



Engineers, Planners & Development Consultants

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THREE OAKS LOGISTICS CENTER

TRAFFIC IMPACT STATEMENT COMPARISON MEMORANDUM

September 2024

Prepared By:
Erick Diaz

Reviewed By:
Al Quattrone, P.E.
Florida P.E. #52741

QAI Project # 240506





THREE OAKS LOGISTICS CENTER

STRAP#: 03-46-25-00-00001.1070

Access Undetermined, Fort Myers, FL 333912

The purpose of the TIS is to analyze the potential traffic impacts and identify any improvements required to secure a zoning amendment to Zoning Resolution # Z-21-012, Case #DCI2020-00014.

OVERVIEW

Quattrone & Associates, Inc. has conducted a trip generation comparison based on the request to modify the land use intensities of the Three Oaks Logistics Center Planned Development, located north of Alico Road between Three Oaks Parkway and Oriole Road. The development parameters of this site are outlined in the approved Zoning Resolution Z-21-012 and include the development of up to 1,050,000 square feet, which may include up to 510,000 square feet of industrial uses, and 540,000 square feet of commercial uses.

The trip generation completed as part of the rezoning application was done using OTISS software which references the Institute of Transportation Engineer's (ITE) Report titled **Trip Generation**, 11th Edition. The original analysis encompassed in Zoning Resolution Z-21-012 utilized ITE 10th Edition publication of the **Trip Generation** report, so the following analysis first updated the trip generation of the approved uses based on the updated ITE **Trip Generation** report. **Tables 1 and 2** below illustrate the trip generation calculation of the project as currently approved, and **Table 3** illustrates the updated trip generation per ITE **Trip Generation**, 11th Edition. The Land Use Codes (LUC) utilized in this report are LUC 820 – Shopping Plaza (>150k) for the proposed 540,000 sq.ft. of commercial space and LUC 130 – Industrial Park for the proposed 510,000 sq.ft. of industrial space.

Table 1
Approved Trip Generation 10th Gen. – Total Trips
Per Zoning Resolution Z-21-012, Case #DCI2020-00014
Three Oaks Logistics Center

Land Use	Peak AM		Peak PM		Weekday	
	Entry	Exit	Entry	Exit	Entry	Exit
LUC 820 – Shopping Plaza >150k (540,000 sqft GFA)	262	160	909	984	9,463	9,463
LUC 130 – Industrial Park (510,000 sqft GFA)	165	39	43	161	1,096	1,096
Total Trips	427	199	952	1,145	10,559	10,559



Table 2
Approved Trip Generation 10th Gen. – Reduced Trips
Per Zoning Resolution Z-21-012, Case #DCI2020-00014
Three Oaks Logistics Center

Land Use	Peak AM		Peak PM		Weekday	
	Entry	Exit	Entry	Exit	Entry	Exit
Total Trips	427	199	952	1,145	10,559	10,559
Less LUC 820 Pass-by	-63	-63	-284	-284	-2,839	-2,839
Net Total Trips	364	136	668	861	7,720	7,720

Table 3
Trip Generation 11th Gen. – Total Trips (Previously Approved Areas)
Three Oaks Logistics Center

Land Use	Peak AM		Peak PM		Weekday	
	Entry	Exit	Entry	Exit	Entry	Exit
LUC 820 – Shopping Plaza >150k (540,000 sqft GFA)	280	172	912	988	9,982	9,982
30% Pass By Reduction	-84	-52	-274	-296	-2,995	-2,995
LUC 820 – Shopping Plaza >150k (540,000 sqft GFA) after reduction	196	120	638	692	6,987	6,985
LUC 130 – Industrial Park (510,000 sqft GFA)	140	33	38	135	1,095	1,095
Total Trips	336	153	676	827	8,082	8,082

PROPOSED MODIFICATION IN INTENSITIES

The Developer desires to modify the floor areas of the approved uses in order to provide added industrial space while reducing the amount of commercial space, as to not create any additional external impacts from the project based on the trip generation. The development is now proposed to include up to 240,000 square feet of commercial space, LUC 820, and 960,000 square feet of industrial space, LUC 130. This brings the total project GFA from the approved 1,050,000 square feet up to 1,200,000 square feet. **Table 4** below illustrates the trips generated with the new area allotments scheduled within the proposed modification. It is important to note that the 30% trip reduction which was used for LUC 820 will remain in this analysis to keep a conservative comparison and most similar design approach as previously approved.



Table 4
Trip Generation 11th Gen. – Total Trips
Proposed Land Use Modification (with pass by reduction)
Three Oaks Logistics Center

Land Use	Peak AM		Peak PM		Weekday	
	Entry	Exit	Entry	Exit	Entry	Exit
LUC 820 – Shopping Plaza >150k (240,000 sqft GFA)	171	105	509	551	6,065	6,065
30% Pass By Reduction	-51	-32	-153	-165	-1,820	-1,820
LUC 820 – Shopping Plaza >150k (240,000 sqft GFA) After Reduction	120	74	356	386	4,245	4,245
LUC 130 – Industrial Park (960,000 sqft GFA)	264	62	72	255	1,522	1,522
Total Trips	384	136	428	641	5,767	5,767

Table 5 then compares the trip generation from the approved uses and intensities to the proposed uses and intensities, both on the 11th gen ITE for the most accurate comparison.

Table 5
Trip Generation Comparison (Net Peak Hour Decrease)
Three Oaks Logistics Center

Land Use	Peak AM		Peak PM		Weekday	
	Entry	Exit	Entry	Exit	Entry	Exit
Total Trips as Approved (11th gen)	336	153	676	827	8,082	8,082
Total Trips as Proposed (11th gen)	384	136	428	641	5,767	5,767
Trip Change	+48	-17	-248	-186	-2,315	-2,315
TOTAL (ENTRY + EXIT)	+31		-434		-4,630	

As can be seen from Table 5, the modification resulted in an overall decrease in generated trips during the PM Peak Hour and increased during the AM Peak Hour. Trips for any given weekday are reduced by a total of 4,630 trips. The proposed peak hour trips are reduced from 1,503 (676 + 827) down to 1,069 (428 + 641) during the peak PM hours, which is a 434 trip reduction during the time frame with the highest trip intensity (PM Peak Hour). Ultimately, the proposed changes to the floor area use results in a net reduction in overall trips. Although the AM Peak Hour is an overall increase by 31 trips, the Peak PM is ultimately the limiting factor for design since it is the timeframe with the overall Peak Hour trips.

CONCLUSION

The proposed modification to the land use intensities results in an overall reduction of trips generated by the proposed development during the overall peak hour which will have a net improvement to the surrounding roadway systems at full buildout.

REFERENCES

- *Trip Generation by OTISS Online Traffic Impact Study Software*
- *Institute of Transportation Engineers Trip Generation, 11th Edition*
- *Zoning Resolution Z-21-012, Case #DCI2020-00014*



TRIP GENERATION ANALYSIS



VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
130 - Industrial Park (Weekday)	General	1000 Sq. Ft. GFA	510	Weekday	Best Fit (LOG)	1095	1095	2190
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.52\ln(X) + 4.45$	50%	50%	
130 - Industrial Park (Peak AM)	General	1000 Sq. Ft. GFA	510		Average	140	33	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	510	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	0.34	81%	19%	173
130 - Industrial Park (Peak PM)	General	1000 Sq. Ft. GFA	510	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average	38	135	173
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				0.34	22%	78%	
820 - Shopping Center (>150k) (Weekday)	General	1000 Sq. Ft. GLA	540		Best Fit (LIN)	9982	9982	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban			Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	$T = 26.11(X) + 5863.73$	50%	50%	19964
820 - Shopping Center (>150k) (Peak AM)	General	1000 Sq. Ft. GLA	540		Best Fit (LIN)	280	172	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 0.59(X) + 133.55$	62%	38%	
820 - Shopping Center (>150k) (Peak PM)	General	1000 Sq. Ft. GLA	540	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	912	988	1900
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.72\ln(X) + 3.02$	48%	52%	

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
130 - Industrial Park (Weekday)	General	1000 Sq. Ft. GFA	960	Weekday	Best Fit (LOG)	1522	1522	3044
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.52\ln(X) + 4.45$	50%	50%	
130 - Industrial Park (Peak AM)	General				Average	264	62	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	960	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	0.34	81%	19%	326
130 - Industrial Park (Peak PM)	General				Average	72	255	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban	1000 Sq. Ft. GFA	960	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	0.34	22%	78%	327
820 - Shopping Center (>150k) (Weekday)	General	1000 Sq. Ft. GLA	240	Weekday	Best Fit (LIN)	6065	6065	
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 26.11(X) + 5863.73$	50%	50%	
820 - Shopping Center (>150k) (Peak AM)	General	1000 Sq. Ft. GLA	240	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN)	171	105	276
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$T = 0.59(X) + 133.55$	62%	38%	
820 - Shopping Center (>150k) (Peak PM)	General	1000 Sq. Ft. GLA	240	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG)	509	551	1060
Data Source: Trip Generation Manual, 11th Ed	Urban/Suburban				$\ln(T) = 0.72\ln(X) + 3.02$	48%	52%	



TRIP GENERATION GRAPHS



Land Use: 130 Industrial Park

Description

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 2000s, 2010s, and the 2020s in California, Georgia, New Jersey, Massachusetts, New York, Ontario (CAN), and Pennsylvania.

Source Numbers

106, 162, 184, 251, 277, 422, 706, 747, 753, 937, 1032, 1070

Industrial Park (130)

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

Setting/Location: General Urban/Suburban

Number of Studies: 27

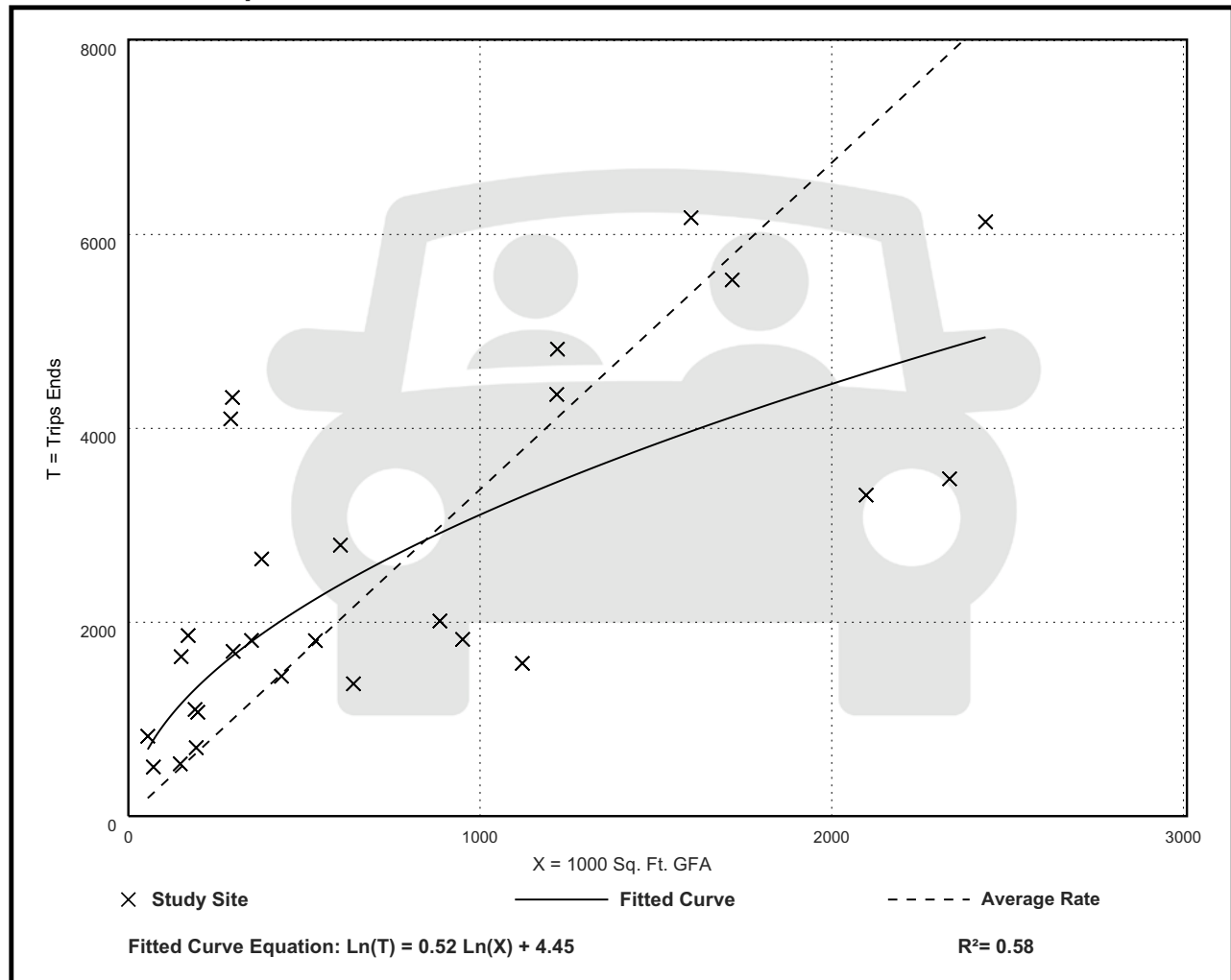
Avg. 1000 Sq. Ft. GFA: 762

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

Data Plot and Equation



Industrial Park (130)

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: 34

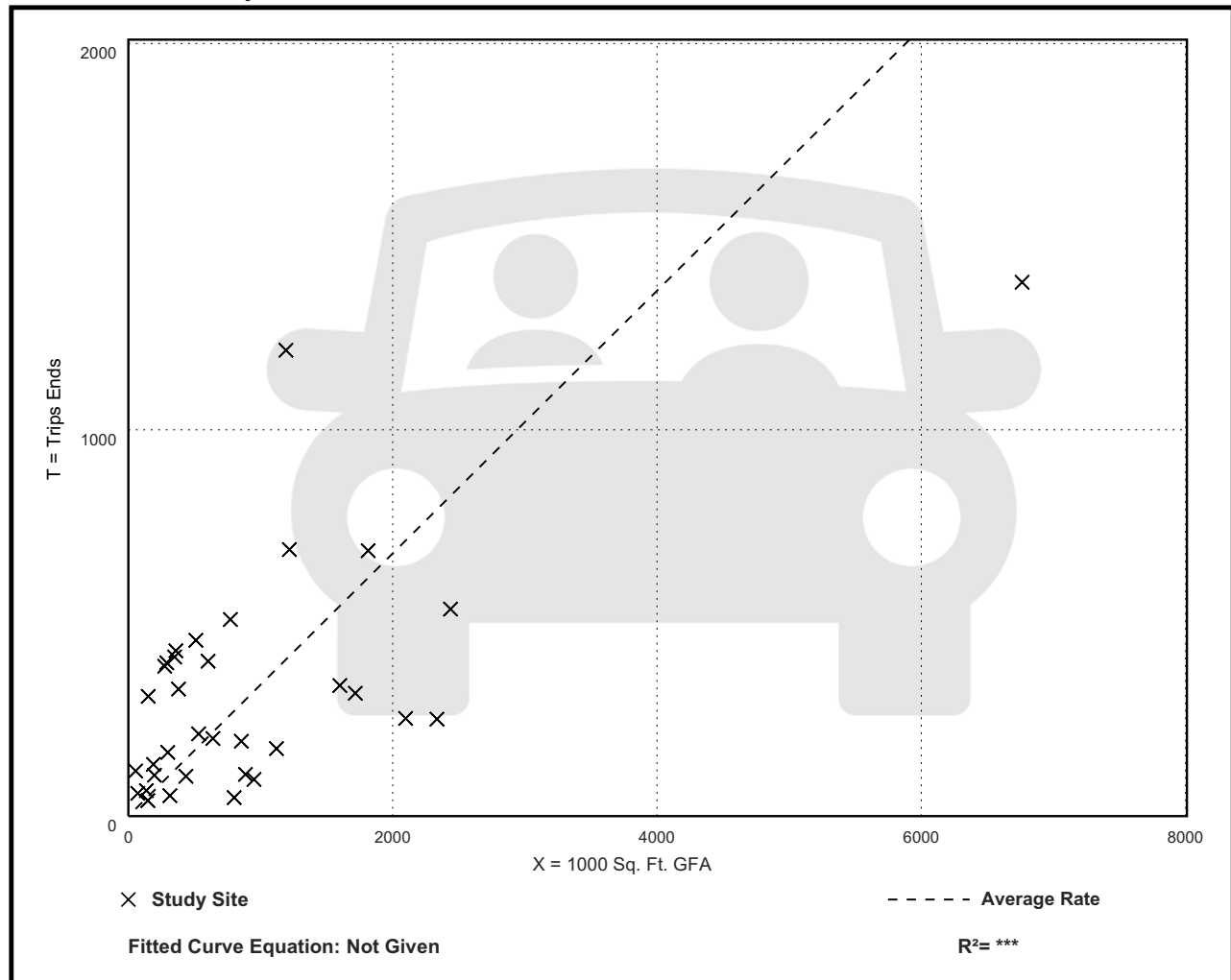
Avg. 1000 Sq. Ft. GFA: 956

Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.06 - 2.13	0.33

Data Plot and Equation



Industrial Park (130)

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: 35

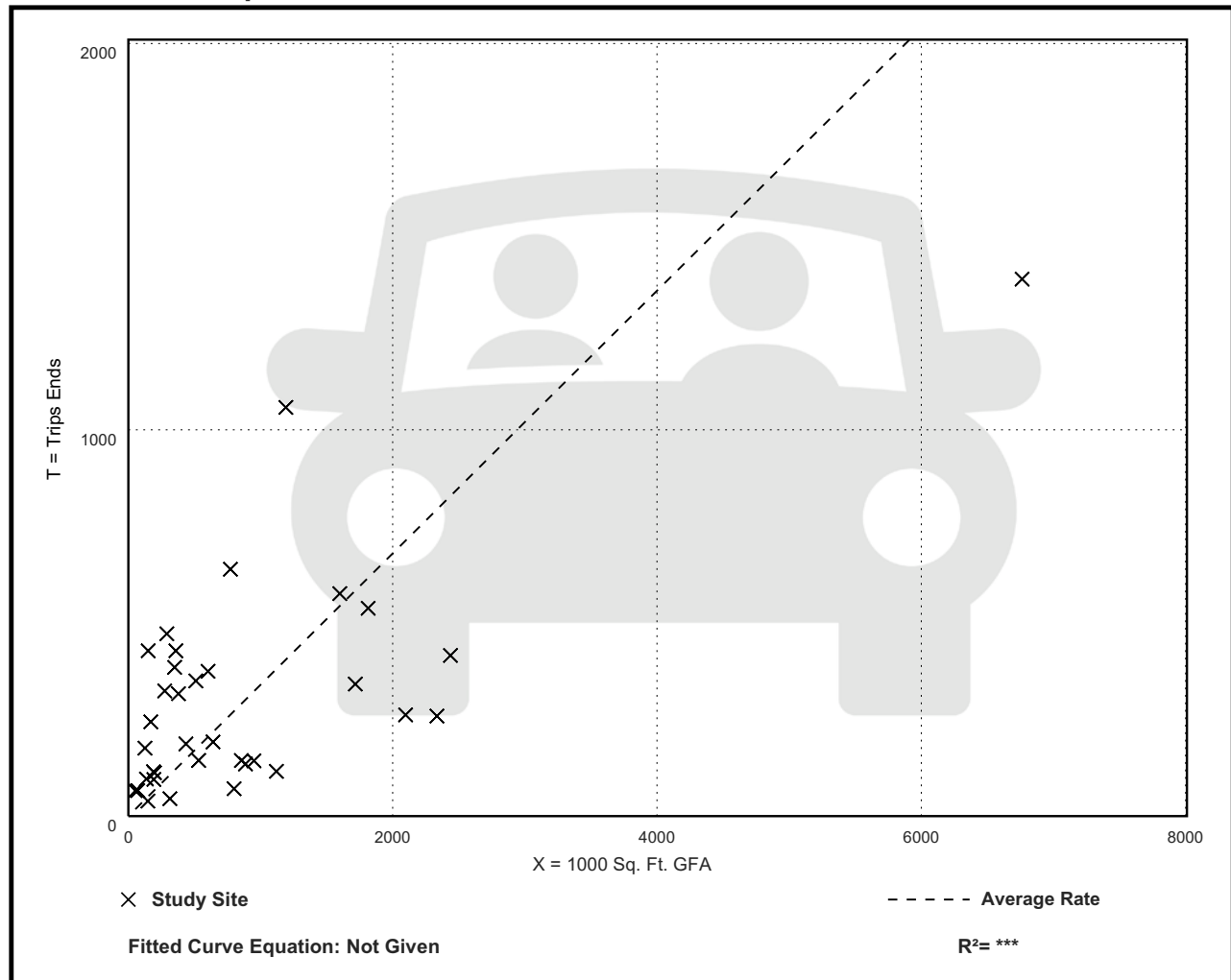
Avg. 1000 Sq. Ft. GFA: 899

Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.09 - 2.85	0.36

Data Plot and Equation



Land Use: 820

Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 108

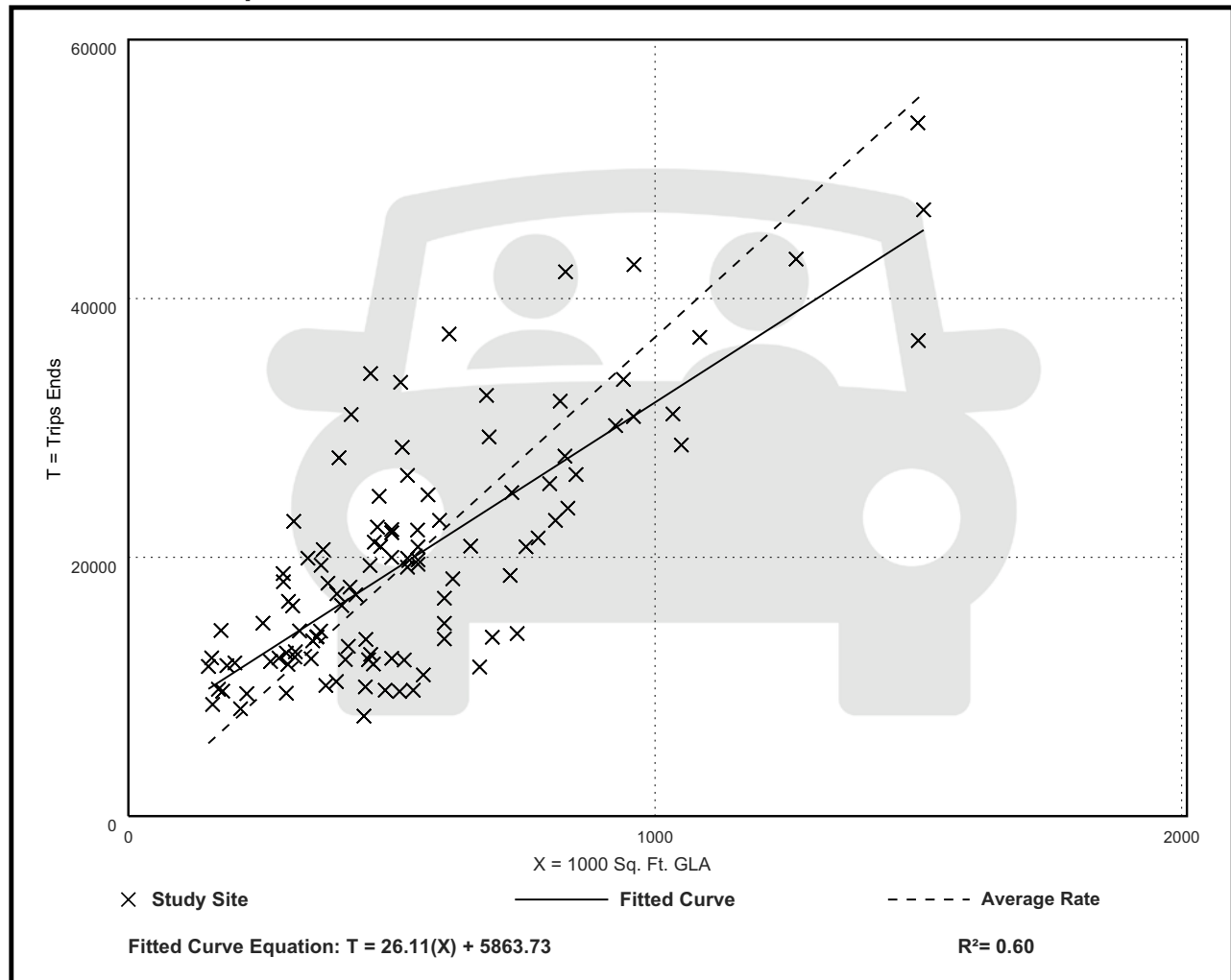
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 44

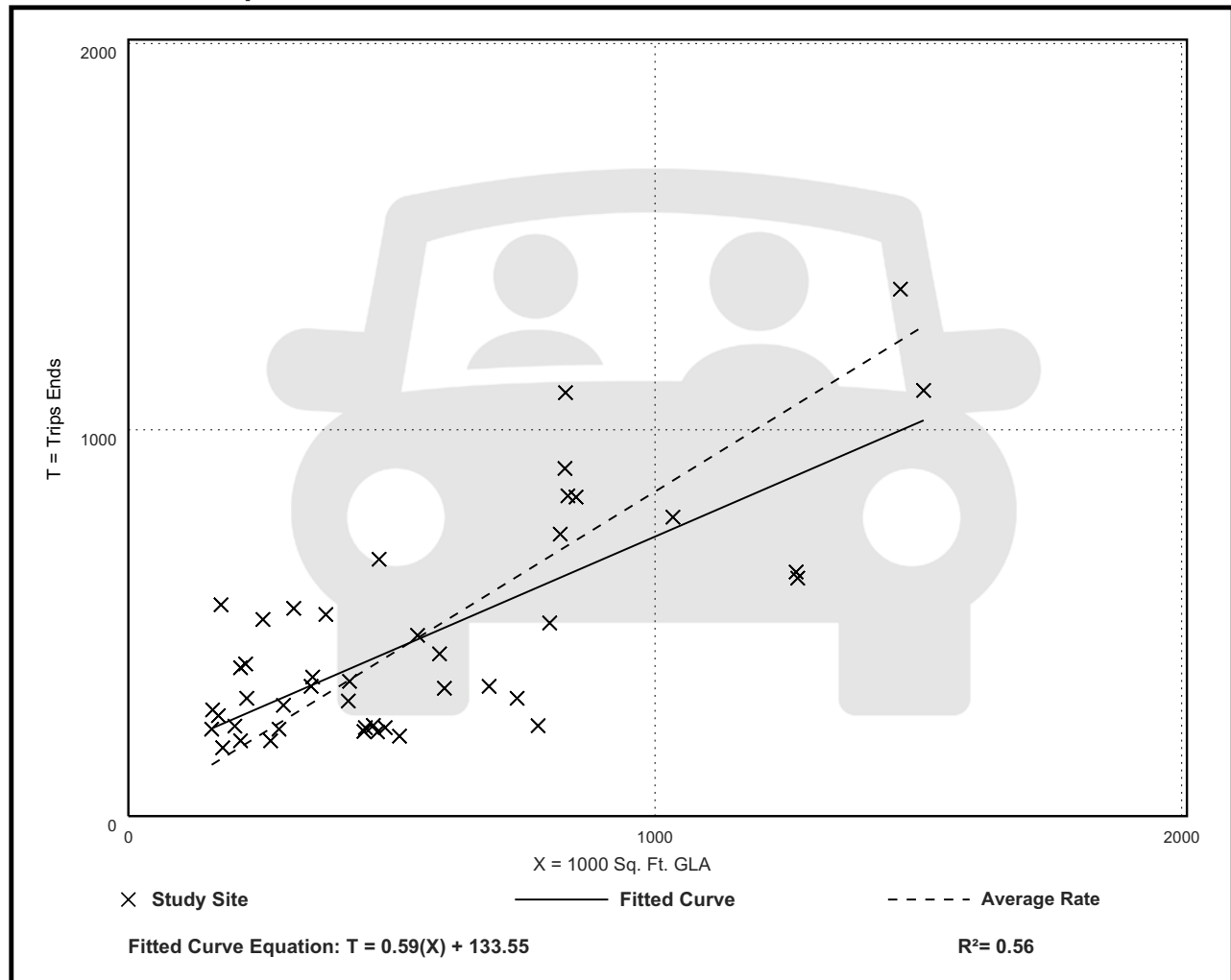
Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 126

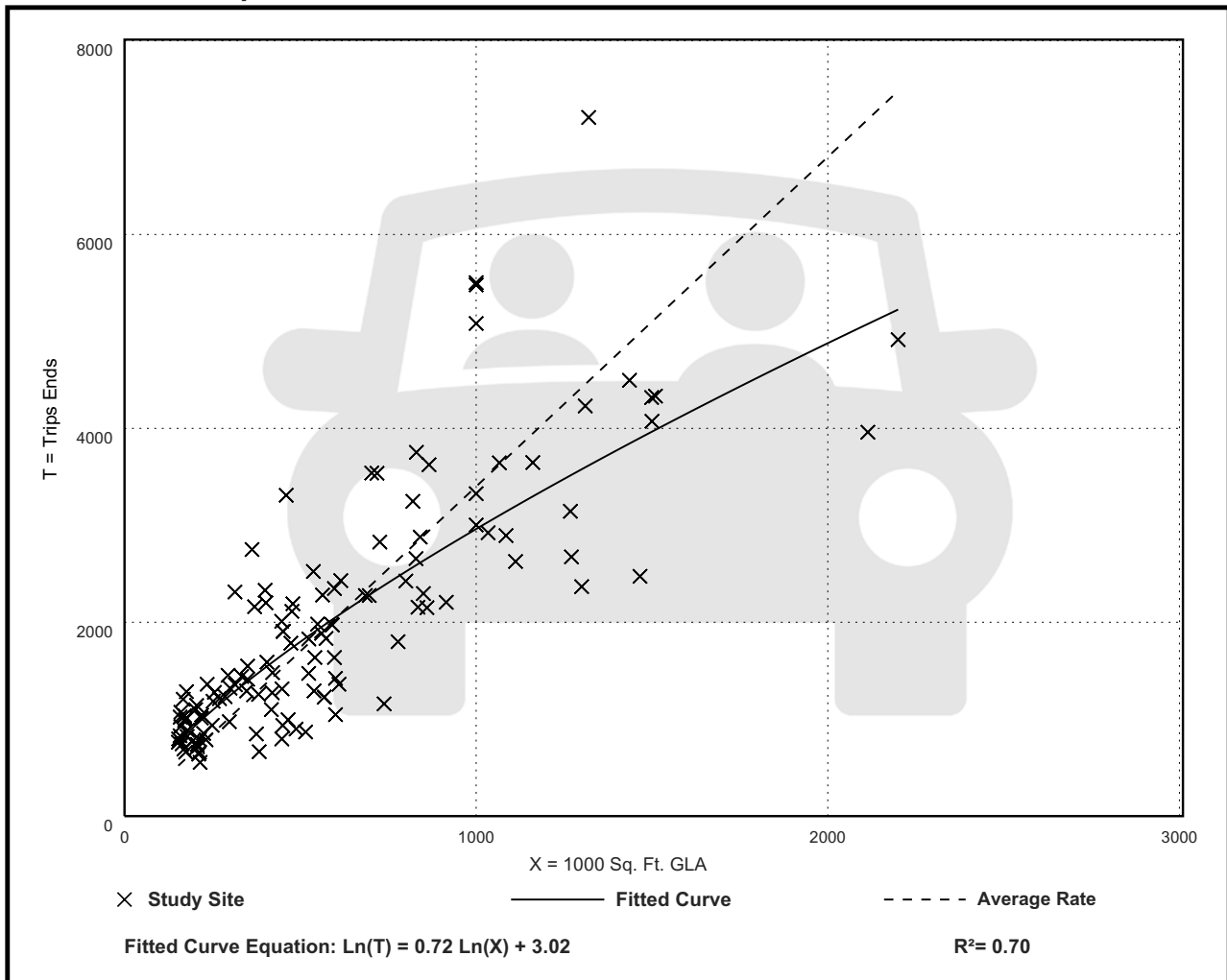
Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation





RESOLUTION #Z-21-012

RELEVANT PAGES



RESOLUTION NUMBER Z-21-012

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

WHEREAS, Alan C. Freeman as Trustee, filed an application on behalf of the property owners, Alico North 26 LLC 30%, David H. Goldberg as Manager of Alico Aries, LLC, David Howard Goldberg as Trustee of Alico Aries Trust, LLC, David H. Goldberg as Manager of Alico North 26 EF, LLC, and David H. Goldberg as Manager of Alico North 26, LLC, to rezone a 75.85± acre parcel from Agriculture (AG-2) to Mixed-Use Planned Development (MPD), in reference to Three Oaks Logistics Center; and

WHEREAS, a public hearing before the Lee County Zoning Hearing Examiner, Donna Marie Collins, was advertised and held on August 26, 2021. At the conclusion of the hearing, the Hearing Examiner left the record open and requested Staff and the Applicant to submit written submissions to her Office on or before September 3, 2021; and

WHEREAS, the Hearing Examiner gave full consideration to the evidence in the record for Case #DCI2020-00014 and recommended APPROVAL of the Request with conditions; and

WHEREAS, a second public hearing was advertised and held on October 6, 2021 before the Lee County Board of Commissioners; and,

WHEREAS, the Lee County Board of Commissioners gave full and complete consideration to the recommendations of the staff, the Hearing Examiner, the documents on record and the testimony of all interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS:

SECTION A. REQUEST

The applicant filed a request to rezone a 75.85± acre parcel from AG-2 to MPD to allow 1,050,000 square feet of office, retail, commercial, and industrial uses; and approve 13 deviations from the Land Development Code (LDC).

The property is located in the Industrial Development and Industrial Commercial Interchange Future Land Use Categories and is legally described in attached Exhibit A. The request is APPROVED, SUBJECT TO the conditions and deviations specified in Sections B and C below.

SECTION B. CONDITIONS:

All references to uses are as defined or listed in the Lee County Land Development Code (LDC).

1. Development of this project must be consistent with the one-page Master Concept Plan (MCP) entitled "Three Oaks Logistics Center," prepared by Quattrone & Associates, Inc., date stamped received August 31, 2021, and attached hereto as Exhibit C, except as modified by the conditions below. Development must comply with all requirements of the LDC at time of local development order approval, except as may be granted by deviation as part of this planned development. If changes to the MCP are subsequently pursued, appropriate approvals will be necessary.

Approved Development Parameters

This project is approved for 1,050,000 square feet of commercial and industrial development floor area as follows:

510,000 square feet industrial floor area and
540,000 square feet commercial floor area.

Approved square footage may be distributed on parcels east and west of Oriole Road as follows:

West of Oriole Road: 500,000 total square footage. A maximum of 20% of the square footage west of Oriole Road may be developed with commercial or retail uses (100,000 square feet).

East of Oriole Road: 550,000 total square footage. A maximum of 80% of the square footage east of Oriole Road may be developed with commercial or retail uses (440,000 square feet).

This zoning resolution approves 13 deviations from the LDC. Building heights may not exceed 65 feet.

2. Permitted Uses and Site Development Regulations

a. Schedule of Uses

Tracts A & B

(Subtracts A-1 through A-4 and B-1 through B-4)

Accessory Uses and Structures

Administrative Offices

Agricultural Uses and Agricultural Accessory Uses (Subject to Condition 3)

Aircraft Food Services and Catering

Animals: Clinic or Kennel

Automobile Repair and Service: All Groups

Automobile Service Station (Limited to One for the MPD)

Bait and Tackle Shop

Banks and Financial Establishments: All Groups

Bar or Cocktail Lounge

Boats:

Boat Parts Store

Repair and Service

Sales

Dry Storage

Broadcast Studio, Commercial Radio and Television

Building Material Sales

Business Services: All Groups

Bus Station/Depot

Caretaker's Residence

Car Wash

Cleaning and Maintenance Services

Clothing Stores, General



ORIGINAL TIS REPORT RELEVANT PAGES





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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

THREE OAKS LOGISTICS CENTER

(PROJECT NO. F2003.16)

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090

November 19, 2020



Table 1
Land Uses
Three Oaks Logistics Center

Land Use	Size
Retail	540,000 square feet
Industrial	510,000 square feet
Total	1,050,000 square feet

The Master Concept Plan (MCP) indicates six (6) access connections to Oriole Road and three (3) access connections to Three Oaks Parkway. The northernmost and southernmost access drives to Three Oaks Parkway will be right-in/right-out only access drives. The center access drive on Three Oaks Parkway will be located opposite of the existing full median opening on this roadway.

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*, 10th Edition. Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the proposed commercial retail uses and Land Use Code 130 (Industrial Park) was utilized for the trip generation purposes of the proposed industrial uses. The trip generation equations utilized from these land uses are attached to the Appendix for reference. **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the development as currently proposed.

Table 2
Trip Generation – Total Trips
Three Oaks Logistics Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (540,000 Sq. Ft.)	262	160	422	909	984	1,893	18,926
Industrial Park (510,000 Sq. Ft.)	165	39	204	43	161	204	2,191
Total Trips	427	199	626	952	1,145	2,097	21,117



The trips shown for the proposed retail use in Table 2 will not all be new trips added to the adjacent roadway system. ITE estimates that retail uses may attract a significant amount of its traffic from vehicles already traveling on the adjoining roadway system. This traffic, called “pass-by” traffic, reduces the development’s overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. The current version of the ITE *Trip Generation Handbook*, 3rd Edition, indicates that the weekday PM peak hour pass-by rate for Land Use Code 820 is thirty-four (34%). However, Lee County only permits a maximum reduction in trips due to “pass-by” traffic for shopping centers of thirty percent (30%). Therefore, thirty percent (30%) pass-by reduction was utilized for the proposed shopping center uses.

For this analysis, the “pass-by” traffic was accounted for in order to determine the number of “new” trips the development will add to the surrounding roadways. **Table 3** summarizes the “pass-by” percentage of the proposed uses. **Table 4** summarizes the development traffic and the breakdown between the new trips the development is anticipated to generate and the “pass-by” trips the development is anticipated to attract. It should be noted that the driveway volumes are not reduced as a result of the “pass-by” reduction, only the traffic added to the surrounding streets and intersections.

Table 3
Pass-by Trip Reduction Factors
Three Oaks Logistics Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30% A.M. / P.M. & Daily

Table 4
Trip Generation – Net New Trips
Three Oaks Logistics Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	427	199	626	952	1,145	2,097	21,117
Less LUC 820 Pass-by	-63	-63	-126	-284	-284	-568	-5,678
Net New Trips	364	136	500	668	861	1,529	15,439