310 - Hotel			710 - General Office Building	
Exit n/a	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 24
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 116
310 - Hotel			760 - Research and Development Center	
Exit n/a				Entry 3

	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	
Entry n/a	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit 17
310 - Hotel					210 - Single-Family Detached Housing				
Exit n/a	Demand Exit:	2	% (0)	Balanced:	0	Demand Entry:	0	% (0)	Entry 137
Entry n/a	Demand Entry:	12	% (0)	Balanced:	0	Demand Exit:	3	% (2)	Exit 81
310 - Hotel					720 - Medical-Dental Office Building				
Exit n/a	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	Entry n/a
Entry n/a	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit n/a
820 - Shopping Center					710 - General Office Building				
Exit 257	Demand Exit:	2	% (5)	Balanced:	5	Demand Entry:	31	% (7)	Entry 24
Entry 237	Demand Entry:	8	% (19)	Balanced:	19	Demand Exit:	20	% (23)	Exit 116
820 - Shopping Center					760 - Research and Development Center				
Exit 257	Demand Exit:	2	% (5)	Balanced:	1	Demand Entry:	31	% (1)	Entry 3
Entry 237	Demand Entry:	8	% (19)	Balanced:	3	Demand Exit:	20	% (3)	Exit 17
820 - Shopping Center					210 - Single-Family Detached Housing				
Exit 257	Demand Exit:	26	% (67)	Balanced:	63	Demand Entry:	46	% (63)	Entry 137
Entry 237	Demand Entry:	10	% (24)	Balanced:	24	Demand Exit:	42	% (34)	Exit 81
820 - Shopping Center					720 - Medical-Dental Office Building				
Exit 257	Demand Exit:	2	% (5)	Balanced:	0	Demand Entry:	31	% (0)	Entry n/a
Entry 237	Demand Entry:	8	% (19)	Balanced:	0	Demand Exit:	20	% (0)	Exit n/a
710 - General Office Building					760 - Research and Development Center				
Exit 116	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	Entry 3
Entry 24	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit 17
710 - General Office Building					210 - Single-Family Detached Housing				
Exit 116	Demand Exit:	1	% (1)	Balanced:	1	Demand Entry:	3	% (4)	Entry 137
Entry 24	Demand Entry:	38	% (9)	Balanced:	2	Demand Exit:	3	% (2)	Exit 81
710 - General Office Building					720 - Medical-Dental Office Building				
Exit 116	Demand Exit:	0	% (0)	Balanced:	0	Demand Entry:	0	% (0)	Entry n/a
Entry 24	Demand Entry:	0	% (0)	Balanced:	0	Demand Exit:	0	% (0)	Exit n/a

760 - Research and Development Center				210 - Single-Family Detached Housing					
Exit	17	Demand Exit:	2 % (0)	Balanced:	0	Demand Entry:	4 % (5)	Entry	137
Entry	3	Demand Entry:	57 % (2)	Balanced:	2	Demand Exit:	4 % (3)	Exit	81

760 - Research and Development Center				720 - Medical-Dental Office Building					
Exit	17	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)	Entry	n/a
Entry	3	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)	Exit	n/a

210 - Single-Family Detached Housing				720 - Medical-Dental Office Building					
Exit	81	Demand Exit:	4 % (3)	Balanced:	0	Demand Entry:	57 % (0)	Entry	n/a
Entry	137	Demand Entry:	4 % (5)	Balanced:	0	Demand Exit:	2 % (0)	Exit	n/a

220 - Apartment										
Internal Trips										
Total Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Entry	226 (100%)	0 (0%)	0 (0%)	67 (30%)	2 (1%)	0 (0%)	0 (0%)	0 (0%)	69 (31%)	157 (69%)
Exit	122 (100%)	0 (0%)	0 (0%)	24 (20%)	5 (4%)	2 (2%)	0 (0%)	0 (0%)	31 (25%)	91 (75%)
Total	348 (100%)	0 (0%)	0 (0%)	91 (26%)	7 (2%)	2 (1%)	0 (0%)	0 (0%)	100 (29%)	248 (71%)

230 - Residential Condominium/Townhouse - 1										
Internal Trips										
Total Trips		220 - Apartment	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Entry	71 (100%)	0 (0%)	0 (0%)	33 (46%)	2 (3%)	0 (0%)	0 (0%)	0 (0%)	35 (49%)	36 (51%)
Exit	35 (100%)	0 (0%)	0 (0%)	15 (43%)	1 (3%)	1 (3%)	0 (0%)	0 (0%)	17 (49%)	18 (51%)
Total	106 (100%)	0 (0%)	0 (0%)	48 (45%)	3 (3%)	1 (1%)	0 (0%)	0 (0%)	52 (49%)	54 (51%)

310 - Hotel										
Internal Trips										
Total Trips		220 - Apartment	230 - Residential Condominium/Townhouse - 1	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Entry	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Exit	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Total	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a

820 - Shopping Center										
Internal Trips										
Total Trips		220 - Apartment	230 - Residential Condominium/Townhouse - 1	310 - Hotel	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips

Entry	237 (100%)	24 (10%)	15 (8%)	0 (0%)	19 (8%)	3 (1%)	24 (10%)	0 (0%)	85 (36%)	152 (64%)
Exit	257 (100%)	67 (26%)	33 (13%)	0 (0%)	5 (2%)	1 (0%)	63 (25%)	0 (0%)	169 (66%)	88 (34%)
Total	494 (100%)	91 (18%)	48 (10%)	0 (0%)	24 (5%)	4 (1%)	87 (18%)	0 (0%)	254 (51%)	240 (49%)

710 - General Office Building

Internal Trips										
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips	
Total Trips										
Entry	24 (100%)	5 (21%)	1 (4%)	0 (0%)	5 (21%)	0 (0%)	2 (8%)	0 (0%)	13 (54%)	11 (46%)
Exit	116 (100%)	2 (2%)	2 (2%)	0 (0%)	19 (16%)	0 (0%)	1 (1%)	0 (0%)	24 (21%)	92 (79%)
Total	140 (100%)	7 (5%)	3 (2%)	0 (0%)	24 (17%)	0 (0%)	3 (2%)	0 (0%)	37 (26%)	103 (74%)

760 - Research and Development Center

Internal Trips										
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips	
Total Trips										
Entry	3 (100%)	2 (67%)	1 (33%)	0 (0%)	1 (33%)	0 (0%)	2 (67%)	0 (0%)	6 (200%)	-3 (-100%)
Exit	17 (100%)	0 (0%)	0 (0%)	0 (0%)	3 (18%)	0 (0%)	0 (0%)	0 (0%)	3 (18%)	14 (82%)
Total	20 (100%)	2 (10%)	1 (5%)	0 (0%)	4 (20%)	0 (0%)	2 (10%)	0 (0%)	9 (45%)	11 (55%)

210 - Single-Family Detached Housing

Internal Trips									
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	720 - Medical-Dental Office Building	Total	External Trips
Total Trips									
Entry	137 (100%)	0 (0%)	0 (0%)	63 (46%)	1 (1%)	0 (0%)	0 (0%)	64 (47%)	73 (53%)
Exit	81 (100%)	0 (0%)	0 (0%)	24 (30%)	2 (2%)	2 (2%)	0 (0%)	28 (35%)	53 (65%)
Total	218 (100%)	0 (0%)	0 (0%)	87 (40%)	3 (1%)	2 (1%)	0 (0%)	92 (42%)	126 (58%)

720 - Medical-Dental Office Building

Internal Trips									
220 - Apartment		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	Total	External Trips
Total Trips									
Entry	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Exit	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Total	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Apartment	248	0 %	0	248
230 - Residential Condominium/Townhouse - 1	54	0 %	0	54
310 - Hotel	n/a	0 %	n/a	n/a
820 - Shopping Center	240	7 %	17	223
710 - General Office Building	103	0 %	0	103
760 - Research and Development Center	11	0 %	0	11
210 - Single-Family Detached Housing	126	0 %	0	126
720 - Medical-Dental Office Building	n/a	0 %	n/a	n/a

NOTES

Project Notes:

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods 720 - Medical-Dental Office Building
The chosen method (LOG) is not recommended by ITE. ITE recommends Average based on the criterion.

External Trips 220 - Apartment
ITE does not recommend a particular pass-by% for this case.

230 - Residential Condominium/Townhouse - 1
ITE does not recommend a particular pass-by% for this case.

310 - Hotel
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center
The chosen pass-by% (7) is not provided by ITE. ITE recommends 42.

210 - Single-Family Detached Housing
ITE does not recommend a particular pass-by% for this case.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

720 - Medical-Dental Office Building
ITE does not recommend a particular pass-by% for this case.

Weekday, P.M. Peak Hour of Generator

Landuse No deviations from ITE.

Methods 760 - Research and Development Center
The chosen method (LOG) is not recommended by ITE. ITE recommends Average based on the criterion.

External Trips 710 - General Office Building
ITE does not recommend a particular pass-by% for this case.

760 - Research and Development Center
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	698
Total Exiting	628
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	272
Total Exiting Internal Capture Reduction	272
Total Entering Pass-by Reduction	11
Total Exiting Pass-by Reduction	6
Total Entering Non-Pass-by Trips	415
Total Exiting Non-Pass-by Trips	350

DAILY




PERIOD SETTING

Analysis Name : Weekday
 Project Name : CenterPlace - Revised 5 year No : 15568
 Date : 2/2/2017 City:
 State/Province: Zip/Postal Code:
 Country: Client Name:
 Analyst's Name: JP Edition: ITE-TGM 9th Edition

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Apartment	Dwelling Units	600	Weekday	Best Fit (LIN) $T = 6.06(X) + 123.56$	1880 50%	1880 50%	3760
230 - Residential Condominium/Townhouse - 1	Dwelling Units	200	Weekday	Best Fit (LOG) $\ln(T) = 0.87\ln(X) + 2.46$	588 50%	588 50%	1176
310 - Hotel	Employees	0 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.8	0 0%	0 0%	0
820 - Shopping Center	1000 Sq. Feet Gross Leasable Area	75	Weekday	Best Fit (LOG) $\ln(T) = 0.65\ln(X) + 5.83$	2817 50%	2816 50%	5633
710 - General Office Building	1000 Sq. Feet Gross Floor Area	55	Weekday	Best Fit (LOG) $\ln(T) = 0.76\ln(X) + 3.68$	417 50%	416 50%	833
760 - Research and Development Center	1000 Sq. Feet Gross Floor Area	10 ⁽⁰⁾	Weekday	Best Fit (LOG) $\ln(T) = 0.83\ln(X) + 3.09$	75 50%	74 50%	149
210 - Single-Family Detached Housing	Dwelling Units	225	Weekday	Best Fit (LOG) $\ln(T) = 0.92\ln(X) + 2.72$	1108 50%	1107 50%	2215
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	0 ⁽⁰⁾	Weekday	Best Fit (LIN) $T = 40.89(X) + 214.97$	0 0%	0 0%	0

(0) indicates size out of range.

 The time periods do not match.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Apartment	0 %	1880	0 %	1880
230 - Residential Condominium/Townhouse - 1	0 %	588	0 %	588
310 - Hotel	0 %	n/a	0 %	n/a
820 - Shopping Center	0 %	2817	0 %	2816
710 - General Office Building	0 %	417	0 %	416
760 - Research and Development Center	0 %	75	0 %	74

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
	0 %		0 %	
210 - Single-Family Detached Housing	0 %	1108	0 %	1107
720 - Medical-Dental Office Building	0 %	n/a	0 %	n/a

INTERNAL TRIPS

220 - Apartment					230 - Residential Condominium/Townhouse - 1				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	588	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	588	
220 - Apartment					310 - Hotel				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	n/a	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	n/a	
220 - Apartment					820 - Shopping Center				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	2817	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	2816	
220 - Apartment					710 - General Office Building				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	417	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	416	
220 - Apartment					760 - Research and Development Center				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	75	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	74	
220 - Apartment					210 - Single-Family Detached Housing				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	1108	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	1107	
220 - Apartment					720 - Medical-Dental Office Building				
Exit	1880	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	Entry	n/a	
Entry	1880	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	Exit	n/a	
230 - Residential Condominium/Townhouse - 1					310 - Hotel				

Exit 588	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry n/a
Entry 588	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit n/a
230 - Residential Condominium/Townhouse - 1			820 - Shopping Center	
Exit 588	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 2817
Entry 588	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 2816
230 - Residential Condominium/Townhouse - 1			710 - General Office Building	
Exit 588	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 417
Entry 588	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 416
230 - Residential Condominium/Townhouse - 1			760 - Research and Development Center	
Exit 588	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 75
Entry 588	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 74
230 - Residential Condominium/Townhouse - 1			210 - Single-Family Detached Housing	
Exit 588	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 1108
Entry 588	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 1107
230 - Residential Condominium/Townhouse - 1			720 - Medical-Dental Office Building	
Exit 588	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry n/a
Entry 588	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit n/a
310 - Hotel			820 - Shopping Center	
Exit n/a	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 2817
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 2816
310 - Hotel			710 - General Office Building	
Exit n/a	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 417
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 416
310 - Hotel			760 - Research and Development Center	
Exit n/a	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 75
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 74
310 - Hotel			210 - Single-Family Detached Housing	
Exit n/a	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 1108
Entry n/a	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 1107

310 - Hotel				720 - Medical-Dental Office Building			
Exit	n/a	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry n/a
Entry	n/a	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit n/a
820 - Shopping Center				710 - General Office Building			
Exit	2816	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 417
Entry	2817	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 416
820 - Shopping Center				760 - Research and Development Center			
Exit	2816	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 75
Entry	2817	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 74
820 - Shopping Center				210 - Single-Family Detached Housing			
Exit	2816	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 1108
Entry	2817	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 1107
820 - Shopping Center				720 - Medical-Dental Office Building			
Exit	2816	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry n/a
Entry	2817	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit n/a
710 - General Office Building				760 - Research and Development Center			
Exit	416	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 75
Entry	417	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 74
710 - General Office Building				210 - Single-Family Detached Housing			
Exit	416	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 1108
Entry	417	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 1107
710 - General Office Building				720 - Medical-Dental Office Building			
Exit	416	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry n/a
Entry	417	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit n/a
760 - Research and Development Center				210 - Single-Family Detached Housing			
Exit	74	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry 1108
Entry	75	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit 1107
760 - Research and Development Center				720 - Medical-Dental Office Building			
Exit	74	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0) Entry n/a
Entry	75	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0) Exit n/a

210 - Single-Family Detached Housing

Exit	1107	Demand Exit:	0	% (0)	Balanced:	0
Entry	1108	Demand Entry:	0	% (0)	Balanced:	0

720 - Medical-Dental Office Building

Demand Entry:	0	% (0)	Entry	n/a
Demand Exit:	0	% (0)	Exit	n/a

220 - Apartment

Internal Trips		310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	230 - Residential Condominium/Townhouse - 1								
Entry	1880 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1880 (100%)
Exit	1880 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1880 (100%)
Total	3760 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3760 (100%)

230 - Residential Condominium/Townhouse - 1

Internal Trips		310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	220 - Apartment								
Entry	588 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	588 (100%)
Exit	588 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	588 (100%)
Total	1176 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1176 (100%)

310 - Hotel

Internal Trips		230 - Residential Condominium/Townhouse - 1	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	220 - Apartment								
Entry	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Exit	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Total	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a

820 - Shopping Center

Internal Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	220 - Apartment								
Entry	2817 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2817 (100%)
Exit	2816 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2816 (100%)
Total	5633 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5633 (100%)

710 - General Office Building

Internal Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	760 - Research and Development Center	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	220 - Apartment								

Entry	417 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	417 (100%)
Exit	416 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	416 (100%)
Total	833 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	833 (100%)

760 - Research and Development Center

Internal Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	210 - Single-Family Detached Housing	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	220 - Apartment								
Entry	75 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	75 (100%)
Exit	74 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	74 (100%)
Total	149 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	149 (100%)

210 - Single-Family Detached Housing

Internal Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	720 - Medical-Dental Office Building	Total	External Trips
Total Trips	220 - Apartment								
Entry	1108 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1108 (100%)
Exit	1107 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1107 (100%)
Total	2215 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2215 (100%)

720 - Medical-Dental Office Building

Internal Trips		230 - Residential Condominium/Townhouse - 1	310 - Hotel	820 - Shopping Center	710 - General Office Building	760 - Research and Development Center	210 - Single-Family Detached Housing	Total	External Trips
Total Trips	220 - Apartment								
Entry	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Exit	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a
Total	n/a	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	n/a	n/a

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Apartment	3760	0 %	0	3760
230 - Residential Condominium/Townhouse - 1	1176	0 %	0	1176
310 - Hotel	n/a	0 %	n/a	n/a
820 - Shopping Center	5633	20 %	1127	4506
710 - General Office Building	833	0 %	0	833
760 - Research and Development Center	149		0	149

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
		0 %		
210 - Single-Family Detached Housing	2215	0 %	0	2215
720 - Medical-Dental Office Building	n/a	0 %	n/a	n/a

NOTES

Project Notes:

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods

760 - Research and Development Center
The chosen method (LOG) is not recommended by ITE. ITE recommends Average based on the criterion.

720 - Medical-Dental Office Building
The chosen method (LIN) is not recommended by ITE. ITE recommends Average based on the criterion.

External Trips

220 - Apartment
ITE does not recommend a particular pass-by% for this case.

230 - Residential Condominium/Townhouse - 1
ITE does not recommend a particular pass-by% for this case.

820 - Shopping Center
ITE does not recommend a particular pass-by% for this case.

710 - General Office Building
ITE does not recommend a particular pass-by% for this case.

760 - Research and Development Center
ITE does not recommend a particular pass-by% for this case.

210 - Single-Family Detached Housing
ITE does not recommend a particular pass-by% for this case.

720 - Medical-Dental Office Building
ITE does not recommend a particular pass-by% for this case.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods

No deviations from ITE.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

External Trips 310 - Hotel
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	6885
Total Exiting	6881
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	563
Total Exiting Pass-by Reduction	564
Total Entering Non-Pass-by Trips	6322
Total Exiting Non-Pass-by Trips	6317

APPENDIX D

EXHIBIT 3

LONG RANGE BUILDOUT TRIP GENERATION SUMMARY

CENTERPLACE REZONING TRAFFIC STUDY

REVISED NOVEMBER 30, 2016



CENTERPLACE REZONING
TRAFFIC STUDY

Project #15568

September 19, 2016

Revised November 30, 2016

Prepared by:

DAVID PLUMMER & ASSOCIATES, INC.

2149 McGregor Boulevard

Fort Myers, Florida 33901



EXHIBIT 3

CENTERPLACE REZONING

(1)

ITE TRIP GENERATION
PROPOSED TRIP GENERATION SCENARIO

	LUC	SIZE	AM PEAK HOUR			PM PEAK HOUR			DAILY
			In	Out	Total	In	Out	Total	Total
Residential									
Apartments	220	1,555 d.u.	153	613	766	567	306	873	9,547
Internal Capture			3	12	15	136	74	210	1,242
External			150	601	751	431	232	663	8,305
Single Family	210	275 d.u.	51	151	202	164	97	261	2,664
Internal Capture			2	6	8	83	49	132	726
External			49	145	194	81	48	129	1,938
Multifamily	230	120 d.u.	10	50	60	47	23	70	754
Internal Capture			1	3	4	27	13	40	241
External			9	47	56	20	10	30	513
Hotel	310	250 rooms	78	55	133	77	73	150	1,864
Internal Capture			7	5	12	18	17	35	302
External			71	50	121	59	56	115	1,562
Retail	820	200,000 sq. ft.	148	90	238	457	496	953	10,656
Internal Capture			21	12	33	190	207	397	2,958
Pass-by			17	10	27	19	20	39	777
External			110	68	178	248	269	517	6,921
Office	710	75,000 sq. ft.	134	18	152	28	134	162	1,055
Internal Capture			19	3	22	10	48	58	265
External			115	15	130	18	86	104	790
Medical Office	720	10,000 sq. ft.	19	5	24	10	27	37	194
Internal Capture			5	1	6	6	16	22	82
External			14	4	18	4	11	15	112
Research & Development	760	20,000 sq. ft.	27	5	32	5	30	35	264
Internal Capture			5	1	6	3	15	18	93
External			22	4	26	2	15	17	171
TOTAL			620	987	1,607	1,355	1,186	2,541	26,998
INTERNAL CAPTURE			63	43	106	473	439	912	5,908
DRIVEWAY VOLUME			557	944	1,501	882	747	1,629	21,090
PASS-BY			17	10	27	19	20	39	777
NET NEW EXTERNAL			540	934	1,474	863	727	1,590	20,313
Multi-modal trips to FGCU (10%)			54	93	147	86	73	159	2,031
External trips			486	841	1,327	777	654	1,431	18,282
Percent Peak to Daily					7.3%			7.8%	

Footnotes

(1) ITE Trip Generation, 9th Edition, using OTISS software.

APPENDIX E

EXHIBIT 4

SHORT RANGE (2021) TRIP GENERATION SUMMARY
CENTERPLACE COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY
APRIL 22, 2016



CENTERPLACE CPA - REVISED SHORT RANGE

ITE TRIP GENERATION
PREVIOUS TRIP GENERATION SCENARIO

	LUC	SIZE	AM PEAK HOUR			PM PEAK HOUR			DAILY
			In	Out	Total	In	Out	Total	Total
Residential									
Apartments	220	1,000 d.u.	99	395	494	369	199	568	6,184
Internal Capture			1	6	7	67	36	103	605
External			98	389	487	302	163	465	5,579
Single Family - Zero Lot Line	210	200 d.u.	38	112	150	123	73	196	1,987
Internal Capture			1	2	3	55	33	88	466
External			37	110	147	68	40	108	1,521
Multifamily	230	0 d.u.	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Hotel	310	0 rooms	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Retail	820	75,000 sq. ft.	81	50	131	237	257	494	5,633
Internal Capture			9	5	14	95	103	198	1,430
Pass-by			9	6	15	12	9	21	419
External			63	39	102	130	145	275	3,785
Office	710	20,000 sq. ft.	47	6	53	17	84	101	386
Internal Capture			5	1	6	6	31	37	93
External			42	5	47	11	53	64	293
Medical Office	720	0 sq. ft.	0	0	0	0	0	0	0
Internal Capture			0	0	0	0	0	0	0
External			0	0	0	0	0	0	0
Research & Development	760	10,000 sq. ft.	15	3	18	3	17	20	149
Internal Capture			2	0	2	1	7	8	38
External			13	3	16	2	10	12	111
TOTAL			280	566	846	749	630	1,379	14,339
INTERNAL CAPTURE			18	14	32	224	210	434	2,631
DRIVEWAY VOLUME			262	552	814	525	420	945	11,708
PASS-BY			9	6	15	12	9	21	419
NET NEW EXTERNAL			253	546	799	513	411	924	11,290
Multi-modal trips to FGCU (10%)			25	55	80	51	41	92	1,129
External trips			228	491	719	462	370	832	10,161
Percent Peak to Daily					7.1%			8.2%	

Footnotes

(1) ITE Trip Generation, 9th Edition, using OTISS software.

CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY

Project #15568

April 22, 2016

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
2149 McGregor Boulevard
Fort Myers, Florida 33901



EXHIBIT 4

CENTERPLACE CPA, SHORT-TERM ANALYSIS
ITE/OTISS TRIP GENERATION ESTIMATES

Project Information	
Project Name:	CenterPlace CPA - 5 Year Analysis
No:	15568
Date:	4/19/2016
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	JP
Edition:	ITE-TGM 9th Edition

Land Use	Size	Weekday		AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Apartment	1000 Dwelling Units	3092	3092	99	395	369	199
Reduction		0	0	0	0	0	0
Internal		0	0	2	5	69	34
Pass-by		0	0	0	0	0	0
Non-pass-by		3092	3092	97	390	300	165
230 - Residential							
Condominium/Townhouse - 1	0 Dwelling Units	0	0	0	0	0	0
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		0	0	0	0	0	0
310 - Hotel	0 Employees	0	0	0	0	0	0
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		0	0	0	0	0	0
820 - Shopping Center	75 1000 Sq. Feet Gross Leasable Area	2817	2816	81	50	237	257
Reduction		0	0	0	0	0	0
Internal		0	0	8	6	68	130
Pass-by		563	564	9	6	12	9
Non-pass-by		2254	2252	64	38	157	118
710 - General Office Building	20 1000 Sq. Feet Gross Floor Area	193	193	47	6	17	84
Reduction		0	0	0	0	0	0
Internal		0	0	4	2	16	21
Pass-by		0	0	0	0	0	0
Non-pass-by		193	193	43	4	1	63
760 - Research and Development Center	10 1000 Sq. Feet Gross Floor Area	75	74	15	3	3	17
Reduction		0	0	0	0	0	0
Internal		0	0	1	1	5	3
Pass-by		0	0	0	0	0	0
Non-pass-by		75	74	14	2	-2	14
210 - Single-Family Detached Housing	200 Dwelling Units	994	993	38	112	123	73
Reduction		0	0	0	0	0	0
Internal		0	0	1	2	59	29
Pass-by		0	0	0	0	0	0
Non-pass-by		994	993	37	110	64	44
720 - Medical-Dental Office Building	0 1000 Sq. Feet Gross Floor Area	0	0	0	0	0	0
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		0	0	0	0	0	0
Total		7171	7168	280	566	749	630
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	16	16	217	217
Total Pass-by		563	564	9	6	12	9
Total Non-pass-by		6608	6604	255	544	520	404

CENTERPLACE CPA
RESPONSE TO SUFFICIENCY COMMENTS OF OCTOBER 21, 2016
LEE COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT
CPA2016-00011
TRAFFIC COMMENTS

Project # 15568

November 17, 2016

Prepared by:
DAVID PLUMMER & ASSOCIATES
2149 McGregor Boulevard
Fort Myers, Florida 33901



CenterPlace CPA
Response to Sufficiency Comments, October 21, 2016
Lee County Department of Community Development
CPA2016-00011

TRAFFIC COMMENTS:

Comment: 6. Please revise the Traffic Analysis to include a 3 mile radius at I-75 (north and south of Alico Rd) and Three Oaks Pkwy (north and south of Alico Rd).

Response: The long range 2040 analyses and short range 2021 analyses have been revised to include the requested segments of I-75 north and south of Alico Road and Three Oaks Parkway north and south of Alico Road. The following exhibits have been updated to include the additional road segments. They are included in Attachment S-1A.

Exhibit 2 (Revised) Future (2040) Traffic Conditions Without CPA
Exhibit 3 (Revised) Future (2040) Traffic Conditions With CPA
Exhibit 6 (Revised) Existing (2015) Traffic Conditions
Exhibit 7 (Revised) Future (2021) Traffic Conditions Without Project
Exhibit 8 (Revised) Future (2021) Traffic Conditions With Project

Comment: 7. Table 2 & 3, 2035 Directional Peak hour volume needs to be revised to 2040 since it is an analysis for year 2040.

Response: Long range 2040 analyses presented in Exhibits 2 and 3 referred to year 2035 in the column heading for future directional peak hour volume. It was meant to represent year 2040 rather than 2035. The typographical error has been corrected. Please see Exhibit 2 (Revised) and Exhibit 3 (Revised) in Attachment S-1A.

Comment: 8. The service volume for Alico Rd from Three Oaks Parkway to I-75 is assumed to be controlled access facility; this is not an acceptable assumption.

Response: We believe the controlled access service volume is appropriate for the segment of Alico Road from Three Oaks Parkway thru the I-75 interchange and to Ben Hill Griffin Parkway. This section of Alico Road is characterized by 3 thru lanes in each direction; separate, segregated lanes parallel to the thru lanes serving the I-75 east and west ramps, where those lanes do not stop at the ramp signals; and only one additional unsignalized access point located east of the I-75 east ramp. For these reasons, we are of the opinion that the service volume on this section of Alico Road is higher than the typical 6-lane divided arterial roadway.

However, to be responsive to the reviewer, the service volume between Three Oaks Parkway and Ben Hill Griffin Parkway has been changed to reflect the typical 6-lane arterial road service volume. When adjusting the service volumes for Alico Road, the service volumes reported in the exhibits have also been updated to reflect the current Lee County generalized and link specific service volumes. The service volumes for I-75 were derived from the FDOT Quality Level of Service Handbook Tables.

The following exhibits have been updated to reflect the adjusted service volumes. They are included in Attachment S-1A.



Exhibit 2 (Revised) Future (2040) Traffic Conditions Without CPA
Exhibit 3 (Revised) Future (2040) Traffic Conditions With CPA
Exhibit 6 (Revised) Existing (2015) Traffic Conditions
Exhibit 7 (Revised) Future (2021) Traffic Conditions Without Project
Exhibit 8 (Revised) Future (2021) Traffic Conditions With Project

The results and conclusions of the updated exhibits and analysis are summarized as follows.

1. In most instances, the projected 2040 traffic volumes are slightly higher without the proposed CPA (with the approved uses) than with the proposed CPA (with the proposed uses). In general, the volume /capacity ratios are the same or slightly higher without the CPA.
2. The Long Range 2040 Horizon analysis indicates that two road segments within the expanded study area are expected to have level of service issues in 2040. These level of service issues are found both without and with the proposed CPA.
3. The roadway segment of Alico Road from Three Oaks Parkway to the I-75 west ramp is projected to operate below the level of service standard without and with the CPA in year 2040. The forecasted traffic volumes in year 2040 just exceed the generalized service volume for the road segment (projected volume of 2,949 to 2,954 compared to a service volume of 2,940). In addition, at the direction of the Lee County reviewer, the Lee County generalized service volume estimate has been applied to this road segment. Given that this section of Alico Road, from Three Oaks Parkway thru the I-75 interchange and to Ben Hill Griffin Parkway, is characterized by 3 thru lanes in each direction; separate, exclusive lanes parallel to the thru lanes serving the I-75 east and west ramps, where those lanes do not stop at the ramp signals; and only one additional unsignalized access point located east of the I-75 east ramp, it is very likely that the actual service volume is higher than the generalized service volume. In fact, the actual service volume is probably closer to that of a controlled access arterial roadway. Therefore, it is very likely that the traffic volumes on this segment of Alico Road are over-stated while the service volume is understated.
4. The segment of I-75 from Alico Road to Corkscrew Road is projected to operate below the level of service standard in year 2040 in the southbound direction. The level of service standard on this roadway is LOS D. As with the segment of Alico Road that is projected to operate below the level of service standard, the forecasted traffic volume on this segment in year 2040 just exceeds the generalized service volume for the road segment (projected volume of 5,573 to 5,580 compared to a service volume of 5,500).
5. No modifications to the Lee County MPO 2040 Highway Cost Feasible Plan or Lee Plan Map 3A are recommended as a result of the proposed CPA.
6. The Short Range 5-Year CIP Horizon analysis indicates that no road segments within the expanded study area are expected to have level of service issues in 2021, either with or without the proposed CPA. Therefore, no modifications to the County's five year work program are needed as a result of the proposed CPA.

ATTACHMENT S-1A

CENTERPLACE CPA
REVISED EXHIBITS 2, 3, 6, 7, 8



EXHIBIT 2 (REVISED)

CENTER PLACE CPA - LONG RANGE ANALYSIS
 FUTURE (2040) TRAFFIC CONDITIONS WITHOUT CPA
 DIRECTIONAL PEAK HOUR (K100) - PEAK SEASON

ROADWAY	FROM	TO	(4)											(5)										(6)									
			(1) # of Lanes	(2) LOS	(3) PCS	2040	PSWADT	PSWADT/	(5) AADT	K	Two-Way		Directional		Directional Service Volumes										V/C		LOS						
											Peak Hour	D100	NE	SW	NE	SW	LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	LOS "F"	NE	SW	NE	SW							
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	4D	E	10	66,791	1,230	54,302	0.100	5,430	0.48	0.52	2,696	2,824	0	400	2,840	2,940	2,940	2,940	2,940	2,940	0.89	0.86	C	C							
	THREE OAKS PKWY	I-75 SB EXIT RAMP	4D	E	10	69,879	1,230	56,812	0.100	5,681	0.48	0.52	2,727	2,954	0	400	2,840	2,940	2,940	2,940	2,940	2,940	0.93	1.00	C	F							
	I-75 SB EXIT RAMP	I-75 NB EXIT RAMP	4D	E	10	59,751	1,230	41,261	0.100	4,126	0.48	0.52	1,980	2,146	0	400	2,840	2,940	2,940	2,940	2,940	0.67	0.73	C	C								
	I-75 NB EXIT RAMP	BEN HILL GRIFFIN PKWY	4D	E	53	34,654	1,363	25,432	0.109	2,772	0.47	0.53	1,203	1,459	0	400	2,840	2,940	2,940	2,940	2,940	0.44	0.50	C	C								
	BEN HILL GRIFFIN PKWY	CENTER PLACE ENTRANCES	4D	E	53	35,096	1,363	25,749	0.109	2,807	0.47	0.53	1,319	1,458	0	250	1,840	1,950	1,950	1,950	1,950	0.54	0.60	C	C								
	CENTER PLACE ENTRANCES	AIRPORT HAUL RD	4D	E	53	27,940	1,363	20,499	0.109	2,234	0.47	0.53	1,050	1,184	0	250	1,840	1,950	1,950	1,950	1,950	0.56	0.63	C	C								
	AIRPORT HAUL RD	WILDBLUE	4D	E	53	29,063	1,363	21,323	0.109	2,324	0.47	0.53	1,092	1,232	0	250	1,840	1,950	1,950	1,950	1,950	0.56	0.63	C	C								
	WILDBLUE	ALICO EXT	4D	E	53	29,025	1,363	21,295	0.109	2,321	0.47	0.53	1,091	1,230	0	250	1,840	1,950	1,950	1,950	1,950	0.56	0.63	C	C								
ALICO EXT	N. MALLARD LN	2	E	61	9,190	1,363	8,742	0.109	735	0.47	0.53	345	390	130	420	850	1,210	1,840	1,840	1,840	0.21	0.24	B	B									
I-75	CORKSCREW RD	ALICO RD	6	D	120164	116,522	0.916	106,035	0.090	9,543	0.416	0.584	3,970	5,573	0	3,360	4,580	5,500	6,080	5,500	5,500	0.72	1.01	C	E								
	ALICO RD	DANIELS PKWY	6	D	120055	122,128	0.916	111,136	0.090	10,022	0.432	0.568	4,321	5,681	0	4,360	5,580	6,500	7,080	6,500	6,500	0.68	0.87	B	D								
THREE OAKS PARKWAY	SAN CARLOS BLVD	ALICO RD	4D	E	25	13,381	1,140	11,738	0.100	1,174	0.59	0.41	685	481	0	250	1,840	1,950	1,950	1,950	0.35	0.25	C	C									
	ALICO RD	NORTH	4D	E	25	27,507	1,140	24,129	0.100	2,413	0.59	0.41	1,424	989	0	250	1,840	1,950	1,950	1,950	1,950	0.73	0.50	C	D								
BEN HILL GRIFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	61	25,297	1,240	20,401	0.099	2,020	0.59	0.41	1,192	828	0	270	1,970	2,100	2,100	2,100	2,100	0.57	0.39	C	C								
	TERMINAL RD	ALICO ROAD	4D	E	60	18,138	1,543	11,755	0.132	1,552	0.57	0.43	885	667	0	270	1,970	2,100	2,100	2,100	2,100	0.42	0.32	C	C								
	ALICO ROAD	COLLEGE CLUB DRIVE	6D	E	60	35,948	1,543	23,297	0.132	3,075	0.57	0.43	1,753	1,322	0	400	2,840	2,940	2,940	2,940	2,940	0.60	0.45	C	C								
	COLLEGE CLUB DRIVE	FCCU ENTRANCE	4D	E	71	23,331	1,377	16,943	0.122	2,067	0.46	0.54	951	1,116	0	250	1,840	1,950	1,950	1,950	1,950	0.49	0.57	C	C								

Footnotes:

- (1) Lee County MPO 2040 Long Range Transportation Plan Highway Cost Feasible Plan number of lanes.
- (2) Roadway LOS standard from The Lee Plan.
- (3) Permanent Count Station from Lee County 2015 Traffic Count Report and FDOT station.
- (4) PSWDT from 2040 travel model assignment without proposed CPA (current LU designation) on MPO 2040 Cost Feasible Plan road network.
- (5) Adjustment factors per Permanent Count Stations in Lee County 2015 Traffic Count Report, except where noted.
- (6) Lee County Generalized Peak Hour Service Volumes (April 2016) and FDOT Quality Level of Service Handbook Tables.
- (7) 6 lane divided arterial service volume used in the analysis to be responsive to the review comments. However, DPA considers the controlled access facility service volume to be a more appropriate service volume for the segment of Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway.
- (8) Uninterrupted flow service volumes.
- (9) Controlled access facility service volumes.
- (10) Adjustment factors for State Highway based on 2015 Peak Season Factor Category Report.
- (11) FDOT Quality Level of Service Handbook Tables with adjustment for "Auxiliary Lane".
- (12) LOS standard E, except for I-75, which is LOS D.
- (13) FDOT NFAC and DFAC from 2015 Historical AADT Report for applicable FDOT count station.

EXHIBIT 3 (REVISED)

CENTER PLACE CPA - LONG RANGE ANALYSIS
 FUTURE (2040) TRAFFIC CONDITIONS WITH CPA
 DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	(1)		(3)	(4)			(5)	(5)			2040		(6)					LOS				
			# of Lanes	Std		PCS	PSWADT	PSWADT		AADT	K	Two-Way		Directional	Directional Service Volumes					V/C		LOS		
												Peak Hour	D100		Peak Hr. Vol.	LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	Std	NE	SW	NE
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	8D	E	10	66,460	1,230	54,033	0.100	5,403	0.48	0.52	2,593	2,810	0	400	2,840	2,840	2,940	2,940	0.88	0.96	C	C
	THREE OAKS PKWY	I-75 SB EXIT RAMP	8D	E	10	69,758	1,230	56,714	0.100	5,671	0.48	0.52	2,722	2,949	0	400	2,840	2,840	2,940	2,940	0.93	1.00	C	F
	I-75 SB EXIT RAMP	I-75 NB EXIT RAMP	8D	E	10	50,399	1,230	40,975	0.100	4,097	0.48	0.52	1,967	2,130	0	400	2,840	2,840	2,940	2,940	0.67	0.72	C	C
	I-75 NB EXIT RAMP	BEN HILL GRIFFIN PKWY	8D	E	53	34,150	1,363	25,055	0.109	2,731	0.47	0.53	1,284	1,447	0	400	2,840	2,840	2,940	2,940	0.44	0.49	C	C
	BEN HILL GRIFFIN PKWY	CENTER PLACE ENTRANCES	4D	E	53	34,069	1,363	24,996	0.109	2,735	0.47	0.53	1,281	1,444	0	250	1,840	1,960	1,960	1,960	0.65	0.74	C	C
	CENTER PLACE ENTRANCES	AIRPORT HAUL RD	4D	E	53	27,229	1,363	19,975	0.109	2,177	0.47	0.53	1,023	1,154	0	250	1,840	1,960	1,960	1,960	0.52	0.59	C	C
	AIRPORT HAUL RD	WILDBLUE	4D	E	53	28,389	1,363	20,828	0.109	2,270	0.47	0.53	1,067	1,203	0	250	1,840	1,960	1,960	1,960	0.54	0.61	C	C
	WILDBLUE	ALICO EXT	4D	E	53	28,401	1,363	20,837	0.109	2,271	0.47	0.53	1,067	1,204	0	250	1,840	1,960	1,960	1,960	0.54	0.61	C	C
	ALICO EXT	N. MALLARD LN	2	E	61	9,003	1,363	6,605	0.109	720	0.47	0.53	338	382	130	420	850	1,210	1,640	1,640	0.21	0.23	B	B
I-75	CORKSCREW RD	ALICO RD	6	D	120184	116,649	0,910	106,151	0.090	9,554	0.416	0.584	3,974	5,500	0	3,360	4,580	5,500	6,080	5,500	0.72	1.01	C	E
	ALICO RD	DANIELS PKWY	6	D	129055	122,519	0,910	111,520	0.090	10,037	0.432	0.568	4,336	5,701	0	4,360	5,590	6,500	7,080	6,500	0.67	0.88	B	D
THREE OAKS PARKWAY	SAN CARLOS BLVD	ALICO RD	4D	E	25	13,613	1,140	11,941	0.160	1,194	0.59	0.41	704	990	0	250	1,840	1,960	1,960	1,960	0.36	0.25	C	C
	ALICO RD	NORTH	4D	E	25	27,458	1,140	24,086	0.160	2,409	0.59	0.41	1,421	988	0	250	1,840	1,960	1,960	1,960	0.73	0.50	C	C
BEN HILL GRIFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	61	25,199	1,240	20,322	0.099	2,012	0.59	0.41	1,187	825	0	250	1,840	1,960	1,960	1,960	0.61	0.42	C	C
	TERMINAL RD	ALICO ROAD	4D	E	60	17,386	1,543	11,397	0.132	1,504	0.57	0.43	857	647	0	250	1,840	1,960	1,960	1,960	0.44	0.33	C	C
	ALICO ROAD	COLLEGE CLUB DRIVE	8D	E	60	35,855	1,543	23,237	0.132	3,067	0.57	0.43	1,748	1,919	0	400	2,840	2,940	2,940	2,940	0.59	0.45	C	C
	COLLEGE CLUB DRIVE	FGCU ENTRANCE	4D	E	71	23,198	1,377	16,847	0.122	2,055	0.46	0.54	945	1,116	0	250	1,840	1,960	1,960	1,960	0.46	0.57	C	C

Footnotes:

- (1) Lee County MPO 2040 Long Range Transportation Plan Highway Cost Feasible Plan number of lanes.
- (2) Roadway LOS standard from The Lee Plan.
- (3) Permanent Count Station from Lee County 2015 Traffic Count Report and FDOT station.
- (4) PSWDT from 2040 travel model assignment with proposed CPA on MPO 2040 Cost Feasible Plan road network.
- (5) Adjustment factors per Permanent Count Stations in Lee County 2015 Traffic Count Report, except where noted.
- (6) Lee County Generalized Peak Hour Service Volumes (April 2016) and FDOT Quality Level of Service Handbook Tables.
- (7) 6 lane divided arterial service volume used in the analysis to be responsive to this review comment. However, DPA considers the controlled access facility service volume to be more appropriate for the segment of Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway.
- (8) Uninterrupted flow service volumes.
- (9) Controlled access facility service volumes.
- (10) Adjustment factors for State highway based on 2015 Peak Season Factor Category Report.
- (11) FDOT Quality Level of Service Handbook Tables with adjustment for "Auxiliary Lane".
- (12) LOS standard E except for I-75, which is LOS D.
- (13) FDOT KFAC and DFAC from 2015 Historical AADT Report for applicable FDOT count station.

EXHIBIT 6 (REVISED)

CENTERPLACE CPA, SHORT RANGE ANALYSIS

EXISTING (2015) TRAFFIC CONDITIONS

DIRECTIONAL PEAK HOUR (K1000) PEAK SEASON

ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std	(3) PCS #	Count Year	(4) Existing AADT	(5) K Factor	Two-Way Peak Hr. Volume	(5) Existing D100		Existing Directional Peak Hr. Vol.		(6) Directional Service Volumes					LOS		V/C		LOS		
										NE	SW	NE	SW	LOS A	LOS B	LOS C	LOS D	LOS E	LOS Std	NE	SW	NE	SW		
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	6D	E	10	2010	22,700	0.100	2,270	0.48	0.52	1,090	1,180	0	2,960	2,960	2,960	2,960	2,960	2,960	PI	0.37	0.40	B	B
	THREE OAKS PKWY	I-75	6D	E	10	2015	41,000	0.100	4,100	0.48	0.52	1,968	2,132	0	2,960	2,960	2,960	2,960	2,960	2,960	PI	0.66	0.72	B	B
	I-75	BEN HILL GRIFFIN PKWY	6D	E	53	2015	25,600	0.109	2,790	0.47	0.53	1,311	1,479	0	2,960	2,960	2,960	2,960	2,960	PI	0.44	0.50	B	B	
	BEN HILL GRIFFIN PKWY	CENTERPLACE ENTRANCES	2	E	53	2014	7,500	0.109	818	0.47	0.53	384	434	70	280	540	760	1,100	1,100	PI	0.35	0.39	C	C	
	CENTERPLACE ENTRANCES	AIRPORT HAUL RD	2	E	53	2014	7,500	0.109	818	0.47	0.53	384	434	70	280	540	760	1,100	1,100	PI	0.35	0.39	C	C	
	AIRPORT HAUL RD	WILDBLUE	2	E	53	2014	1,500	0.109	164	0.47	0.53	77	87	70	280	540	760	1,100	1,100	PI	0.07	0.08	B	B	
	WILDBLUE	GREEN MEADOW RD	2	E	53	2010	1,500	0.109	164	0.47	0.53	77	87	70	280	540	760	1,100	1,100	PI	0.07	0.08	B	B	
	GREEN MEADOW RD	N. MALLARD LN	2	E	53	2010	1,500	0.109	164	0.47	0.53	77	87	70	280	540	760	1,100	1,100	PI	0.07	0.08	B	B	
I-75	CDRKSREW RD	ALICO RD	6	D	120055	2015	93,000	0.090 ⁽¹¹⁾	8,370	0.432	0.568 ⁽¹¹⁾	3,616	4,754	0	3,360	4,580	5,500	6,080	5,500	PI	0.66	0.86	C	D	
	ALICO RD	DANIELS PKWY	6	D	120184	2015	69,417	0.090 ⁽¹¹⁾	8,048	0.416	0.584 ⁽¹¹⁾	3,348	4,700	0	4,360	5,580	5,500	7,080	6,500	PI	0.52	0.72	B	C	
BEN HILL GRIFFIN PKWY / TREELINE AVE	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	61	2015	23,800	0.099	2,356	0.59	0.41	1,390	966	1,530	2,980	2,980	2,980	2,980	2,980	PI	0.47	0.32	A	A	
	TERMINAL RD	ALICO RD	4D	E	60	2015	21,100	0.132	2,785	0.57	0.43	1,587	1,198	1,530	2,980	2,980	2,980	2,980	2,980	PI	0.53	0.40	B	A	
	ALICO RD	COLLEGE CLUB DR	6D	E	60	2015	22,900	0.132	3,023	0.57	0.43	1,723	1,300	1,450	3,000	3,000	3,000	3,000	3,000	PI	0.57	0.43	B	A	
	COLLEGE CLUB DR	FGCU ENTRANCE	4D	E	71	2015	19,400	0.122	2,367	0.46	0.54	1,089	1,278	940	2,000	2,000	2,000	2,000	2,000	PI	0.54	0.64	B	B	
THREE OAKS PARKWAY	SAN CARLOS BLVD	ALICO RD	4D	E	25	2015	12,300	0.093	1,144	0.53	0.47	606	538	650	1,940	1,940	1,940	1,940	1,940	PI	0.31	0.28	A	A	
	ALICO RD	NORTH																							

Footnotes:

- (1) Existing Number of Lanes.
- (2) Roadway LOS standard from The Lee Plan.
- (3) Permanent Count Station from Lee County 2015 Traffic Count Report and FDOT count stations.
- (4) Most current AADT volume from Lee County 2015 Traffic Count Report and FDOT count stations as noted.
- (5) Adjustment factors from appropriate Permanent Count Station data in Lee County 2015 Traffic Count Report, except as noted.
- (6) Lee County Link-Specific Peak Hour Service Volumes (June 2016) and FDOT Quality Level of Service Handbook Tables.
- (7) 6 lane divided arterial service volume used in the analysis to be responsive to the review comments. However, DPA considers the controlled access facility service volume to be a more appropriate service volume for the segment of Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway.
- (8) FDOT Quality Level of Service Handbook Tables with adjustment for "Auxiliary Lane".
- (9) Controlled access facility service volumes.
- (10) LOS standard E except for I-75, which is LOS D.
- (11) FDOT KFAC and DFAC from 2015 Historical AADT Report for applicable FDOT count station.

EXHIBIT 7 (REVISED)

CENTERPLACE CPA - SHORT RANGE ANALYSIS

FUTURE (2021) TRAFFIC CONDITIONS WITHOUT PROJECT (WITH APPROVED USES)

DIRECTIONAL PEAK HOUR (K1000) PEAK SEASON

ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std	(3) 2021		(4) WildBlue				(5) Innovation Hub				(6) Revised 2021				(7) Approved CPA				(8) Total 2021				Directional Service Volumes				WC		LOS			
					Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.		Directional Peak Hr. Vol.	
					NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW	NE	SW
					%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	8D	E	1,210	1,310	13	15	1	12	1,224	1,337	19.7%			1,315	1,430	0	2,960	2,960	2,960	2,960			0.44	0.48	B	B								
	THREE OAKS PKWY	I-75	8D	E	2,066	2,260	15	17	1	13	2,102	2,290	28.6%			2,235	2,430	0	2,960	2,960	2,960	2,960			0.75	0.82	B	B								
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,390	1,568	23	25	2	17	1,415	1,610	53.6%			1,663	1,872	0	2,960	2,960	2,960	2,960			0.56	0.63	B	B								
	BEN HILL GRIFFIN PKWY	CENTERPLACE ENTRANCES	2	E	411	464	41	45	3	22	455	531	91.3%			379	378	0	250	1,840	1,960	1,960			0.45	0.50	C	C								
	CENTERPLACE ENTRANCES	AIRPORT HAUL RD	2	E	411	464	41	45	3	22	455	531	2.1%			465	541	0	250	1,840	1,960	1,960			0.24	0.28	C	C								
ALICO ROAD	AIRPORT HAUL RD	WILDBLUE	2	E	85	97	41	45	1	1	127	143	2.1%			138	152	70	280	540	760	1,100			0.13	0.14	B	B								
	WILDBLUE	GREEN MEADOW RD	2	E	85	97	2	2	1	1	88	100	2.1%			99	109	70	280	540	760	1,100			0.09	0.10	B	B								
	GREEN MEADOW RD	N. MALLARD LN	2	E	85	97	2	2	1	1	88	100	1.4%			95	106	70	280	540	760	1,100			0.09	0.10	B	B								
I-75	CORKSCREW RD	ALICO RD	6	D	4,014	5,277	24	14	2	14	4,040	5,305	9.6%			4,087	5,349	0	3,360	4,580	5,500	6,080			0.74	0.97	C	D								
	ALICO RD	DANIELS PKWY	6	D	3,716	5,217	14	23	2	13	3,732	5,254	12.1%			3,792	5,310	0	4,360	5,580	6,500	7,080			0.58	0.82	B	C								
BEN HILL GRIFFIN PKWY / TREELINE AVE	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	1,557	1,882	10	8	0	0	1,567	1,890	14.0%			1,635	1,155	1,530	2,980	2,980	2,980	2,980			0.55	0.39	B	A								
	TERMINAL RD	ALICO RD	4D	E	1,777	1,342	13	10	1	1	1,791	1,353	14.0%			1,860	1,418	1,530	2,980	2,980	2,980	2,980			0.82	0.48	B	A								
	ALICO RD	COLLEGE CLUB DR	6D	E	1,930	1,458	13	10	1	4	1,944	1,470	23.0%			2,050	1,583	1,450	3,000	3,000	3,000	3,000			0.68	0.53	B	B								
THREE OAKS PARKWAY	COLLEGE CLUB DR	FGCU ENTRANCE	4D	E	1,220	1,431	8	8	1	3	1,229	1,440	14.1%			1,294	1,509	940	2,000	2,000	2,000	2,000			0.65	0.75	B	B								
	SAN CARLOS BLVD	ALICO RD	4D	E	679	603	7	6	0	2	686	611	5.6%			712	638	650	1,940	1,940	1,940	1,940			0.35	0.31	B	A								
	ALICO RD	NORTH																																		

ITE, Tra. Gen., 1st New PM

Enter
Edit
Total 953

Footnotes:

- (1) Existing plus Committed Number of Lanes (E+C).
- (2) Roadway LOS standard from The Lee Plan.
- (3) Existing volume + 1% per year all roads, except for Ben Hill Griffin Parkway south of Alico Rd, which is existing volume + 2% per year.
- (4) WildBlue peak hour traffic volumes derived from Exhibit 7 of WildBlue CPA Traffic Study, dated March 11, 2014.
- (5) Innovation Hub peak hour traffic volumes estimated by DPA assuming half of approved floor area in place by 2021.
- (6) Percentage trip distribution from Exhibit 9 (Revised) titled "Future (2019) Traffic Conditions with Project" in report titled CenterPlace Rezoning Traffic Study dated March 17, 2014.
- (7) ITE estimate of existing and existing trips assigned to E+D road network based on trip distribution percentages.
- (8) Lee County Link-Specific Peak Hour Service Volumes (June 2016) and FDOT Quality Level of Service Handbook Tables.
- (9) Controlled access facility.
- (10) FDOT Quality Level of Service Handbook Tables with adjustment for "Auxiliary Lane".
- (11) LOS standard E except for I-75, which is LOS D.
- (12) Generalized service volume.
- (13) 6 lane divided general service volume used in the analysis to be responsive to the review comments. However, DPA considers the controlled access facility service volume to be a more appropriate service volume for the segment of Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway.

EXHIBIT 9 (REVISED)

CENTERPLACE CPA - SHORT RANGE ANALYSIS

FUTURE (2021) TRAFFIC CONDITIONS WITH PROJECT (WITH PROPOSED USES)
DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	# of Lanes	LOS Std	Revised 2021 Background		Proposed CPA		Total 2021		Directional Service Volumes				VIC		LOS				
					Directional Peak Hr. Vol.		Directional Pk. Hr. Volume		Directional Pk. Hr. Volume		STD										
					NE	SW	%	NE	SW	NE	SW	LOS A	LOS B	LOS C	LOS D	LOS E (9)	NE	SW	NE	SW	
					(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	6D	E	1,224	1,337	19.7%	1,326	1,416	0	2,960	2,960	2,960	2,960	(11)	0.45	0.48	B	B		
	THREE OAKS PKWY	I-75	6D	E	2,102	2,290	28.6%	2,251	2,405	0	2,960	2,960	2,960	2,960	(11)	0.76	0.81	B	B		
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,415	1,610	53.6%	1,693	1,826	0	2,960	2,960	2,960	2,960	(9)	0.57	0.62	B	B		
	BEN HILL GRIFFIN PKWY	CENTERPLACE ENTRANCES	2	E	455	531	91.3%	472	531	930	900	70	0	250	1,840	1,960	(9)	0.47	0.46	D	D
	CENTERPLACE ENTRANCES	AIRPORT HAUL RD	2	E	455	531	2.1%	463	542	70	0	250	1,840	1,960	(9)	0.24	0.28	D	D		
	AIRPORT HAUL RD	WILDBLUE	2	E	127	143	2.1%	136	153	70	280	540	760	1,100		0.12	0.14	B	B		
	WILDBLUE	GREEN MEADOW RD	2	E	88	100	2.1%	97	110	70	280	540	760	1,100		0.09	0.10	B	B		
GREEN MEADOW RD	N. MALLARD LN	2	E	88	100	1.4%	94	107	70	280	540	760	1,100		0.09	0.10	B	B			
I-75	CORKSCREW RD	ALICO RD	6	D	4,040	5,305	9.6%	4,079	5,355	0	3,360	4,580	5,500	6,080	(10)	0.74	0.97	C	D		
	ALICO RD	DANIELS PKWY	6	D	3,732	5,254	12.1%	3,781	5,317	0	4,360	5,580	6,500	7,080	(10)	0.58	0.82	B	C		
BEN HILL GRIFFIN PKWY / TREELINE AVE	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	1,567	1,090	14.0%	1,623	1,163	1,530	2,980	2,980	2,980	2,980	(7)	0.54	0.39	B	A		
	TERMINAL RD	ALICO RD	4D	E	1,791	1,353	14.0%	1,848	1,426	1,530	2,980	2,980	2,980	2,980	(7)	0.62	0.48	B	A		
	ALICO RD	COLLEGE CLUB DR	6D	E	1,944	1,470	23.0%	2,063	1,563	1,450	3,000	3,000	3,000	3,000		0.69	0.52	B	B		
	COLLEGE CLUB DR	FGCU ENTRANCE	4D	E	1,229	1,440	14.1%	1,302	1,497	940	2,000	2,000	2,000	2,000		0.65	0.75	B	B		
THREE OAKS PARKWAY	SAN CARLOS BLVD	ALICO RD	4D	E	686	611	5.6%	708	640	650	1,940	1,940	1,940	1,940		0.37	0.33	B	A		
	ALICO RD	NORTH																			

ITE Trip Gen - Net New

Enter	924
Exit	0
Total	924

Footnotes:

- Existing plus Committed Number of Lanes (E+C).
- Roadway LOS standard from The Lee Plan.
- Carried forward from Without Project exhibit.
- Percentage trip distribution from Exhibit 9 (Revised) titled "Future (2019) Traffic Conditions with Project" in report titled CenterPlace Rezoning Traffic Study dated March 17, 2014.
- ITE estimate of entering and exiting trips assigned to E+C road network based on trip distribution percentages.
- Lee County Link-Specific Peak Hour Service Volumes (June 2016) and FDOT Quality Level of Service Handbook Tables.
- Controlled access facility.
- LOS standard E except for I-75, which is LOS D.
- Generalized service volume.
- FDOT Quality Level of Service Handbook Tables with adjustment for "Auxiliary Lane".
- 6 lane divided arterial service volume used in the analysis to be responsive to the review comments. However, DPA considers the controlled access facility service volume to be a more appropriate service volume for the segment of Alico Road from Three Oaks Parkway to Ben Hill Griffin Parkway.

CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY

Project #15568

April 22, 2016

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
2149 McGregor Boulevard
Fort Myers, Florida 33901



CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY

Introduction

CenterPlace is a planned, mixed use development located on the south side of Alico Road and east of Ben Hill Griffin Parkway, as shown in Exhibit 1. The property, which was rezoned under Resolution No. Z-14-021, is currently approved for a mix of residential and non-residential uses which are detailed in this report.

However, a revised development scenario is proposed, requiring a Comprehensive Plan Amendment. Under the revised development scenario, a reduction in total non-residential square footage is being proposed, in conjunction with an adjustment to the residential unit types, including the addition of single family units.

This traffic study is in support of the Comprehensive Plan Amendment (CPA) application. Consistent with Lee County's Application for a CPA, this CPA traffic study provides both a Long Range 20-Year Horizon analysis and a Short Range 5-Year CIP Horizon analysis.

The Long Range 20-Year Horizon analysis provides a comparison of future road segment traffic conditions in 2040 on the Lee County MPO's 2040 Highway Cost Feasible Plan road network, both with and without the proposed CPA.

The Short Range 5-Year CIP Horizon analysis provides an assessment of future road segment traffic conditions in 2021, both with and without the proposed CPA.

Summary of Conclusions

The results of the Long Range 20-Year Horizon analysis and Short Range 5-Year CIP Horizon analysis are summarized below.

1. No new road improvements are needed as a result of the proposed CPA.
2. The Long Range 20-Year Horizon analysis indicates that no road segments within a three mile radius of the site are expected to have level of service issues in 2040, either with or without the proposed CPA. Therefore, no modifications to the Lee County MPO 2040 Highway Cost Feasible Plan or Lee Plan Map 3A are needed as a result of the proposed CPA.
3. The Short Range 5-Year CIP Horizon analysis indicates that no road segments within a three mile radius are expected to have level of service issues in 2021, either with or

without the proposed CPA. Therefore, no modifications to the County's five year work program are needed as a result of the proposed CPA.

Transportation Methodology

A CPA transportation methodology outline dated March 7, 2016 was prepared consistent with Lee County's Application for a Comprehensive Plan Amendment and provided to the Lee County staff for review and comment. The methodology outline was discussed with the County staff at a methodology meeting held on March 9, 2016.

The CPA methodology outline was accepted by staff with no revisions. No further comments have been received from the staff regarding the methodology. The methodology outline dated March 7, 2016, is included in Appendix A.

This CPA traffic study was prepared consistent with the agreed upon methodology.

Study Area

In accordance with Lee County's Application for a Comprehensive Plan Amendment, the study includes a review of projected roadway conditions within a 3-mile radius of the site. Therefore, the study area extends west on Alico Road to approximately Gator Road, east on Alico Road to N. Mallard Lane, north on Ben Hill Griffin Parkway/Treeline Avenue to north of Terminal Road, and south on Ben Hill Griffin Parkway to FGCU Boulevard.

Existing Road Network

The existing road network is shown in Exhibit 1. The primary east-west road serving the area is Alico Road, which extends from US 41 to Green Meadows Road, then south to Corkscrew Road. Ben Hill Griffin Parkway extends from Corkscrew Road north to Terminal Road, and then Treeline Avenue continues north from Terminal Road to Colonial Boulevard.

Scheduled and Planned Road Improvements

Roadway improvements scheduled for construction within the next three years in the County's current five-year work program were considered committed improvements for purposes of the Short Range 5-Year CIP Horizon analysis. The only committed improvement in the general area is the widening of Alico Road to four lanes from Ben Hill Griffin Parkway to Airport Haul Road, which is scheduled for construction by the County in FY 17/18.

Roadway improvements included in the MPO's 2040 Highway Cost Feasible Plan were considered planned improvements for purposes of the Long Range 20-Year Horizon analysis. The adopted 2040 LRTP Cost Feasible Project List includes the widening of Alico Road to four

lanes from Airport Haul Road to Green Meadow Road and a four-lane Alico Road Extension from that point northeast to SR 82 at Sunshine Boulevard. The Plan also includes a new, two-lane collector road on the north side of Alico Road from Airport Haul Road to Ben Hill Griffin Parkway. Further south, the Plan includes the widening of Corkscrew Road to four lanes from Ben Hill Griffin Parkway to Alico Road.

CPA Development Parameters

CenterPlace will be a mixed use development with build-out anticipated 10-15 years. The horizon years for this study, however, are 2040 for the Long Range 20-Year Horizon analysis and 2021 for the Short Range 5-Year CIP Horizon analysis.

The proposed CPA for CenterPlace would allow up to 1,555 apartments, 120 other multi-family units and 275 single-family residential units, with an amenity center for the residents. Non-commercial uses include 200,000 square feet of retail, 75,000 square feet of general office, 10,000 sq. ft. of medical office, 20,000 square feet of research and development uses, and a 250-room hotel. Full build-out of CenterPlace is assumed for the Long Range 20-Year Horizon analysis.

For the Short Range 5-Year CIP Horizon analysis, it is estimated that 1,000 apartments, and 200 single family units, as well as 75,000 square feet of retail, 20,000 square feet of general office, and 10,000 square feet of research and development uses will be built and generating traffic by 2021. It is assumed that the other multi-family units and medical office uses would not yet be developed.

The approved uses for CenterPlace under the existing land use and zoning include 1,140 apartments, 810 other multifamily units, 250 hotel rooms, 246,400 square feet of commercial retail space, 100,000 square feet of general office, and 300,000 square feet of research and development uses. A 40-acre parcel was also donated to Florida Gulf Coast University (FGCU) as part of that prior rezoning. Full build-out of these approved uses was assumed to be in place and generating traffic for the long range analysis without the proposed CPA.

Trip Generation

The adopted Lee County MPO 2040 travel model was used to estimate the trip generation for CenterPlace for the Long Range 20-Year Horizon (2040) analysis, both with and without the proposed CPA. A single traffic analysis zone, TAZ 5054, was used to represent CenterPlace. This new zone connects with Alico Road, about one and a half miles east of Ben Hill Griffin Parkway and west of Airport Haul Road. The proposed units and employment at build-out of CenterPlace were used as inputs for this zone in the long range analysis with the CPA and the approved units and employment at build-out of CenterPlace were used as inputs for this zone in the long range analysis without the CPA.

Consistent with Section 3.d in the agreed upon CPA methodology, the trip generation for CenterPlace in the Short Range 5-Year CIP Horizon (2021) was estimated based on ITE Trip Generation, 9th Edition, using the Online Traffic Impact Study Software (OTISS). The ITE trip generation estimates are provided below in the discussion regarding the Short-Range 5-Year CIP Horizon analysis.

Long Range 20-Year Horizon (2040) Analysis

The adopted Lee County MPO travel model was used to project future 2040 traffic conditions, both with and without the proposed CPA. As explained above, the future road network used for these travel model assignments was the Lee County MPO 2040 Highway Cost Feasible Plan network. Full build-out of CenterPlace is reflected in new TAZ 5054.

As discussed during the methodology meeting, for these model assignments, the MPO 2040 model zonal data were adjusted to reflect two new developments along Alico Road: the Innovation Hub (new TAZ 5055) and WildBlue (new TAZ 5056). The Innovation Hub is reflected in TAZ 5055 as the employment at the planned 50,000 sq. ft. research and development facility. WildBlue is represented in TAZ 5056 with 80% of the approved residential units in that development.

The FSUTMS input and output files for the travel model assignments can be found on DPA's ftp website at this link: [ftp://ftpfm.dplummer.com/Public/15568 CenterPlace CPA](ftp://ftpfm.dplummer.com/Public/15568%20CenterPlace%20CPA). These files will be available for download from the DPA website for approximately two months.

The projected 2040 peak season weekday volumes from the model assignments were adjusted to annual average daily traffic (AADT) using peak season factors from Lee County 2015 permanent count station data and then to peak season, peak hour, directional volumes using Lee County 2015 permanent count station adjustment factors. The volumes were then compared to Lee County Generalized Peak Hour Directional Service Volumes (May 2014) to estimate the projected 2040 levels of service on the road segments.

Exhibit 2 shows future traffic conditions in 2040 without the proposed CPA. This assignment reflects full build-out of the approved uses, including 1,140 apartments, 810 other multifamily units, 250 hotel rooms, 246,400 square feet of commercial retail space, 100,000 square feet of general office, and 300,000 square feet of research and development uses. As shown in Exhibit 2, no road segments within the study area are expected to have level of service issues in 2040 without the proposed CPA.

Exhibit 3 shows future traffic conditions in 2040 with the proposed CPA. This assignment reflects full build-out of the proposed uses, included 1,555 apartments, 120 multi-family units, 275 single-family residential units, 200,000 square feet of retail, 75,000 square feet of general office, 10,000 sq. ft. of medical office, 20,000 square feet of research and development, and a 250-room hotel. As shown in Exhibit 3, no road segments within the study area are expected to have level of service issues in 2040 with the proposed CPA.

Therefore, no modifications to the Lee County MPO 2040 Highway Cost Feasible Plan or Lee Plan Map 3A are needed as a result of the proposed CPA.

It should also be noted that the projected 2040 volumes are slightly higher without the proposed CPA (with the approved uses) than with the proposed CPA (with the proposed uses). In addition, the volume/capacity ratios are the same or slightly higher without the CPA.

Short Range 5-Year CIP (2021) Analysis

Consistent with the agreed upon methodology, the trip generation for the Short Range 5-Year CIP analysis was based on the trip generation rates and equations in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, using the Online Traffic Impact Study Software (OTISS).

The OTISS worksheet for the proposed CPA uses in 2021 is provided as Exhibit 4. These trip generation estimates reflect the proposed 1,000 apartments, 200 single family units, 75,000 square feet of retail, 20,000 square feet of general office, and 10,000 square feet of research and development uses expected to be in place and generating traffic by 2021.

Consistent with Section 3.e of the methodology, adjustments were made to account for internal capture among the various residential and non-residential uses. These adjustments and the resultant net new external trips at CenterPlace in 2021 are also shown in Exhibit 4.

The ITE trip generation rates and equations used for this study are shown in Exhibit 5.

Existing traffic conditions are shown in Exhibit 6 as a basis for the short range projections. Existing AADT volumes were taken from the Lee County 2015 Traffic Count Report. These existing counts were adjusted to derive peak season, peak hour, directional volumes using 2015 Lee County permanent count station adjustment factors. The volumes were then compared to Lee County Link-Specific Peak Hour Directional Service Volumes (May 2014) to estimate the existing level of service on the road segments.

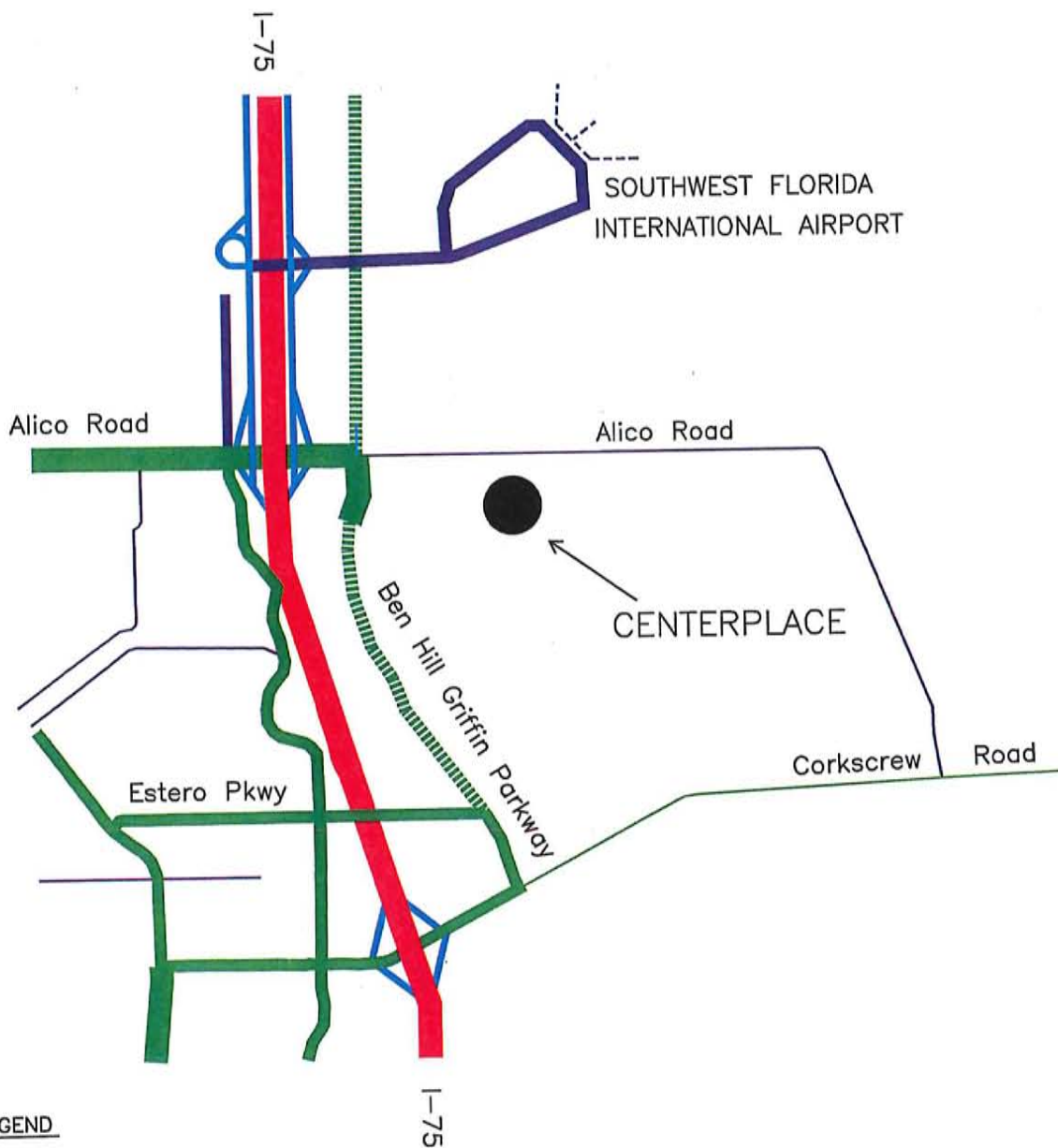
As agreed, historic traffic growth trends were used to project background traffic for the short range analysis. As shown in Appendix B, historic AADT volumes from the Lee County 2015 Traffic Count Report or the Lee County Traffic Count Database System were used to develop growth rates to apply to the latest segment volume counts to estimate 2021 background traffic volumes. The measured growth rates for a number of count stations in the general area were negative. So, a minimum traffic growth rate of 1% per year was used. After reviewing the growth rates in Appendix B, it was decided to use a growth rate of 1% per year for all roads, except for Ben Hill Griffin Parkway south of Alico Road, which has a growth rate of 2% per year.

Consistent with the approved methodology, short range projected volumes from the new WildBlue and Innovation Hub developments were added to the background traffic.







Future 2021 traffic conditions without the proposed CPA (but with the approved uses) are presented in Exhibit 7. No level of service issues are projected in 2021 without the CPA.

Future 2021 traffic conditions with the proposed CPA are presented in Exhibit 8. No level of service issues are projected in 2021 with the CPA.

Therefore, no modifications to the County's five year work program are needed as a result of the proposed CPA.



LEGEND

-  2 LANES
-  4 LANES
-  6 LANES
-  INTERCHANGE
-  FREEWAY / EXPRESSWAY
-  CONTROLLED ACCESS ARTERIAL
-  ARTERIAL
-  COLLECTOR



CENTERPLACE CPA

LOCATION

15568/02A/0416

1

EXHIBIT 2

CENTER PLACE CPA LONG RANGE ANALYSIS

FUTURE (2040) TRAFFIC CONDITIONS WITHOUT CPA

DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	(4)														(6)									
			(1)	(2)	(3)	2040		(5)		(5)	Two-Way		(5)	Directional		Directional Service Volumes					LOS		V/C		LOS	
			# of Lanes	LOS Std	PCS No.	PSWADT Traffic	PSWADT/ AADT	AADT	K100 Factor	Peak Hour Volume	NE	SW	D100	NE	SW	Peak Hr. Vol.	LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	Std	NE	SW	NE	SW
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	6D	E	10	66,791	1,230	54,302	0.100	5,430	0.48	0.52	2,606	2,824	0	410	2,840	2,940	2,940	2,940	2,940	(7)	0.89	0.96	C	C
	THREE OAKS PKWY	I-75	6D	E	10	69,879	1,230	56,812	0.100	5,681	0.48	0.52	2,727	2,954	0	430	3,050	3,180	3,180	3,180	3,180		0.86	0.93	C	C
	I-75	BEN HILL GRIFFIN PKWY	6D	E	53	34,664	1,363	25,432	0.109	2,772	0.47	0.53	1,303	1,469	0	410	2,840	2,940	2,940	2,940	2,940		0.44	0.50	C	C
	BEN HILL GRIFFIN PKWY	CENTER PLACE ENTRANCES	4D	E	53	35,096	1,363	25,749	0.109	2,807	0.47	0.53	1,319	1,488	0	260	1,840	1,960	1,960	1,960	1,960		0.67	0.76	C	C
	CENTER PLACE ENTRANCES	AIRPORT HAUL RD	4D	E	53	27,940	1,363	20,499	0.109	2,234	0.47	0.53	1,050	1,184	0	260	1,840	1,960	1,960	1,960	1,960		0.54	0.60	C	C
	AIRPORT HAUL RD	WILDBLUE	4D	E	53	29,063	1,363	21,323	0.109	2,324	0.47	0.53	1,092	1,232	0	260	1,840	1,960	1,960	1,960	1,960		0.56	0.63	C	C
	WILDBLUE	ALICO EXT	4D	E	53	29,025	1,363	21,295	0.109	2,321	0.47	0.53	1,091	1,230	0	260	1,840	1,960	1,960	1,960	1,960		0.56	0.63	C	C
	ALICO EXT	N. MALLARD LN	2	E	61	9,190	1,363	6,742	0.109	735	0.47	0.53	345	390	120	420	840	1,190	1,640	1,640	(8)	0.21	0.24	B	B	
BEN HILL GRIFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	61	25,297	1,240	20,401	0.099	2,020	0.59	0.41	1,192	828	0	270	1,970	2,100	2,100	2,100	(9)	0.57	0.39	C	C	
	TERMINAL RD	ALICO ROAD	4D	E	60	18,138	1,543	11,755	0.132	1,552	0.57	0.43	885	687	0	270	1,970	2,100	2,100	2,100		0.42	0.32	C	C	
	ALICO ROAD	COLLEGE CLUB DRIVE	6D	E	60	35,948	1,543	23,297	0.132	3,075	0.57	0.43	1,753	1,322	0	410	2,840	2,940	2,940	2,940		0.60	0.45	C	C	
	COLLEGE CLUB DRIVE	FGCU ENTRANCE	4D	E	71	23,331	1,377	16,943	0.122	2,067	0.46	0.54	951	1,116	0	260	1,840	1,960	1,960	1,960		0.49	0.57	C	C	

Footnotes:

- (1) Lee County MPO 2040 Long Range Transportation Plan Highway Cost Feasible Plan number of lanes.
- (2) Lee County roadway LOS standard.
- (3) Permanent Count Station from Lee County 2015 Traffic Count Report.
- (4) PSWDT from 2040 travel model assignment without proposed CPA (current LU designation) on MPO 2040 Cost Feasible Plan road network.
- (5) Adjustment factors per Permanent Count Stations in Lee County 2015 Traffic Count Report.
- (6) Lee County Generalized Peak Hour Service Volumes (September 2013).
- (7) Assumed to be controlled access facility due to complete access control and auxiliary lanes serving interchange.
- (8) Uninterrupted flow service volumes.
- (9) Controlled access facility service volumes.

EXHIBIT 3

CENTER PLACE CPA, LONG RANGE ANALYSIS

FUTURE (2040) TRAFFIC CONDITIONS WITH CPA

DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	(4)				(5)				2035				(6)					LOS		V/C		LOS		
			(1)	(2)	(3)	2040	(5)	(5)	Two-Way	(5)	Directional	Directional Service Volumes				LOS					V/C		LOS			
			# of Lanes	LOS Std	PCS No.	PSWADT Traffic	PSWADT/AADT	AADT	K100 Factor	Peak Hour Volume	NE	SW	NE	SW	NE	SW	LOS "A"	LOS "B"	LOS "C"	LOS "D"	LOS "E"	Std	0	NE	SW	NE
ALICO ROAD	GATOR ROAD	THREE OAKS PKWY	6D	E	10	66,460	1,230	54,033	0.100	5,403	0.48	0.52	2,593	2,810	0	410	2,840	2,940	2,940	2,940			0.88	0.96	C	C
	THREE OAKS PKWY	I-75	6D	E	10	69,758	1,230	56,714	0.100	5,671	0.48	0.52	2,722	2,949	0	430	3,050	3,180	3,180	3,180	(7)		0.86	0.93	C	C
	I-75	BEN HILL GRIFFIN PKWY	6D	E	53	34,150	1,363	25,055	0.109	2,731	0.47	0.53	1,284	1,447	0	410	2,840	2,940	2,940	2,940			0.44	0.49	C	C
	BEN HILL GRIFFIN PKWY	CENTER PLACE ENTRANCES	4D	E	53	34,069	1,363	24,996	0.109	2,725	0.47	0.53	1,281	1,444	0	260	1,840	1,960	1,960	1,960			0.65	0.74	C	C
	CENTER PLACE ENTRANCES	AIRPORT HAUL RD	4D	E	53	27,226	1,363	19,975	0.109	2,177	0.47	0.53	1,023	1,154	0	260	1,840	1,960	1,960	1,960			0.52	0.59	C	C
	AIRPORT HAUL RD	WILDBLUE	4D	E	53	28,389	1,363	20,828	0.109	2,270	0.47	0.53	1,067	1,203	0	260	1,840	1,960	1,960	1,960			0.54	0.61	C	C
	WILDBLUE	ALICO EXT	4D	E	53	28,401	1,363	20,837	0.109	2,271	0.47	0.53	1,067	1,204	0	260	1,840	1,960	1,960	1,960			0.54	0.61	C	C
ALICO EXT	N. MALLARD LN	2	E	61	9,003	1,363	6,605	0.109	720	0.47	0.53	338	382	120	420	840	1,190	1,640	1,640	(8)		0.21	0.23	B	B	
BEN HILL GRIFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	61	25,199	1,240	20,322	0.099	2,012	0.59	0.41	1,187	825	0	270	1,970	2,100	2,100	2,100	(9)		0.57	0.39	C	C
	TERMINAL RD	ALICO ROAD	4D	E	60	17,586	1,543	11,397	0.132	1,504	0.57	0.43	857	647	0	270	1,970	2,100	2,100	2,100	(9)		0.41	0.31	C	C
	ALICO ROAD	COLLEGE CLUB DRIVE	6D	E	60	35,855	1,543	23,237	0.132	3,067	0.57	0.43	1,748	1,319	0	410	2,840	2,940	2,940	2,940			0.59	0.45	C	C
	COLLEGE CLUB DRIVE	FGCU ENTRANCE	4D	E	71	23,198	1,377	16,847	0.122	2,055	0.46	0.54	945	1,110	0	260	1,840	1,960	1,960	1,960			0.48	0.57	C	C

Footnotes:

- (1) Lee County MPO 2040 Long Range Transportation Plan Highway Cost Feasible Plan number of lanes.
- (2) Lee County roadway LOS standard.
- (3) Permanent Count Station from Lee County 2015 Traffic Count Report.
- (4) PSWDT from 2040 travel model assignment with proposed CPA on MPO 2040 Cost Feasible Plan road network.
- (5) Adjustment factors per Permanent Count Stations in Lee County 2015 Traffic Count Report.
- (6) Lee County Generalized Peak Hour Service Volumes (September 2013).
- (7) Assumed to be controlled access facility due to complete access control and auxiliary lanes serving interchange.
- (8) Uninterrupted flow service volumes.
- (9) Controlled access facility service volumes.

EXHIBIT 4

**CENTERPLACE CPA, SHORT-TERM ANALYSIS
ITE/OTISS TRIP GENERATION ESTIMATES**

Project Information	
Project Name:	CenterPlace CPA - 5 Year Analysis
No:	15568
Date:	4/19/2016
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	JP
Edition:	ITE-TGM 9th Edition

Land Use	Size	Weekday		AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Apartment	1000 Dwelling Units	3092	3092	99	395	369	199
Reduction		0	0	0	0	0	0
Internal		0	0	2	5	69	34
Pass-by		0	0	0	0	0	0
Non-pass-by		3092	3092	97	390	300	165
230 - Residential Condominium/Townhouse - 1	0 Dwelling Units	0	0	0	0	0	0
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		0	0	0	0	0	0
310 - Hotel	0 Employees	0	0	0	0	0	0
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		0	0	0	0	0	0
820 - Shopping Center	75 1000 Sq. Feet Gross Leasable Area	2817	2816	81	50	237	257
Reduction		0	0	0	0	0	0
Internal		0	0	8	6	68	130
Pass-by		563	564	9	6	12	9
Non-pass-by		2254	2252	64	38	157	118
710 - General Office Building	20 1000 Sq. Feet Gross Floor Area	193	193	47	6	17	84
Reduction		0	0	0	0	0	0
Internal		0	0	4	2	16	21
Pass-by		0	0	0	0	0	0
Non-pass-by		193	193	43	4	1	63
760 - Research and Development Center	10 1000 Sq. Feet Gross Floor Area	75	74	15	3	3	17
Reduction		0	0	0	0	0	0
Internal		0	0	1	1	5	3
Pass-by		0	0	0	0	0	0
Non-pass-by		75	74	14	2	-2	14
210 - Single-Family Detached Housing	200 Dwelling Units	994	993	38	112	123	73
Reduction		0	0	0	0	0	0
Internal		0	0	1	2	59	29
Pass-by		0	0	0	0	0	0
Non-pass-by		994	993	37	110	64	44
720 - Medical-Dental Office Building	0 1000 Sq. Feet Gross Floor Area	0	0	0	0	0	0
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		0	0	0	0	0	0
Total		7171	7168	280	566	749	630
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	16	16	217	217
Total Pass-by		563	564	9	6	12	9
Total Non-pass-by		6608	6604	255	544	520	404

EXHIBIT 5

**CENTERPLACE CPA
ITE/OTISS TRIP GENERATION EQUATIONS**

Land Use	Time Period	Variable	Equation*
210 - Single Family	Weekday	Dwelling Units	$\ln(T) = 0.92\ln(X) + 2.72$
	AM Peak Hr	Dwelling Units	$T = 0.7(X) + 9.74$
	PM Peak Hr	Dwelling Units	$\ln(T) = 0.9\ln(X) + 0.51$
220 - Apartment	Weekday	Dwelling Units	$T = 6.06(X) + 123.56$
	AM Peak Hr	Dwelling Units	$T = 0.49(X) + 3.73$
	PM Peak Hr	Dwelling Units	$T = 0.55(X) + 17.65$
230 - Residential Condominium/Townhouse (Multi-Family)	Weekday	Dwelling Units	$\ln(T) = 0.87\ln(X) + 2.46$
	AM Peak Hr	Dwelling Units	$\ln(T) = 0.8\ln(X) + 0.26$
	PM Peak Hr	Dwelling Units	$\ln(T) = 0.82\ln(X) + 0.32$

*-Source: ITE 9th Edition by OTISS.

Land Use	Time Period	Variable	Equation*
310 - Hotel	Weekday	Rooms	$T = 8.95(X) - 373.16$
	AM Peak Hr	Rooms	$T = 0.53(X)$
	PM Peak Hr	Rooms	$T = 0.6(X)$

*-Source: ITE 9th Edition by OTISS.

Land Use	Time Period	Variable	Equation*
710 - General Office	Weekday	1000 Sq. Ft GFA	$\ln(T) = 0.76\ln(X) + 3.68$
	AM Peak Hr	1000 Sq. Ft GFA	$\ln(T) = 0.8\ln(X) + 1.57$
	PM Peak Hr	1000 Sq. Ft GFA	$T = 1.12(X) + 78.45$
720 - Medical/Dental Office	Weekday	1000 Sq. Ft GFA	$T = 40.89(X) - 214.97$
	AM Peak Hr	1000 Sq. Ft GFA	$T = 2.39(X)$
	PM Peak Hr	1000 Sq. Ft GFA	$\ln(T) = 0.9\ln(X) + 1.53$
760 - Research & Development Center	Weekday	1000 Sq. Ft GFA	$\ln(T) = 0.83\ln(X) + 3.09$
	AM Peak Hr	1000 Sq. Ft GFA	$\ln(T) = 0.87\ln(X) + 0.86$
	PM Peak Hr	1000 Sq. Ft GFA	$\ln(T) = 0.83\ln(X) + 1.06$
820 - Shopping Center	Weekday	1000 Sq. Ft GLA	$\ln(T) = 0.65\ln(X) + 5.83$
	AM Peak Hr	1000 Sq. Ft GLA	$\ln(T) = 0.61\ln(X) + 2.24$
	PM Peak Hr	1000 Sq. Ft GLA	$\ln(T) = 0.67\ln(X) + 3.31$

*-Source: ITE 9th Edition by OTISS.

EXHIBIT 6

CENTERPLACE CPA, SHORT RANGE ANALYSIS

EXISTING (2015) TRAFFIC CONDITIONS

DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std	(3) PCS #	Count Year	(4) Existing AADT	(5) K100 Factor	Two-Way Peak Hr. Volume	(5) Directional Peak Hr. Vol.		(6) Directional Service Volumes					V/C		LOS				
										D100		Existing		STD					NE	SW	NE	SW	
										NE	SW	NE	SW	LOS A	LOS B	LOS C	LOS D	LOS E					
ALICO ROAD	GATOR RD	THREE OAKS PKWY	6D	E	10	2010	22,700	0.100	2,270	0.48	0.52	1,090	1,180	0	2,860	2,920	2,920	2,920		0.37	0.40	B	B
	THREE OAKS PKWY	I-75	6D	E	10	2015	41,000	0.100	4,100	0.48	0.52	1,968	2,132	0	2,860	2,920	2,920	2,920		0.67	0.73	B	B
	I-75	BEN HILL GRIFFIN PKWY	6D	E	53	2015	25,600	0.109	2,790	0.47	0.53	1,311	1,479	0	2,860	2,920	2,920	2,920		0.45	0.51	B	B
	BEN HILL GRIFFIN PKWY	CENTERPLACE ENTRANCES	2	E	53	2014	7,500	0.109	818	0.47	0.53	384	434	60	260	520	760	1,100		0.35	0.39	C	C
	CENTERPLACE ENTRANCES	AIRPORT HAUL RD	2	E	53	2014	7,500	0.109	818	0.47	0.53	384	434	60	260	520	760	1,100		0.35	0.39	C	C
	AIRPORT HAUL RD	WILDBLUE	2	E	53	2014	1,500	0.109	164	0.47	0.53	77	87	60	260	520	760	1,100		0.07	0.08	B	B
	WILDBLUE	GREEN MEADOW RD	2	E	53	2010	1,500	0.109	164	0.47	0.53	77	87	60	260	520	760	1,100		0.07	0.08	B	B
	GREEN MEADOW RD	N. MALLARD LN	2	E	53	2010	1,500	0.109	164	0.47	0.53	77	87	60	260	520	760	1,100		0.07	0.08	B	B
BEN HILL GRFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	61	2015	23,800	0.099	2,356	0.59	0.41	1,390	966	1,260	1,960	1,960	1,960	1,960	(7)	0.71	0.49	B	A
/ TREELINE AVE	TERMINAL RD	ALICO RD	4D	E	60	2015	21,100	0.132	2,785	0.57	0.43	1,587	1,198	1,260	1,960	1,960	1,960	1,960	(7)	0.81	0.61	B	A
	ALICO RD	COLLEGE CLUB DR	6D	E	60	2015	22,900	0.132	3,023	0.57	0.43	1,723	1,300	370	2,960	2,960	2,960	2,960		0.58	0.44	B	B
	COLLEGE CLUB DR	FGCU ENTRANCE	4D	E	71	2015	19,400	0.122	2,367	0.46	0.54	1,089	1,278	240	1,930	1,960	1,960	1,960		0.56	0.65	B	B

Footnotes:

- (1) Existing Number of Lanes.
- (2) Roadway LOS standard from The Lee Plan.
- (3) Permanent Count Station from Lee County 2015 Traffic Count Report.
- (4) Most current AADT volume from Lee County 2015 Traffic Count Report.
- (5) Adjustment factors from appropriate Permanent Count Station data in Lee County 2015 Traffic Count Report.
- (6) Lee County Link-Specific Peak Hour Service Volumes (May 2014).
- (7) Controlled access facility service volumes.

EXHIBIT 7

CENTERPLACE CPA, SHORT RANGE ANALYSIS

FUTURE (2021) TRAFFIC CONDITIONS WITHOUT PROJECT (WITH APPROVED USES)

DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std	(3) 2021 Background Directional Peak Hr. Vol.		(4) WildBlue Directional Peak Hr. Vol.		(5) InnovationHub Directional Peak Hr. Vol.		Revised (6) 2021 Background Directional Peak Hr. Vol.		(7) Approved CPA Directional Pk. Hr. Volume		Total (7) 2021 Directional Pk. Hr. Volume		(8) Directional Service Volumes					V/C		LOS			
					NE	SW	NE	SW	NE	SW	NE	SW	%	NE	SW	NE	SW	LOS A	LOS B	LOS C	LOS D	LOS E	NE	SW	NE	SW	
ALICO ROAD	GATOR RD	THREE OAKS PKWY	6D	E	1,210	1,310	13	15	1	12	1,224	1,337	19.7%	91	96	1,315	1,433	0	2,860	2,920	2,920	2,920		0.45	0.49	B	B
	THREE OAKS PKWY	I-75	6D	E	2,086	2,260	15	17	1	13	2,102	2,290	28.6%	133	140	2,235	2,430	0	2,860	2,920	2,920	2,920		0.77	0.83	B	B
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,390	1,568	23	25	2	17	1,415	1,610	53.6%	249	262	1,663	1,872	0	2,860	2,920	2,920	2,920		0.57	0.64	B	B
	BEN HILL GRIFFIN PKWY	CENTERPLACE ENTRANCES	4D	E	411	464	41	45	3	22	455	531	91.3%	424	446	879	978	240	1,930	1,960	1,960	1,960		0.45	0.50	B	B
	CENTERPLACE ENTRANCES	AIRPORT HAUL RD	4D	E	411	464	41	45	3	22	455	531	2.1%	10	10	465	541	240	1,930	1,960	1,960	1,960		0.24	0.28	B	B
	AIRPORT HAUL RD	WILDBLUE	2	E	85	97	41	45	1	1	127	143	2.1%	10	10	138	152	60	260	520	760	1,100		0.09	0.10	B	B
	WILDBLUE	GREEN MEADOW RD	2	E	85	97	2	2	1	1	88	100	2.1%	10	10	99	109	60	260	520	760	1,100		0.09	0.10	B	B
	GREEN MEADOW RD	N. MALLARD LN	2	E	85	97	2	2	1	1	88	100	1.4%	7	6	95	106	60	260	520	760	1,100		0.09	0.10	B	B
	N. MALLARD LN	TERMINAL RD	4D	E	1,557	1,082	10	8	0	0	1,567	1,090	14.0%	68	65	1,635	1,155	1,260	1,960	1,960	1,960	1,960	(9)	0.83	0.59	B	A
BEN HILL GRIFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	1,777	1,342	13	10	1	1	1,791	1,353	14.0%	68	65	1,860	1,418	1,260	1,960	1,960	1,960	1,960	(9)	0.95	0.72	B	B
/ TREELINE AVE	TERMINAL RD	ALICO RD	4D	E	1,777	1,342	13	10	1	1	1,791	1,353	23.0%	107	112	2,050	1,582	370	2,960	2,960	2,960	2,960		0.69	0.53	B	B
	ALICO RD	COLLEGE CLUB DR	6D	E	1,930	1,456	13	10	1	4	1,944	1,470	14.1%	65	69	1,294	1,509	240	1,930	1,960	1,960	1,960		0.66	0.77	B	B
	COLLEGE CLUB DR	FGCU ENTRANCE	4D	E	1,220	1,431	8	6	1	3	1,229	1,440															

ITE Trip Gen - Nml New PM

Enter 464
Exit 490
Total 953

Footnotes:

- (1) Existing plus Committed Number of Lanes (E+C).
- (2) Roadway LOS standard from The Lee Plan.
- (3) Existing volume + 1% per year all roads, except for Ben Hill Griffin Parkway south of Alico Rd, which is existing volume + 2% per year.
- (4) WildBlue peak hour traffic volumes derived from Exhibit 7 of WildBlue CPA Traffic Study dated March 11, 2014.
- (5) InnovationHub peak hour traffic volumes estimated by DPA assuming half of approved floor area in place by 2021.
- (6) Percentage trip distribution from Exhibit 9 (Revised) titled "Future (2019) Traffic Conditions with Project" in report titled CenterPlace Rezoning Traffic Study dated March 17, 2014.
- (7) ITE estimate of entering and exiting trips assigned to E+C road network based on trip distribution percentages.
- (8) Lee County Link-Specific Peak Hour Service Volumes (May 2014).
- (9) Controlled access facility.

EXHIBIT 8

CENTERPLACE CPA, SHORT RANGE ANALYSIS

FUTURE (2021) TRAFFIC CONDITIONS WITH PROJECT (WITH PROPOSED USES)

DIRECTIONAL PEAK HOUR (K100), PEAK SEASON

ROADWAY	FROM	TO	(1) # of Lanes	(2) LOS Std	(3) Revised 2021 Background Directional Peak Hr. Vol.		(4) %	(5) Proposed CPA Directional Pk. Hr. Volume		(6) Total 2021 Directional Pk. Hr. Volume		Directional Service Volumes					V/C		LOS		
					NE	SW		NE	SW	NE	SW	LOS A	LOS B	LOS C	LOS D	LOS E	NE	SW	NE	SW	
					(6) STD																
ALICO ROAD	GATOR RD	THREE OAKS PKWY	6D	E	1,224	1,337	19.7%	102	80	1,326	1,416	0	2,860	2,920	2,920	2,920		0.45	0.49	B	B
	THREE OAKS PKWY	I-75	6D	E	2,102	2,290	28.6%	149	116	2,251	2,405	0	2,860	2,920	2,920	2,920		0.77	0.82	B	B
	I-75	BEN HILL GRIFFIN PKWY	6D	E	1,415	1,610	53.6%	279	217	1,693	1,826	0	2,860	2,920	2,920	2,920		0.58	0.63	B	B
	BEN HILL GRIFFIN PKWY	CENTERPLACE ENTRANCES	4D	E	455	531	91.3%	475	369	930	900	240	1,930	1,960	1,960	1,960		0.47	0.46	B	B
	CENTERPLACE ENTRANCES	AIRPORT HAUL RD	4D	E	455	531	2.1%	8	11	463	542	240	1,930	1,960	1,960	1,960		0.24	0.28	B	B
	AIRPORT HAUL RD	WILDBLUE	2	E	127	143	2.1%	8	11	136	153	60	260	520	760	1,100		0.12	0.14	B	B
	WILDBLUE	GREEN MEADOW RD	2	E	88	100	2.1%	8	11	97	110	60	260	520	760	1,100		0.09	0.10	B	B
	GREEN MEADOW RD	N. MALLARD LN	2	E	88	100	1.4%	6	7	94	107	60	260	520	760	1,100		0.09	0.10	B	B
BEN HILL GRFFIN PKWY	NORTH OF TERMINAL RD	TERMINAL RD	4D	E	1,567	1,090	14.0%	57	73	1,623	1,163	1,260	1,960	1,960	1,960	1,960	(7)	0.83	0.59	B	A
/ TREELINE AVE	TERMINAL RD	ALICO RD	4D	E	1,791	1,353	14.0%	57	73	1,848	1,426	1,260	1,960	1,960	1,960	1,960	(7)	0.94	0.73	B	B
	ALICO RD	COLLEGE CLUB DR	6D	E	1,944	1,470	23.0%	120	93	2,063	1,563	370	2,960	2,960	2,960	2,960		0.70	0.53	B	B
	COLLEGE CLUB DR	FGCU ENTRANCE	4D	E	1,229	1,440	14.1%	73	57	1,302	1,497	240	1,930	1,960	1,960	1,960		0.66	0.76	B	B

ITE Trip Gen - Net New

Enter	520
Exit	404
Total	924

Footnotes:

- (1) Existing plus Committed Number of Lanes (E+C).
- (2) Roadway LOS standard from The Lee Plan.
- (3) Carried forward from Without Project exhibit.
- (4) Percentage trip distribution from Exhibit 9 (Revised) titled "Future (2019) Traffic Conditions with Project" in report titled CenterPlace Rezoning Traffic Study dated March 17, 2014.
- (5) ITE estimate of entering and exiting trips assigned to E+C road network based on trip distribution percentages.
- (6) Lee County Link-Specific Peak Hour Service Volumes (May 2014).
- (7) Controlled access facility.

APPENDIX A
METHODOLOGY OUTLINE

CENTERPLACE COMPREHENSIVE PLAN AMENDMENT
TRANSPORTATION METHODOLOGY OUTLINE

Project No. 15568

March 7, 2016

Prepared by:
DAVID PLUMMER & ASSOCIATES, INC.
2149 McGregor Boulevard
Fort Myers, Florida 33901



CENTERPLACE COMPREHENSIVE PLAN AMENDMENT **TRANSPORTATION METHODOLOGY OUTLINE**

Introduction

CenterPlace is a planned, mixed use development located on the south side of Alico Road and east of Ben Hill Griffin Parkway, as shown in Exhibit 1. The property, rezoned under Resolution No. Z-14-021, is approved for 1,950 residential units, 250 hotel rooms, 246,400 square feet of commercial retail space, 100,000 square feet of general office, and 300,000 square feet of Research and Development uses. A 40-acre parcel was donated to Florida Gulf Coast University (FGCU) as part of that rezoning.

Under the revised development scenario, a reduction in total non-residential square footage is being proposed, in conjunction with an adjustment to the residential unit types, including the addition of single family units.

CenterPlace is anticipated to build out in 2028. However, for Comprehensive Plan Amendment (CPA) purposes, the long-range horizon year for this study is the year 2040, consistent with the Lee County MPO's recently-adopted 2040 Highway Cost Feasible Plan.

This traffic study will be prepared in support of the CPA application for CenterPlace, and will be prepared consistent with Lee County's Application for a Comprehensive Plan Amendment.

Methodology Meeting

A transportation methodology meeting will be held with the Lee County, inclusive of the Department of Community Development and Department of Transportation Staff.

The transportation methodology outline will be distributed prior to the meeting and reviewed during the meeting. The methodology outline will be subsequently updated, as needed, based on the discussion during the methodology meeting.

Methodology

The methodology for the CPA traffic study is summarized below.

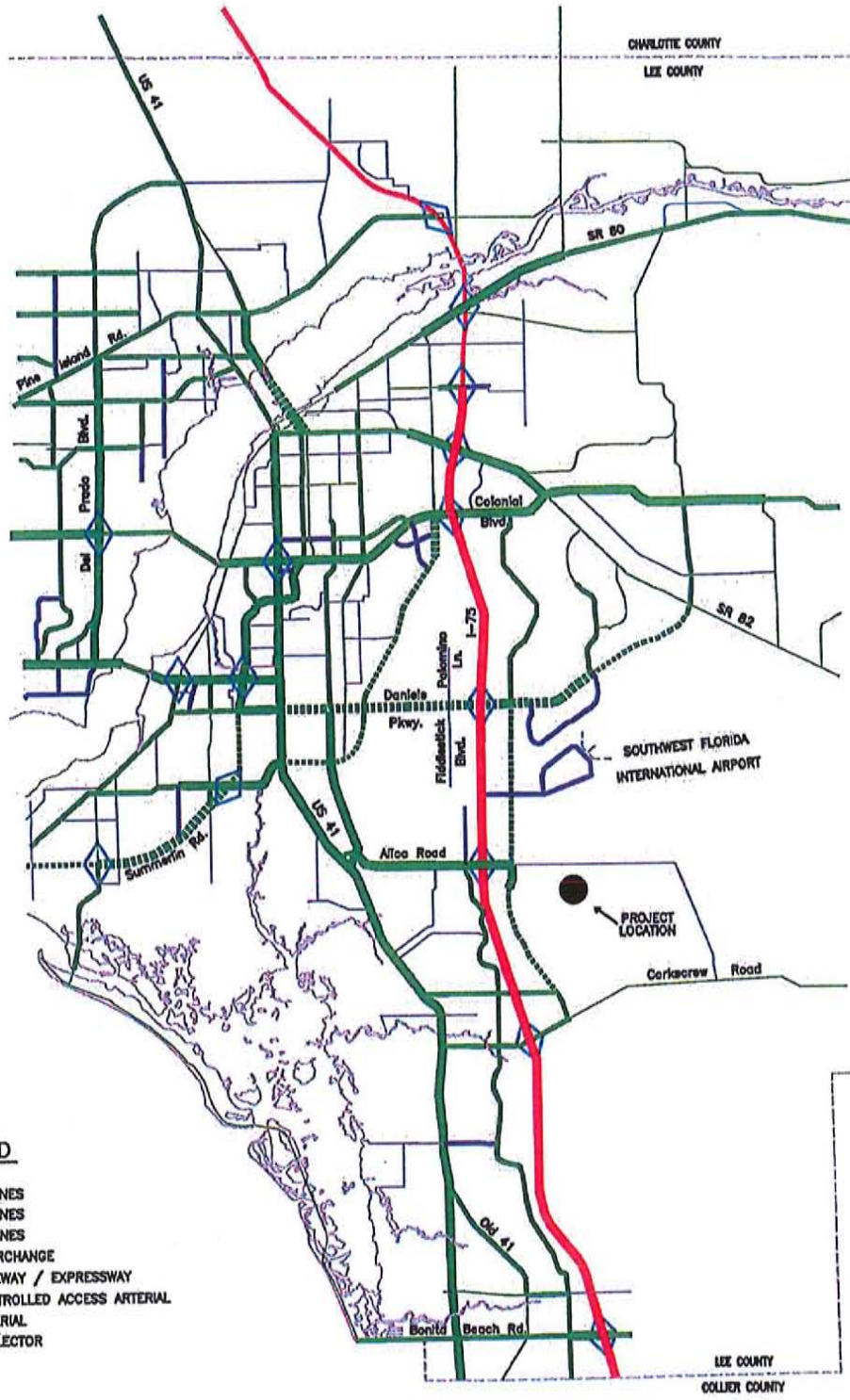
1. According to Lee County's Application for a CPA, the study area should include projected roadway conditions within a 3-mile radius of the site. Therefore, the study area will extend west along Alico Road to approximately Gator Road, east along Alico Road to N. Mallard Lane, north along Treeline Avenue to north of Terminal Access Road, and south along Ben Hill Griffin Parkway to FGCU Boulevard.



2. For the required Long Range 20-Year Horizon analysis, peak hour, peak season (K₁₀₀), directional roadway segment analysis will be provided for the year 2040, based on Lee County travel model assignments, both with and without the CPA.
 - a. The adopted Lee County MPO 2040 Highway Cost Feasible Plan travel model, zonal data and road network will be used to project total traffic for future 2040 traffic conditions, both without and with the CPA. The travel model and zonal data will be checked and adjusted, if appropriate, to reflect the recently-approved WildBlue project and other approved developments along Alico Road, including the Innovation Hub (IHub) development.
 - b. The trip generation for the 2040 CPA analysis will be established through the adopted Lee County travel model.
 - c. For future 2040 traffic conditions without the CPA, the existing approved development program, which is allowed on the property under the current land use designation, will be input into the model zonal data files, using appropriate land use adjustment factors. The approved development program is presented in Exhibit 2.
 - d. For future 2040 traffic conditions with the CPA, the proposed residential and non-residential development program, as shown in Exhibit 3 will replace the approved parameters and will be input into the model zonal data files, using appropriate land use adjustment factors.
 - e. Total volumes on a road segment will be taken from the nearest link to the CPA to insure that the highest CPA volume is used.
 - f. The roadway adjustment factors, service volumes and LOS standards used to estimate levels of service in 2040 will be as described in Section 4 below.
 - g. Projected 2040 traffic volumes and levels of service without and with the CPA will be compared.

3. For the Short Range 5-Year CIP Horizon analysis, peak hour, peak season (K₁₀₀), directional roadway segment analysis will be provided for the year 2021, both with and without the CPA. Background traffic will be based on recent traffic counts and growth trends. CPA traffic will be distributed and assigned on a percentage basis by the Lee County travel model.
 - a. The traffic counts reported in the most recent Lee County Traffic Count Report available at the time that the analysis is done will be used to establish base year traffic volumes.
 - o The traffic counts reported in the most recent Traffic Count Report will be supplemented, as needed, by AADT traffic counts reported online on the Lee County Traffic Count Database System (TCDS).
 - b. Background traffic will be projected to the year 2021 based on recent traffic counts reported in the most recent Lee County Traffic Count Report and historic traffic growth trends developed primarily from the 2005-2015 traffic counts reported in the Traffic Count Report.
 - o A minimum annual growth rate of 1% per year will be assumed.

- Adjustments will be made to reflect WildBlue and IHub.
 - c. The MPO travel model will be used to distribute and assign CPA traffic to road segments.
 - d. ITE Trip Generation, 9th Edition, will be used to estimate the trip generation associated with the five-year level of development. CPA trip generation will be limited to those parameters expected to be built, occupied and generating traffic by the year 2021. The Short Range development program is presented in Exhibit 3.
 - e. Appropriate adjustments will be made for internal capture using the NCHRP Report 684/8-51 Internal Trip Capture Estimation Tool.
 - f. The following recently completed or scheduled road improvements will be included in the E+C network:
 - I-75 Airport Direct Connect
 - Alico Road widening (4LD) from Ben Hill Griffin Parkway to Airport Haul Road (CST FY 17/18)
 - g. The CPA traffic on each road segment will be added to the background traffic projected using growth trends to estimate total PM peak hour, directional traffic with the CPA in 2021.
 - h. The roadway adjustment factors, service volumes and LOS standards used to estimate levels of service will be as described in Section 4 below.
 - i. Projected 2021 traffic volumes and levels of service without and with the CPA will be compared.
4. Levels of service (LOS) on the study area road segments will be estimated for peak season, peak hour (K₁₀₀), peak direction, using the following adjustment factors, service volumes and LOS standards.
- a. The LOS standards in the The Lee Plan will be used.
 - b. Current Lee County K, D and peak season factors for applicable Permanent Count Stations will be used to estimate background road segment peak hour traffic volumes on all roads.
 - c. Lee County generalized service volumes (Sept. 2013) will be used for all roads for the Long Range 20-Year Horizon (2040) analysis.
 - d. Lee County link-specific service volumes (May 2014) will be used for all roads for the Short Range 5-Year CIP Horizon analysis.
5. The CPA traffic study findings and conclusions, plus supporting documentation, will be submitted to Lee County, along with the corresponding FSUTMS travel model input/output files, for review. The CPA traffic study will, of course, be subject to review and acceptance by Lee County.



LEGEND

-  2 LANES
-  4 LANES
-  6 LANES
-  INTERCHANGE
-  FREEWAY / EXPRESSWAY
-  CONTROLLED ACCESS ARTERIAL
-  ARTERIAL
-  COLLECTOR



CENTERPLACE
COMPREHENSIVE PLAN AMENDMENT

LOCATION

15568/01A/0316

Exhibit 2
Approved Development Program

<u>Land Use</u>	<u>Approved</u>
<u>Residential</u>	
Apartment	1,140
Multi-Family (Coach Homes)	320
"Town Center" Multi-Family	<u>490</u>
Total:	1,950
Hotel	250
<u>Non-Residential</u>	
Retail	246,400
Office	100,000
R&D	<u>300,000</u>
Total:	646,400

Exhibit 3
Proposed Development Program

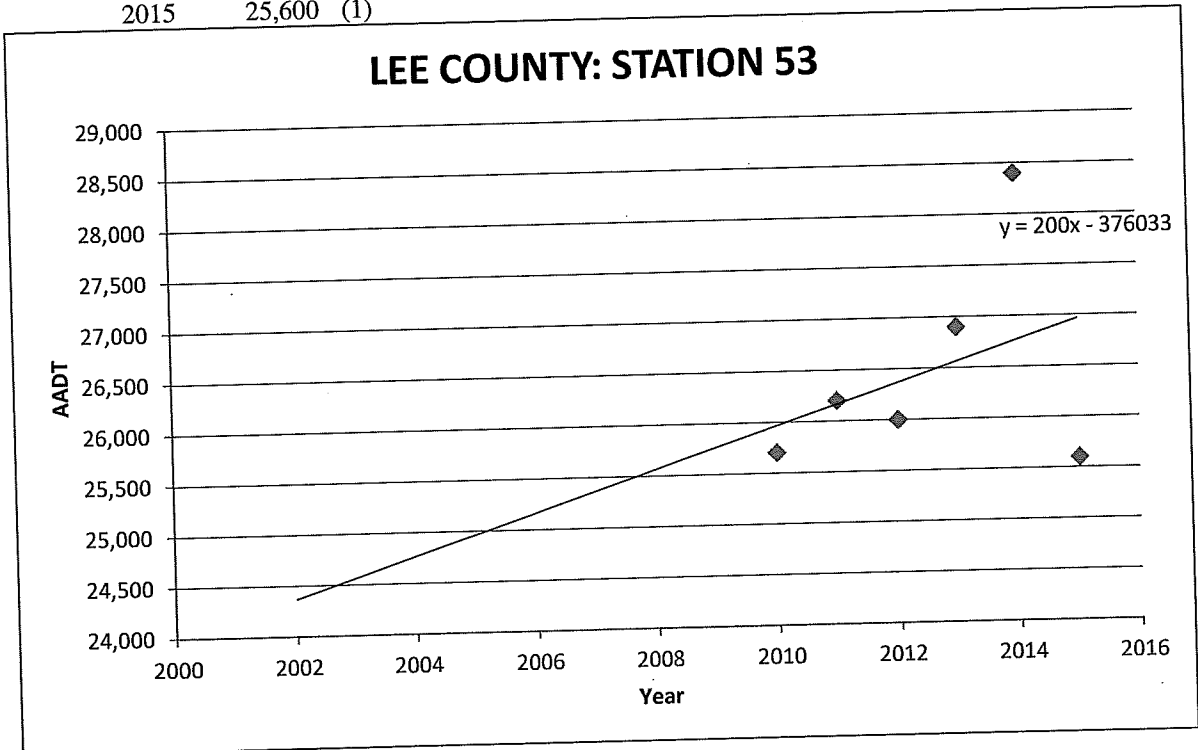
<u>Land Use</u>	<u>5 Year</u>	<u>Buildout</u>
<u>Residential</u>		
Apartment	1,000	1,555
Multi-Family (Coach Homes)	0	120
Single Family	<u>200</u>	<u>275</u>
Total:	1,200	1,950
Hotel	0	250
<u>Non-Residential</u>		
Retail	75,000	200,000
Office	20,000	75,000
R&D	10,000	20,000
Medical Office	<u>0</u>	<u>10,000</u>
Total:	105,000	305,000

APPENDIX B

TRAFFIC GROWTH TREND GRAPHS

**ALICO ROAD
LEE COUNTY: STATION 53
ALICO ROAD EAST OF I-75**

Year	AADT	Equation	Growth
2002		y_1 x_1	0.82% per year
2003		24,367 2002	
2004			
2005		y_2 x_2	
2006		26,967 2015	
2007			
2008			
2009			
2010	25,700 (1)		
2011	26,200 (1)		
2012	26,000 (1)		
2013	26,900 (1)		
2014	28,400 (1)		
2015	25,600 (1)		

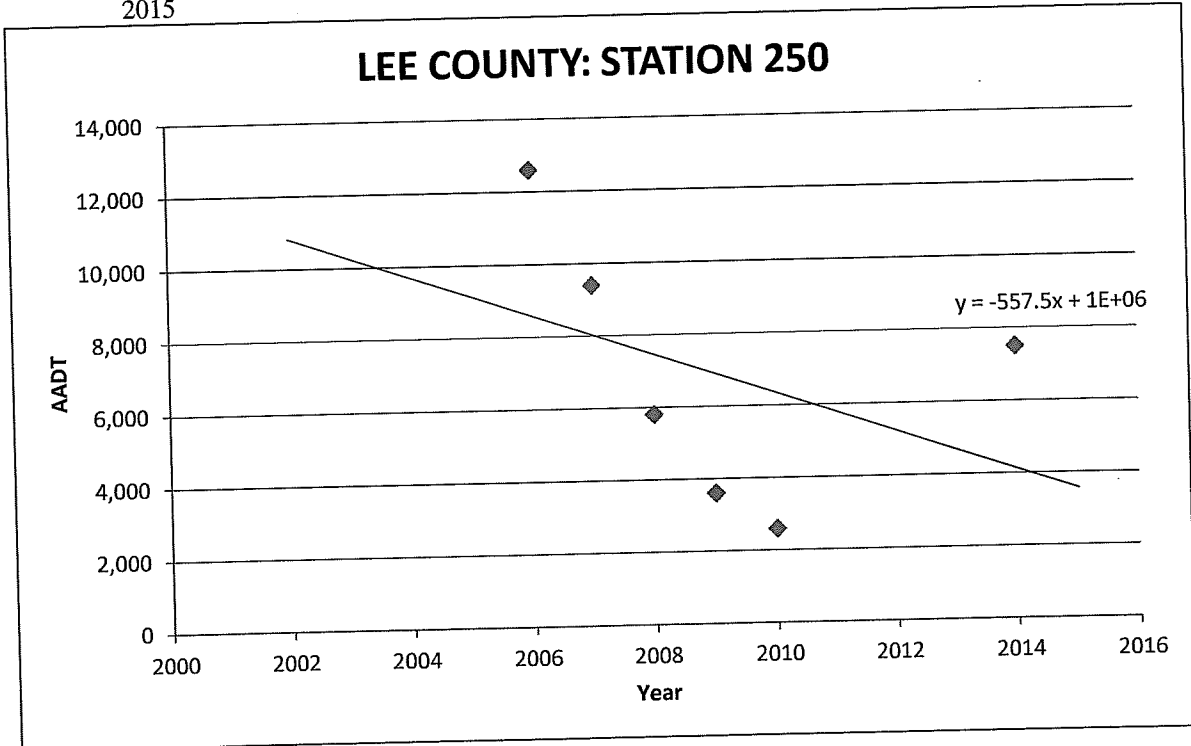


Footnotes:

(1) Historical AADT for Station 53 reported in Lee County 2015 Traffic Count Report.
<http://www.leegov.com/dot/traffic/trafficcountreports>

**ALICO ROAD
LEE COUNTY: STATION 205
ALICO ROAD EAST OF BEN HILL GRIFFIN PARKWAY**

Year	AADT	Equation	Growth
2002		y1 x1	-5.15% per year
2003		10,819 2002	
2004			
2005		y2 x2	
2006	12,600 (1)	3,572 2015	
2007	9,400 (1)		
2008	5,800 (1)		
2009	3,600 (1)		
2010	2,600 (1)		
2011			
2012			
2013			
2014	7,500 (1)		
2015			

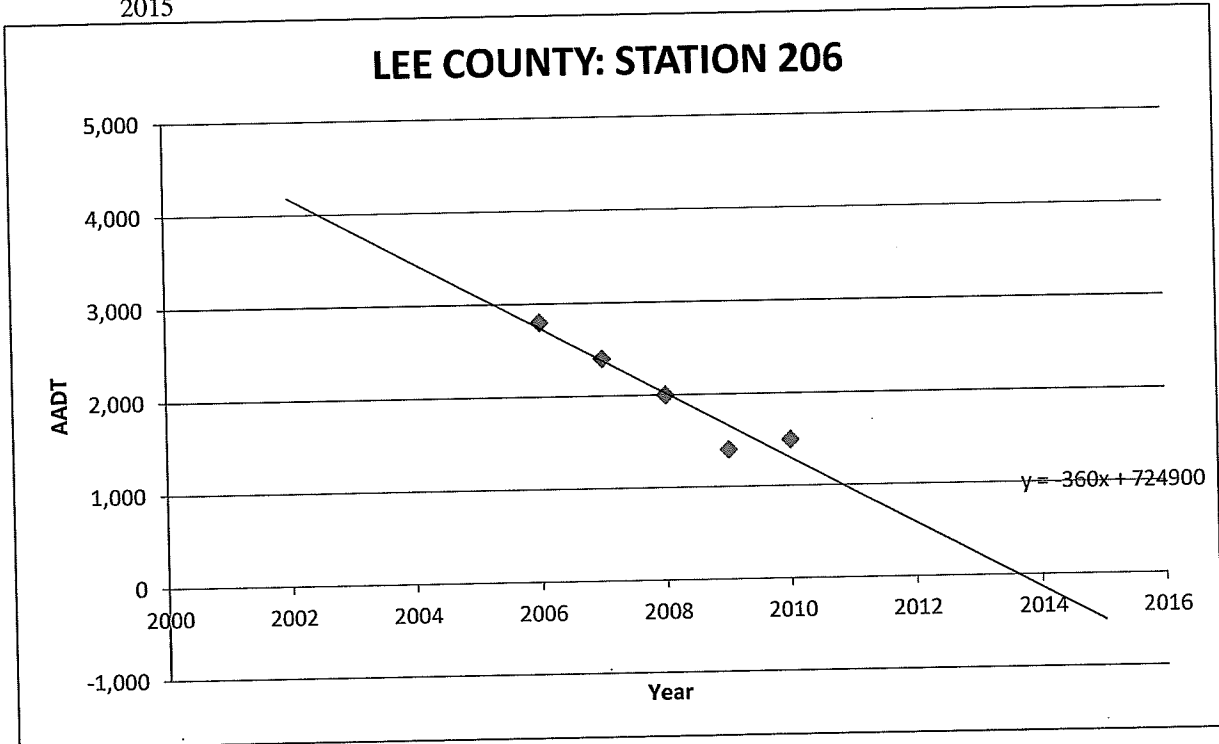


Footnotes:

(1) Historical AADT for Station 205 reported in Lee County 2015 Traffic Count Report: <http://www.leegov.com/dot/traffic/trafficcountreports>

**ALICO ROAD
LEE COUNTY: STATION 206
ALICO ROAD NORTH OF CORKSCREW ROAD**

Year	AA DT		Equation	Growth
2002			y1	-8.61% per year
2003			4,180	
2004				
2005			y2	
2006	2,800	(1)	-500	2015
2007	2,400	(1)		
2008	2,000	(1)		
2009	1,400	(1)		
2010	1,500	(1)		
2011				
2012				
2013				
2014				
2015				

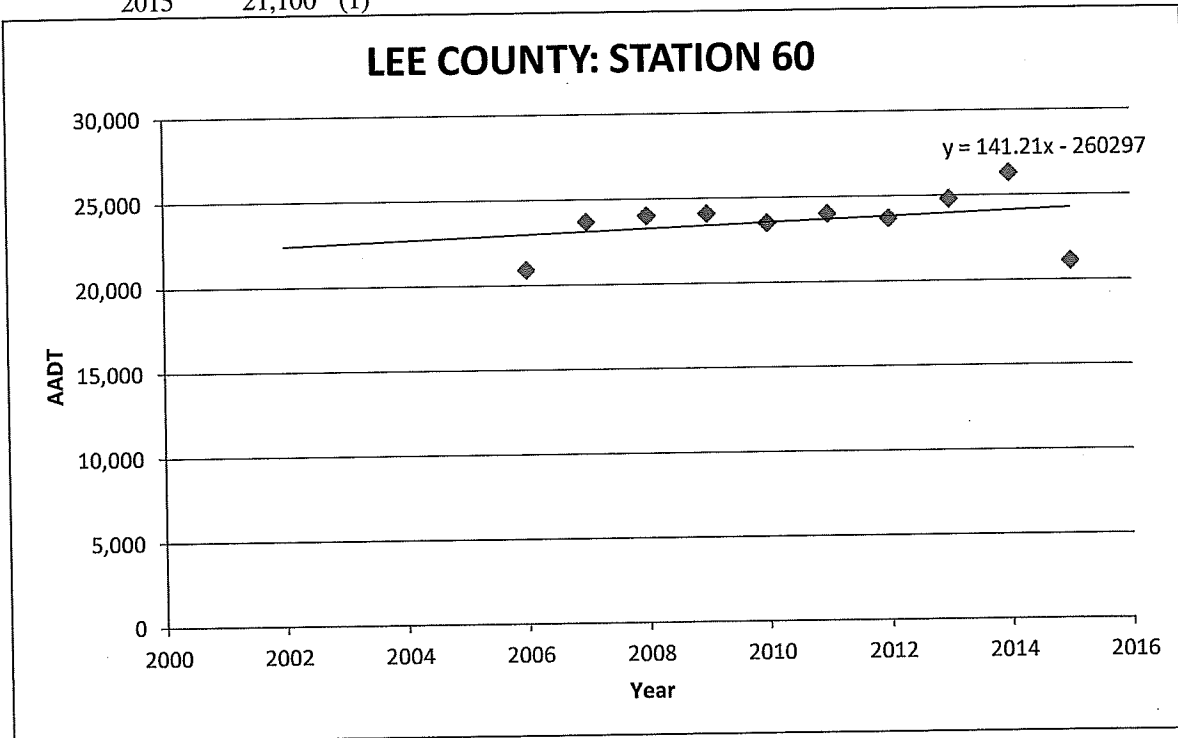


Footnotes:

(1) Historical AADT for Station 206 reported in Lee County Traffic Database System
website: <http://lee.ms2soft.com/tcds/tsearch.asp?loc=Lee&mod=>

**BEN HILL GRIFFIN PARKWAY
LEE COUNTY: STATION 60
BEN HILL GRIFFIN PARKWAY SOUTH OF MIDFIELD TERMINAL**

Year	AADT	Equation	Growth
2002		$y_1 = 22,410x_1 - 2002$	0.63% per year
2003			
2004			
2005		$y_2 = 24,245x_2 - 2015$	
2006	20,900 (1)		
2007	23,700 (1)		
2008	24,000 (1)		
2009	24,100 (1)		
2010	23,500 (1)		
2011	24,000 (1)		
2012	23,700 (1)		
2013	24,800 (1)		
2014	26,300 (1)		
2015	21,100 (1)		

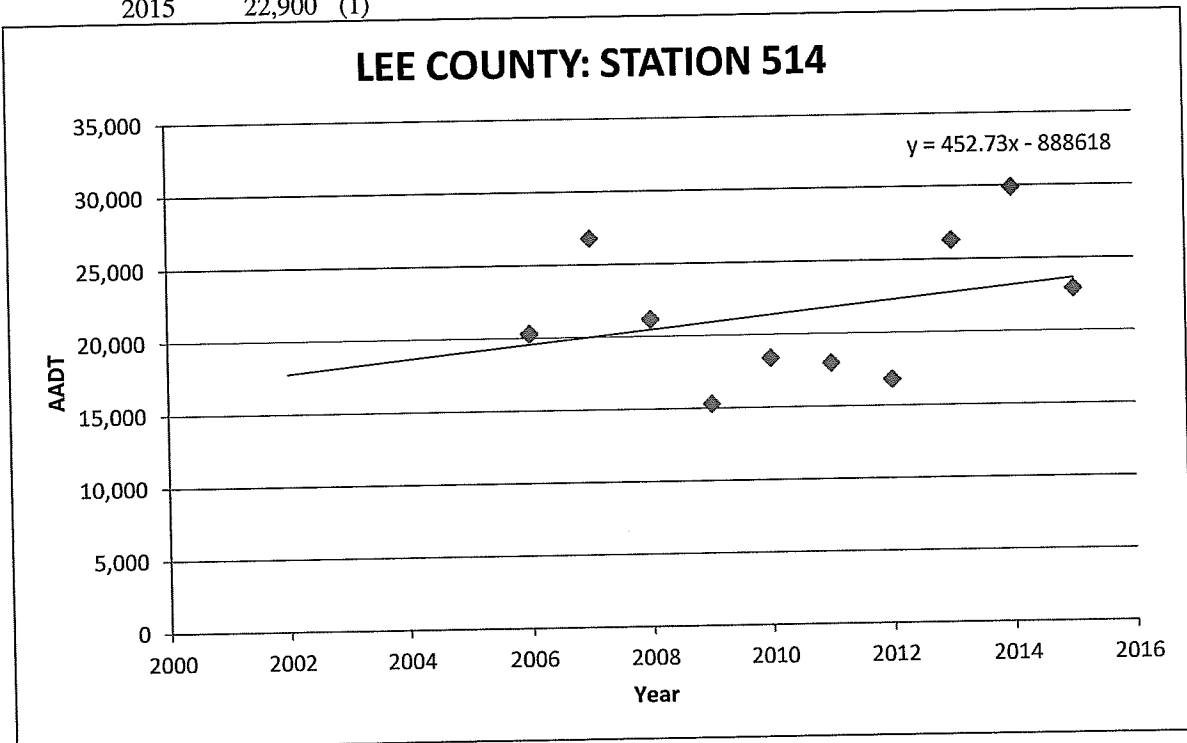


Footnotes:

(1) Historical AADT for Station 53 reported in Lee County 2015 Traffic Count Report:
<http://www.leegov.com/dot/traffic/trafficcountreports>

**BEN HILL GRIFFIN PARKWAY
LEE COUNTY: STATION 514
BEN HILL GRIFFIN PARKWAY SOUTH OF ALICO ROAD**

Year	AADT	Equation	Growth
2002		y1 x1	2.55% per year
2003		17,742 2002	
2004			
2005		y2 x2	
2006	20,300 (1)	23,627 2015	
2007	26,800 (1)		
2008	21,200 (1)		
2009	15,300 (1)		
2010	18,400 (1)		
2011	18,000 (1)		
2012	16,800 (1)		
2013	26,300 (1)		
2014	29,900 (1)		
2015	22,900 (1)		

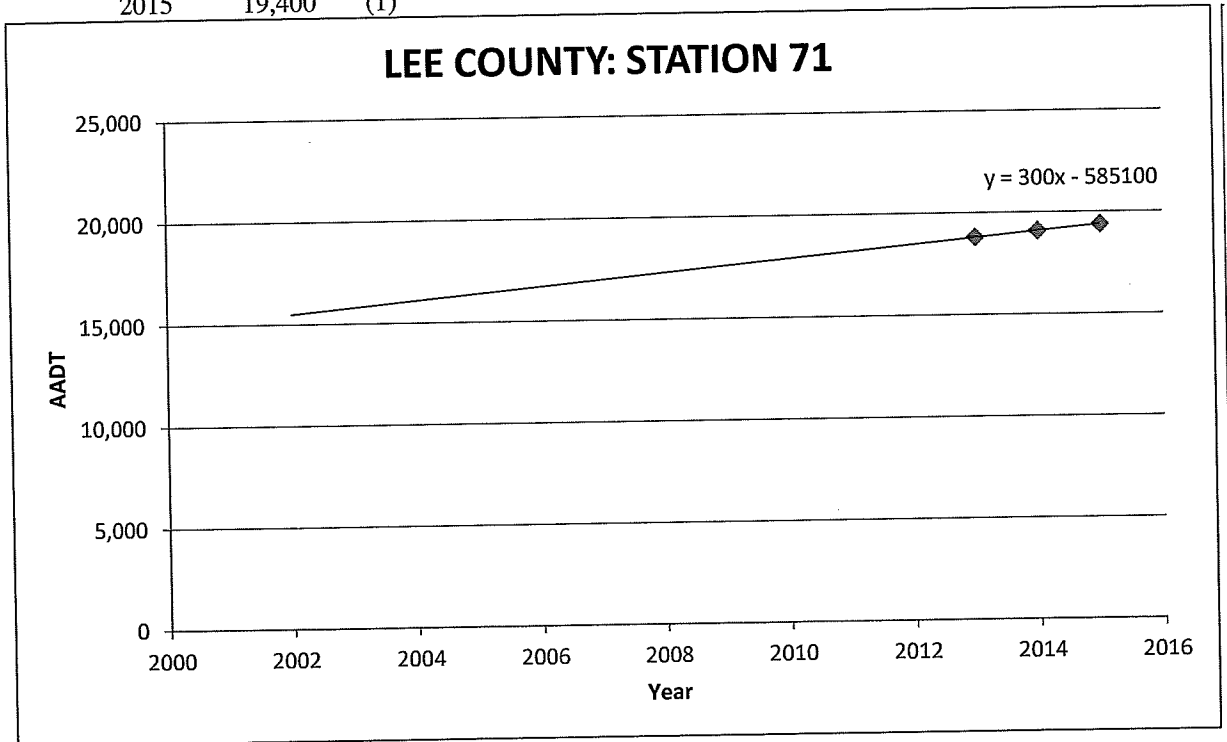


Footnotes:

(1) Historical AADT for Station 205 reported in Lee County 2015 Traffic Count Report: <http://www.leegov.com/dot/traffic/trafficcountreports>

**BEN HILL GRIFFIN PARKWAY
LEE COUNTY: STATION 71
BEN HILL GRIFFIN PARKWAY NORTH OF ESTERO PARKWAY**

Year	AADT	Equation	Growth
2002		y1 x1	1.94% per year
2003		15,500 2002	
2004			
2005		y2 x2	
2006		19,400 2015	
2007			
2008			
2009			
2010			
2011			
2012			
2013	18,800	(1)	
2014	19,100	(1)	
2015	19,400	(1)	



Footnotes:

(1) Historical AADT for Station 206 reported in Lee County Traffic Database System website: <http://lee.ms2soft.com/tcds/tsearch.asp?loc=Lee&mod=>

**BEN HILL GRIFFIN PARKWAY
LEE COUNTY: STATION 517
BEN HILL GRIFFIN PARKWAY NORTH OF CORKSCREW ROAD**

Year	AADT		Equation		Growth
2002			y1	x1	-2.28% per year
2003			23,761	2002	
2004					
2005			y2	x2	
2006	20,500	(1)	16,709	2015	
2007	26,200	(1)			
2008	20,300	(1)			
2009	18,800	(1)			
2010	18,000	(1)			
2011	17,300	(1)			
2012	16,200	(1)			
2013	15,100	(1)			
2014	19,500	(1)			
2015	19,600	(1)			

