

Exhibit D



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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT ANALYSIS

FOR

SIGNATURE STORAGE SUITES LEE COUNTY, FLORIDA

PROJECT NO. F2301.11

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I. INTRODUCTION

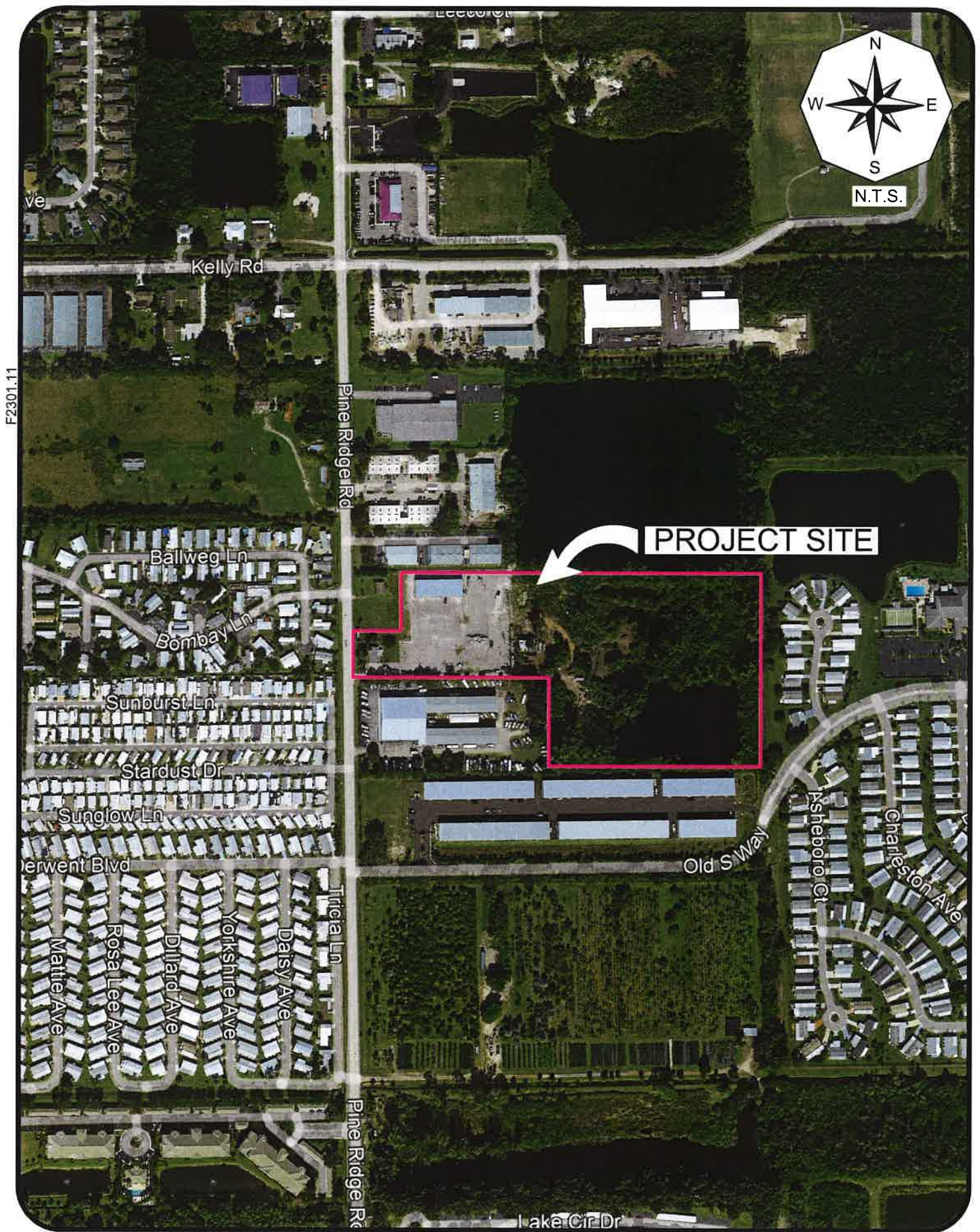
TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking local Development Order approval. The subject site is located at the east side of Pine Ridge Road between Summerlin Road and Kelly Road in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

Upon approval of this local Development Order application, the subject site will be developed with a hybrid warehouse use that will contain approximately 180,938 total square feet (including mezzanine areas). Access to the subject site is proposed to Pine Ridge Road via a full site access drive.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the site access drives will be completed and analysis conducted to determine the impacts of the development on the surrounding streets.

II. EXISTING CONDITIONS

The site is currently vacant and is partially occupied by a pond. The site is bordered by Pine Ridge Road to the west, an existing hybrid warehouse storage use to the south and other industrial development to the south, residential uses to the east and a pond site serving an industrial park to the north.





Pine Ridge Road is a north/south two lane undivided major collector roadway that borders the subject site to the east. Pine Ridge Road has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

III. PROPOSED DEVELOPMENT

Upon approval of this local Development Order application, the subject site will be developed with five (5) hybrid warehouse buildings containing approximately 146,276 square feet of floor area. The buildings will also contain a mezzanine space that will add approximately 34,662 square feet of floor area to the total area, which will bring the total floor area to approximately 180,938 square feet. **Table 1** summarizes the land use utilized for the purposes of this analysis.

Table 1 Land Use Signature Storage Suites	
Land Use	Size
Hybrid Storage	180,938 Square Feet

Access to the subject site is proposed to Pine Ridge Road via a full site access drive.

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation Manual*, 11th Edition. Land Use Code 151 (Mini-Warehouse) was utilized for the trip generation purposes of the proposed hybrid warehouse use. The equations from this land use is contained in the Appendix of this report for reference. **Table 2** indicates the anticipated weekday A.M. and P.M. peak hour trip generation of the subject site. The anticipated daily trip generation of the subject site is also indicated within Table 2.



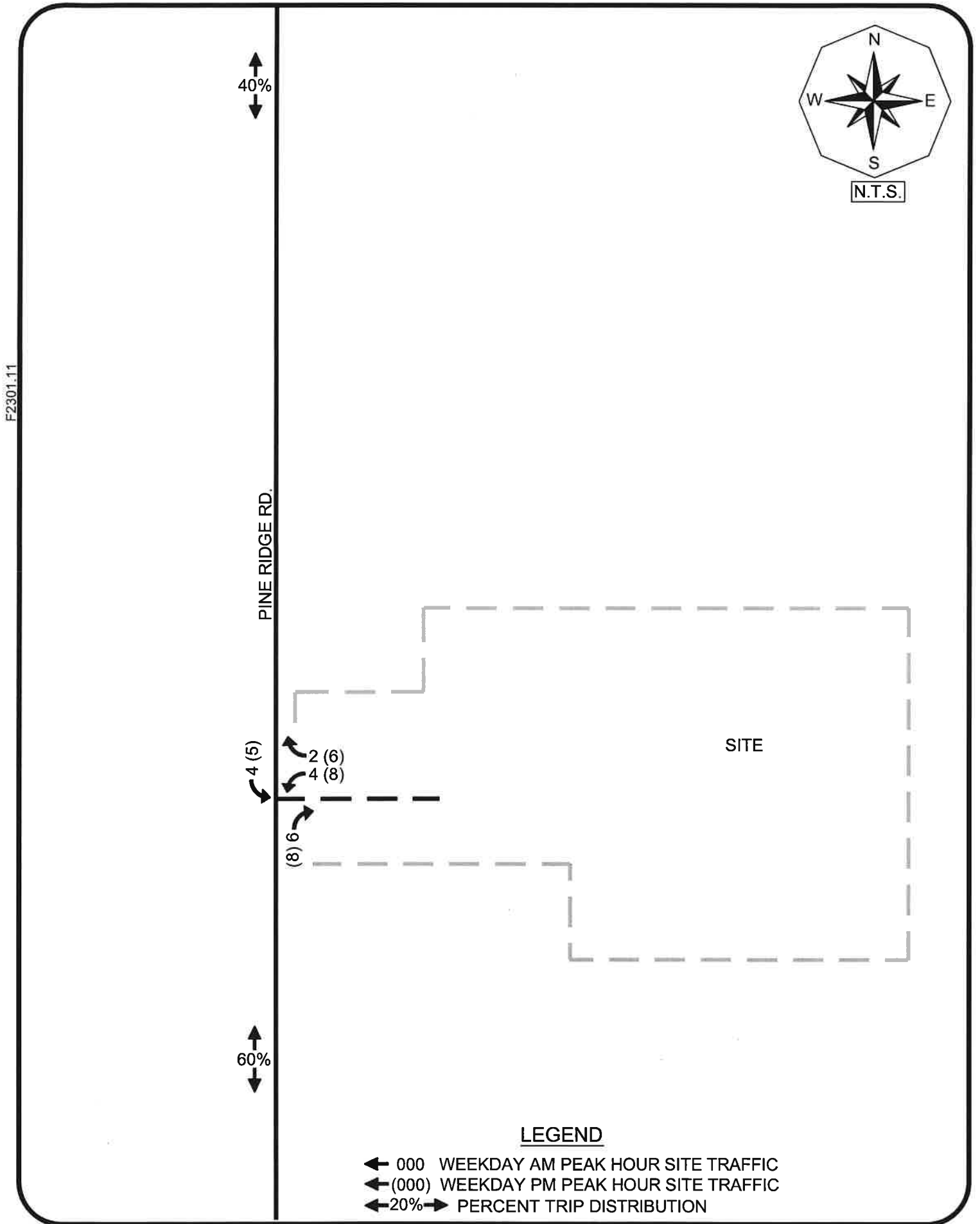
Table 2
Trip Generation
Signature Storage Suites

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Hybrid Warehouse (180,938 Sq. Ft.)	10	6	16	13	14	27	262

V. TRIP DISTRIBUTION

The trips shown in Table 2 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on the current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The anticipated trip distribution of the development traffic is shown on **Figure 2**. Also shown on Figure 2 is the assignment of the project related trips to the site access drive and adjacent intersection.

In order to determine which roadway segments surrounding the site will be significantly impacted, **Table 1A**, in the Appendix, was created. This table indicates which roadway links will accommodate greater than 10% of the Peak Hour Level of Service “C” volumes. The Level of Service Threshold volumes were taken from the Lee County *Link-Specific Level of Service* Tables provided by the Lee County Department of Transportation for all roadways in the study area. Based on Table 1A, none of the roadway segments analyzed are anticipated to be significantly by the proposed development.

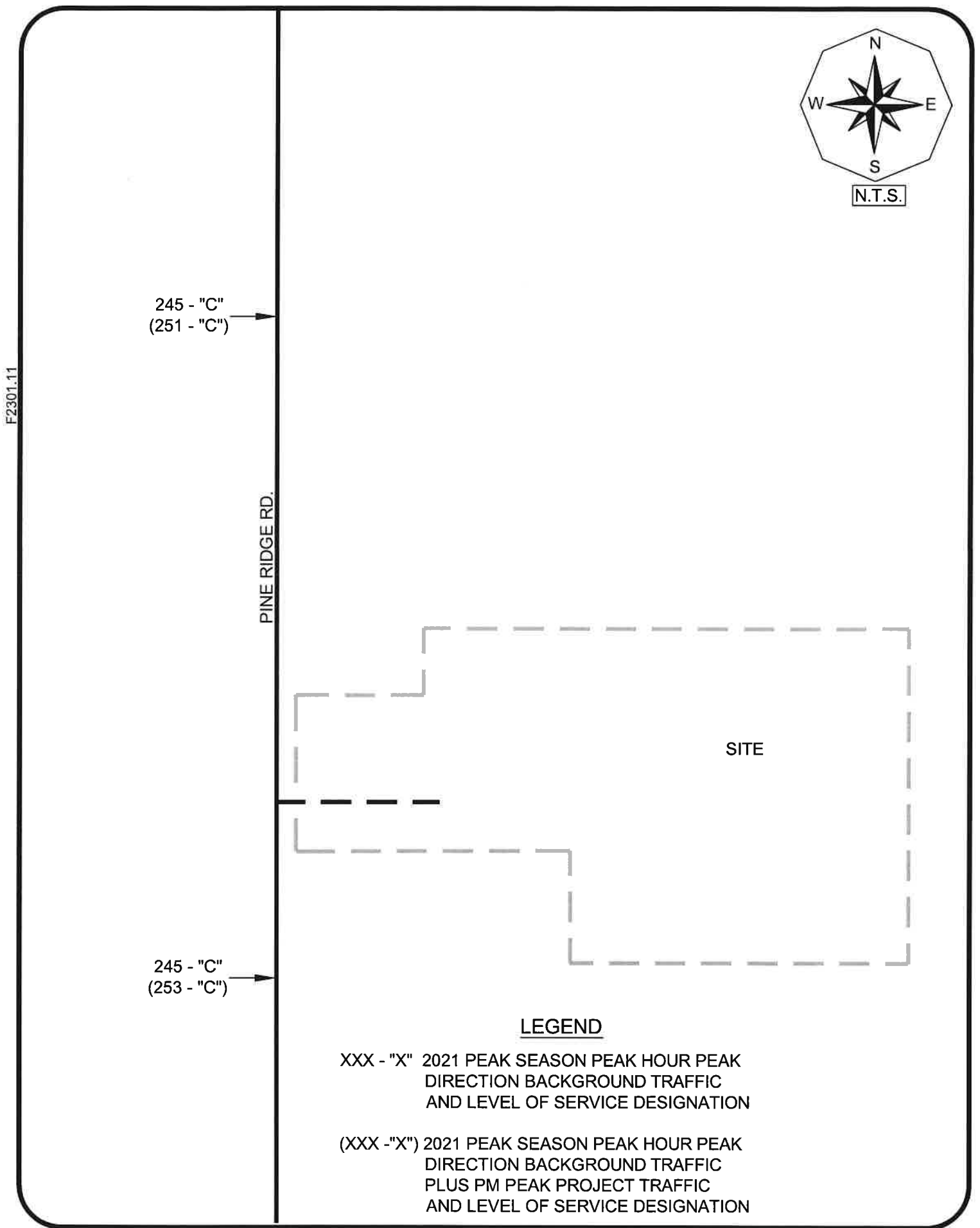




VI. LEVEL OF SERVICE ANALYSIS

A Level of Service analysis was conducted on the surrounding roadway links. The existing 2021 peak hour peak season peak direction volumes were obtained from the 2022 *Lee County Public Facilities Level of Service and Concurrency Report*. In order to determine the projected Level of Service on the roadway links directly accessed by the proposed development, the project traffic was added to the existing 2021 peak hour peak season peak direction traffic volumes. **Table 2A**, located in the Appendix of this report indicates the methodology utilized to conduct the Level of Service Analysis.

From the analysis indicated in Table 2A, there is sufficient capacity on Pine Ridge Road to accommodate the trips anticipated to be generated by the proposed development. Pine Ridge Road was shown to operate at a Level of Service “C” both and without the proposed development. Therefore, no roadway capacity improvements will be required as a result of this analysis. **Figure 3** illustrates the results of the Level of Service Analysis.





VII. TURN LANE ANALYSIS

Turn lane analysis was completed at the proposed site access connection to Pine Ridge Road pursuant to the guidelines published in the Lee County Turn Lane Policy (Administrative Code 11-4).

The criteria for turn lanes at an intersection along a collector are identified below:

Left Turn Lane On Collector – Pine Ridge Road

Posted speed limit of the collector street is equal to or greater than thirty-five (35) mph – Criteria Met – Yes.

On a two-lane, two-way collector streets. Two-way peak season, peak hour through and right turn volume for either the peak hour of the roadway or the peak hour of development is greater than 500 and the left turn volume is greater than or equal to 20 vehicle for that same hour; or,

When the left turn volume for any hour is greater than 30, regardless of through and right turn volume– Criteria Met – No. The left turn volume is less than 20 vehicles as shown on Figure 4.

Available Sight Distance for left turning vehicles to observe approaching or for approaching moving in either direction to observe the left turning vehicle is less than the value shown in Table A-1 for the design speed limit, or posted speed plus 5 miles per hour if design speed is not available, of the collector street– Criteria Met – No.

Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants in the next five years– Criteria Met – N/A.

The collector streets is intersecting an arterial street or collector street – Criteria Met – No.

Five or more crashes reported at the intersection in a 12-month period during the past three years that could have been mitigated by a left turn lane – Criteria Met – N/A.



It is determined by the Lee County Department of Transportation that a turn lane is required for the health, safety, and welfare of the road users – Criteria Met – N/A.

At least two or more criteria need to be met to warrant a left turn lane. Since two criteria are not met, a northbound left turn lane is **NOT** warranted at the proposed site access drive on Pine Ridge Road.

Right Turn Lane On Collector – Pine Ridge Road

Posted speed limit of the collector street is equal to or greater than thirty-five (35) mph – Criteria Met – Yes.

Number of right turning movements from the collector street is equal to or greater than forty-five (45) during either the A.M. or P.M. peak hour of the collector street when the collector street AADT is less than 6,000 vpd, or equal to or greater than thirty (30) vph during either the A.M. or P.M. peak hour of the collector street or peak hour of the development when the collector street AADT is equal to or greater than 6,000 vpd– Criteria Met – No. The right turn volume is less than 30 vehicles as shown on Figure 4.

Available Sight Distance for a right turning vehicle to be seen by through traffic traveling the same direction is less than the value shown in Table A-1 for the design speed of the collector street – Criteria Met – No.

Collector Street has been designated as a controlled access facility by the BOCC– Criteria Met – No.

Traffic Control of the intersecting street or access point connection is a signal or is anticipated to meet MUTCD traffic signal warrants by the build-out year– Criteria Met – N/A.

It is determined by the Lee County Department of Transportation that a turn lane is required for the health, safety, and welfare of the road users – Criteria Met – N/A.

At least two or more criteria need to be met to warrant a right turn lane. Since two criteria are not met, a southbound right turn lane is **NOT** warranted at proposed site access drive on Pine Ridge Road. No other turn lane improvements will be warranted as a result of this analysis.



VIII. CONCLUSION

The development of the subject property with a hybrid warehouse use containing approximately 180,938 square feet of floor area (including mezzanine areas) on the east side of Pine Ridge Road between Summerlin Road and Kelly Road in Lee County, Florida will not have an adverse impact on the surrounding roadway network. Adverse impacts are defined as a degradation of the Level of Service beyond the Lee County's adopted Level of Service standards. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate.

Based upon the results of the turn lane analysis conducted as a part of this report, separate turn lanes will not be warranted at the proposed site access connection to Pine Ridge Road.

APPENDIX

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
SIGNATURE STORAGE SUITES

TOTAL AM PEAK HOUR PROJECT TRAFFIC =		16 VPH	IN=	10	OUT=	6										
TOTAL PM PEAK HOUR PROJECT TRAFFIC =		27 VPH	IN=	13	OUT=	14										
ROADWAY	SEGMENT	PROJECT														
		ROADWAY		LOS A	LOS B	LOS C	LOS D	LOS E	TRAFFIC	NEW PROJ TRAFFIC		PROJ/LOS C				
CLASS		VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	VOLUME	DISTRIBUTION	AM PEAK	PM PEAK					
2LU	S. of Kelly Rd.	0	0	550	860	860	860	860	40%	4	6	1.02%				
2LU	N. of Summerlin Rd.	0	0	550	860	860	860	860	60%	6	8	1.53%				

* Lee County Link Specific Service Volumes

TABLE 2A
BUILD-OUT TRAFFIC VOLUMES AND 100TH HIGHEST HOUR LEVEL OF SERVICE ANALYSIS
SIGNATURE STORAGE SUITES

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 16 VPH
TOTAL PM PEAK HOUR PROJECT TRAFFIC = 27 VPH

IN= 10 OUT= 6
IN= 13 OUT= 14

ROADWAY	2021				2021			
	SEGMENT	PK HR	PERCENT	PROJECT	CONCURRENCY ANALYSIS			
					PK SEASON	AM PROJ	PM PROJ	LOS
		PEAK DIR. ¹	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	
Pine Ridge Rd.	S. of Kelly Rd.	245	40%	4	6	251	C	
	N. of Summerlin Rd.	245	60%	6	8	253	C	

¹The 2021 100th highest hour traffic volumes were obtained from the 2022 Lee County Public Facilities Level of Service and Concurrency Report.

LEE COUNTY LINK-SPECIFIC SERVICE VOLUME TABLES

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC. 1 & 5	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD		3.5	4LB	A	B	C	D	E	A	B	C	D	E
	DEL PRADO BLVD	SANTA BARBARA BLVD	5	2.0	6LD	2,190	3,080	3,080	3,080	3,080	1,880	3,170	4,460	5,720	6,680
	SANTA BARBARA BLVD	SKYLINE BLVD	5	1.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78	5	3.5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4	0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC.	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
COLLECTORS					2LU	A	B	C	D	E	A	B	C	D	E
					2LD	0	0	550	860	860	0	0	990	1,530	1,530
					4LU	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LD	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

**LEE COUNTY PUBLIC FACILITIES
LEVEL OF SERVICE AND
CONCURRENCY REPORT**

Table 21 b): Link-Level Service Volumes and LOS Table

Table 21 b) 5 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)														
Link No.	NAME	ROADWAY LINK		F. Class	ROAD TYPE	PERFORMANCE STANDARD		2021 100TH HIGHEST HOUR			FUTURE FORECAST (2026)			Notes
		FROM	TO			LOS	DIRECTIONAL CAPACITY	LOS	VOL	V/C	LOS	VOL	V/C	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	Maj. Col	2LN	E	1,000	D	477	0.43	D	511	0.51	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	Maj. Col	2LN	E	860	C	129	0.15	C	136	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	Controlled xs	2LN	E	900	B	716	0.80	B	753	0.84	
19700	ORTIZ AVE	SR 82	LUCKETT RD	P. Art	2LN	E	900	B	745	0.83	B	784	0.87	4 Ln design & ROW
19800	ORTIZ AVE	LUCKETT RD	SR 80	P. Art	2LN	E	900	B	309	0.34	B	325	0.36	4 Ln design & ROW
19900	PALM BEACH BLVD (SR 8) PROSPECT AVE	ORTIZ AVE		State	4LD	D	2,100	C	1,089	0.52	C	1,240	0.59	
20000	PALM BEACH BLVD (SR 8) ORTIZ AVE	I-75		State	6LD	D	3,171	C	1,242	0.39	C	1,391	0.44	
20100	PALM BEACH BLVD (SR 8) I-75	SR 31		State	6LD	D	3,171	C	1,616	0.51	C	2,001	0.63	
20200	PALM BEACH BLVD (SR 8) SR 31	BUCKINGHAM RD		State	4LD	D	2,100	D	2,043	0.97	F	2,495	1.19	
20300	PALM BEACH BLVD (SR 8) BUCKINGHAM RD	WERNER DR		State	4LD	D	3,280	B	1,426	0.43	C	1,802	0.55	
20330	PALM BEACH BLVD (SR 8) WERNER DR	JOEL BLVD		State	4LD	C	2,210	B	1,179	0.53	C	1,531	0.69	
20400	PALM BEACH BLVD (SR 8) JOEL BLVD	HENDRY CO. LINE		State	4LD	C	2,210	B	1,053	0.48	B	1,343	0.61	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	Min. Col	2LN	E	860	C	380	0.44	C	403	0.47	
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	Maj. Col	2LN	E	860	C	205	0.24	C	216	0.25	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	Maj. Col	2LN	E	860	C	148	0.17	C	160	0.19	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	P. Art	2LN	E	950	E	594	0.63	E	644	0.68	Constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	State	4LD	D	2,100	C	1,821	0.87	F	2,171	1.08	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	State	4LD	D	2,100	C	1,590	0.76	C	1,754	0.84	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	Maj. Col	2LN	E	860	C	515	0.60	D	587	0.68	*
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	Maj. Col	2LN	E	860	C	245	0.28	C	405	0.47	Heritage Isle*
21800	PINE RIDGE RD	GLADIOLUS DR	MCGREGOR BLVD	Maj. Col	2LN	E	860	C	245	0.28	C	257	0.30	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	M. Art	2LN	E	860	C	267	0.31	C	369	0.43	Intermed Park
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	M. Art	2LN	E	860	D	692	0.80	D	728	0.85	FDOT Metro Pkwy 5-laning
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	M. Art	4LN	E	1,790	C	687	0.38	C	722	0.40	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	P. Art	4LD	E	1,890	B	1,012	0.54	B	1,063	0.56	*
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	P. Art	4LD	E	1,890	B	1,405	0.74	B	1,480	0.73	
22300	PONDELLA RD	US 41	BUS 41	P. Art	4LD	E	1,890	B	1,052	0.56	B	1,105	0.58	
22400	PRITCHETT PKWY	SR 78	RICH RD	Maj. Col	2LN	E	860	C	73	0.08	C	541	0.63	old count, Stoneybrook North(2009)
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	Maj. Col	2LN	E	860	C	93	0.11	C	98	0.11	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	Maj. Col	2LN	E	860	C	55	0.06	C	62	0.07	old count projection(2009)
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	Maj. Col	2LN	E	860	C	82	0.10	C	94	0.11	
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	Maj. Col	2LN	E	860	C	82	0.10	C	86	0.10	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	Maj. Col	2LN	E	860	C	401	0.47	C	422	0.49	*
23000	SAN CARLOS BLVD (SR 88) MANTANZAS PASS B.	MAIN ST		State	2LD	D	970	F	1,051	1.08	F	1,176	1.21	Constrained
23100	SAN CARLOS BLVD (SR 88) MAIN ST	SUMMERLIN RD		State	4LD	D	2,100	C	1,051	0.50	C	1,176	0.56	PD&E Study
23180	SAN CARLOS BLVD (SR 88) SUMMERLIN RD	KELLY RD		State	2LD	D	970	C	772	0.80	C	795	0.82	
23200	SAN CARLOS BLVD (SR 88) KELLY RD	GLADIOLUS DR		State	4LD	D	2,100	C	772	0.37	C	795	0.38	
23260	SANIBEL BLVD	US 41	LEE RD	Maj. Col	2LN	E	860	C	489	0.57	C	514	0.60	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	P. Art	2LN	E	1,140	E	987	0.87	E	1,037	0.91	
23400	SHELL POINT BLVD	MCGREGOR BLVD	PALM ACRES	Maj. Col	2LN	E	860	C	231	0.27	C	243	0.28	*
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	Controlled xs	4LD	E	2,000	B	1,371	0.69	B	1,441	0.72	Unincorporated LC
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	Controlled xs	4LD	E	1,900	B	951	0.50	B	1,154	0.61	Unincorporated LC
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	Controlled xs	4LD	E	1,900	B	1,061	0.56	B	1,115	0.59	Incorporated LC
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	Controlled xs	6LD	E	2,860	A	1,061	0.37	A	1,115	0.39	Incorporated LC
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	State	4LD	D	2,100	C	1,941	0.92	F	2,243	1.07	
24000	SLATER RD	SR 78	NALLE GRADE RD	M. Art	2LN	E	1,010	C	376	0.37	C	395	0.39	*
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	Maj. Col	2LD	E	910	D	602	0.66	D	633	0.70	*
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	State	2LN	D	970	C	763	0.79	F	989	1.02	PD&E/SEIR Study

County-Maintained Collector Roadway - Unincorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County Maintained Controlled Access Arterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

TRIP GENERATION EQUATIONS

Mini-Warehouse (151)

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

Setting/Location: General Urban/Suburban

Number of Studies: 16

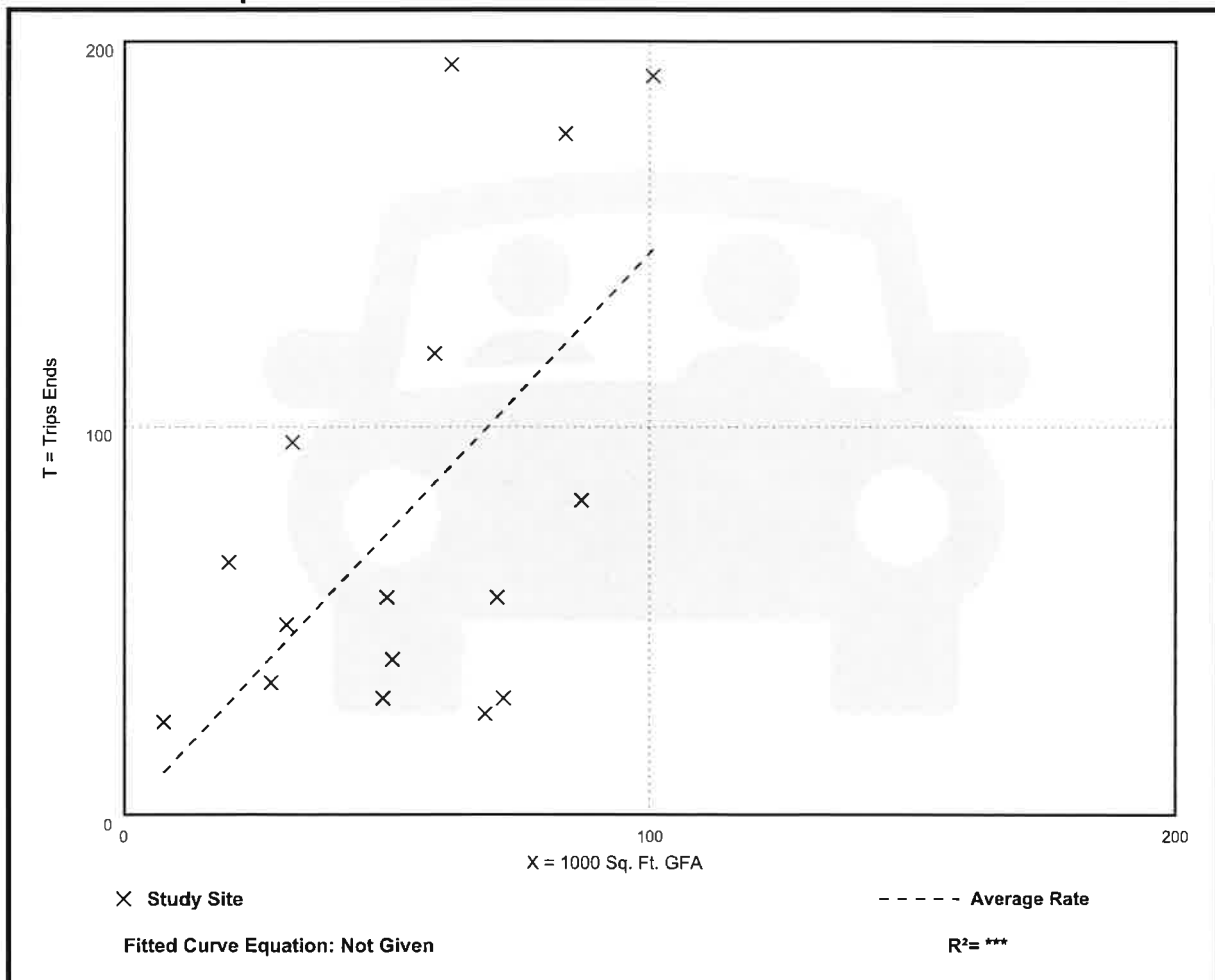
Avg. 1000 Sq. Ft. GFA: 55

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.45	0.38 - 3.25	0.92

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

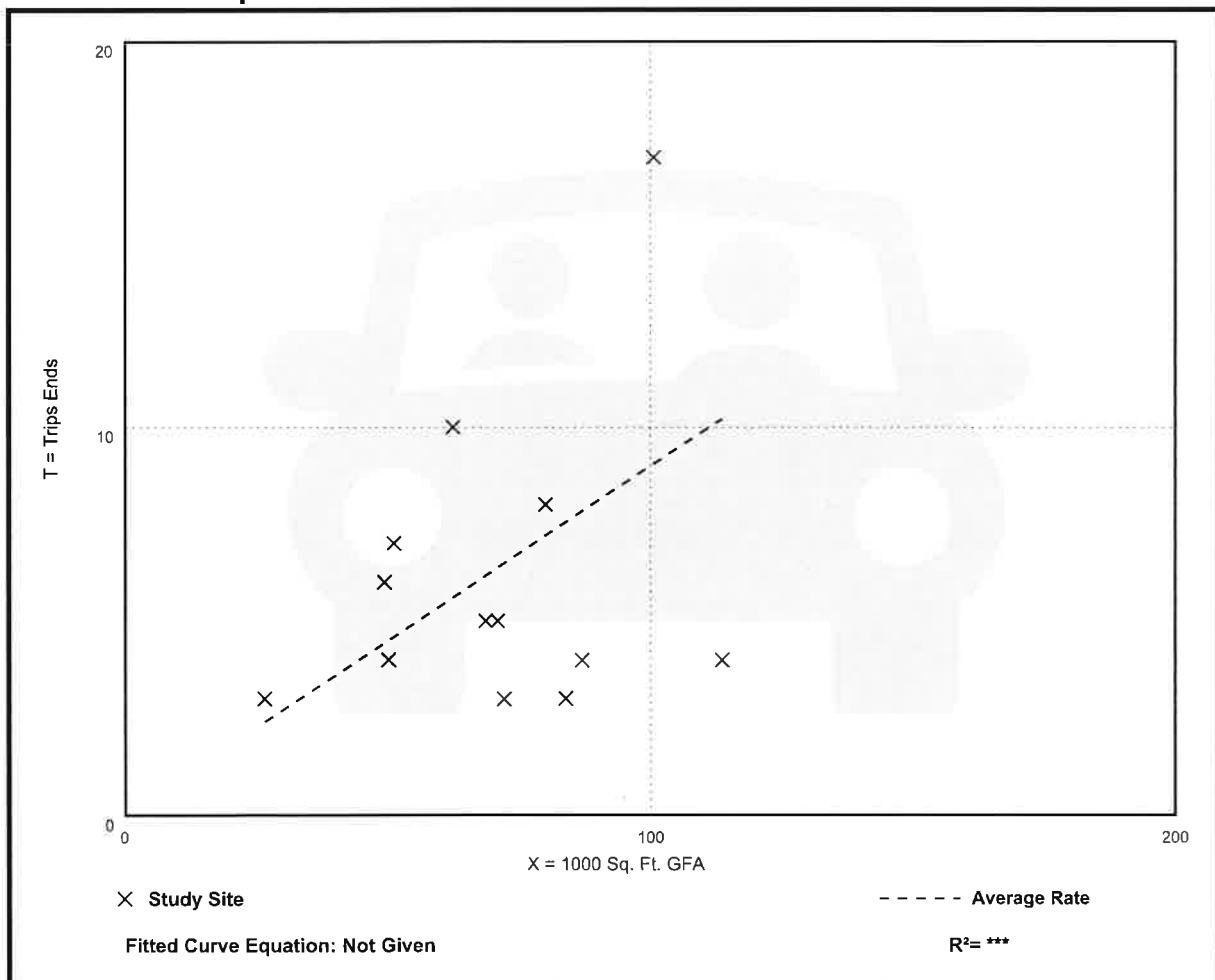
Avg. 1000 Sq. Ft. GFA: 70

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 18

Avg. 1000 Sq. Ft. GFA: 59

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

Data Plot and Equation

