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Memorandum

To: **City of Sherwood**

Copy: **Mackenzie**

From: **Jennifer Danziger, PE**

Date: **December 9, 2025**

Subject: **Zoning Code Amendment - Food Cart Pods**
Transportation Planning Rule Analysis

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Introduction

A zone code amendment is proposed for Chapter 16.31 – Industrial Land Use Districts of the Sherwood Municipal Code (SMC). The amendment would add Food Cart Pods as a conditional use in the Light Industrial (LI) zone. It includes language consistent with Food Cart Pods in other zones but includes a further restriction that limits the location of the use in LI zones to within 500 feet of Tualatin-Sherwood Road.

This memorandum details the potential trip generation associated with the proposed amendment and evaluates the criteria of the Oregon Transportation Planning Rule. Detailed information on trip generation calculations and are included as attachments to this report.

Location Description

Figure 1 presents an aerial image of the areas where the proposed amendment would apply. The undeveloped available acreage where food cart pods could potentially be developed are outlined with a dashed yellow line.

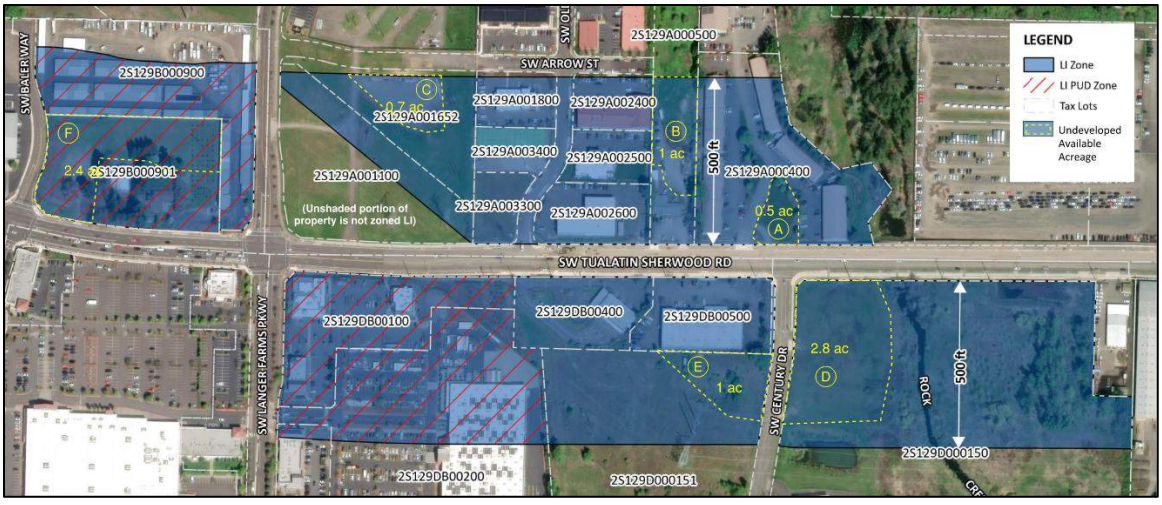

Figure 1: Project Location (Source: Mackenzie)

There are six potential areas where a food cart pod could be sited. Table 1 lists the areas by tax lot number and shows the undeveloped and available acreage for each lot.

Table 1: Potential Areas for Food Cart Pods

Site	Tax Lot	Acres	Zoning
A	2S129A000400	0.5	LI
B	2S129A000500	1.0	LI
C	2S129A001652	0.7	LI
D	2S129D000150	2.8	LI
E	2S129D000151	1.0	LI
F	2S129B000901	2.4	LI-PUD
	Total	8.4	-

Potential Development Assumptions

The Transportation Planning Rule (TPR) is in place to ensure that the transportation system can support possible increases in traffic intensity that could result from changes to adopted plans and land-use regulations. The TPR requires an analysis of a reasonable worst-case development scenario of the site under existing and proposed zoning.

Existing Zoning Code Scenarios

Because the proposed zoning amendments would allow food cart pods as a conditional use, the potential development assumptions for the worst-case development scenarios consider other conditional uses in the LI Zone. Chapter 16.31 of the SMC currently allows Office as a permitted use and Retail (limited options), Personal Services, and Restaurant (no drive-through) as conditional uses in the LI Zone.

Potential development scenarios were developed for each site listed in Table 1 with undeveloped acreage based on the following assumptions:

- 20 percent of the developable area will be dedicated to supporting infrastructure and setbacks
- Potential site development options provide the minimum parking standards required in Table 1 of Chapter 16.94.020 - Off-Street Parking Standards of the SMC
- The average parking space requires 400 square feet (SF), which accounts for the parking space, drive aisles, and landscaping requirements
- Non-industrial uses are limited in size to 5,000 SF in a single outlet and no more than 20,000 SF in multiple outlets in the same development project
- The remainder of the site will be developed as general light industrial land use with a lot coverage of 50 percent and a minimum building size of 5,000 SF

Using these assumptions for potential development scenarios for each site in Table 1 were developed including:

- Office
- Retail strip with a mix of sales and personal services
- Restaurant – assumed to be sit-down with table service
- Mixed use – retail strip with up to 5,000 SF of restaurant assumed to be sit-down with no or limited table service

Table 2 summarizes the development scenarios under existing zoning for each site with developable area based on the assumptions outlined above. Attachment A includes more detailed calculations for each site and development scenario.

Table 2: Potential Development Scenarios Under Existing Zoning

Site	Undeveloped & Available		Building Size (SF)			
	Tax Lot	Acres	Office/ Industrial	Retail/ Industrial	Restaurant/ Industrial	Mixed Use/ Industrial
A	2S129A000400	0.5	8,370 / 0	6,590 / 0	2,440 / 0	3,930 / 0
B	2S129A000500	1.0	16,750 / 0	13,200 / 0	4,890 / 0	7,860 / 0
C	2S129A001652	0.7	11,720 / 0	9,230 / 0	3,420 / 0	5,500 / 0
D	2S129D000150	2.8	20,000 / 34,990	20,000 / 27,990	13,700 / 0	20,000 / 13,990
E	2S129D000151	1.0	16,750 / 0	13,200 / 0	4,890 / 0	7,860 / 0
F	2S129B000901	2.4	20,000 / 26,270	20,000 / 19,270	11,740 / 0	18,860 / 7,950

Proposed Zoning Code Scenarios

The proposed zoning code amendments would allow the development of food cart pods that conform to the standards and criteria for Food Cart Pods in Chapter 16.39 and are limited to a total area of 20,000 SF.

Development of potential scenarios focused on food carts used the same assumptions outlined for the existing zoning code scenarios. Additionally, observations of other food cart pods (Happy Valley Station, BGs Food Cartel in Beaverton, Midtown Beer Garden in Portland, Hawthorne Asylum Food Cart Pod in Portland, Piknik Park in Sellwood, Breakside Food Carts in Beaverton) were used to estimate an average area per cart including shared spaces. The average areas ranged from approximately 900 SF per cart to 1,200 SF per cart. For a conservative estimate in this analysis an average area of 900 SF per cart was assumed with the following breakdown:

- 200 SF per food cart, which assumes cart size of approximate 10 feet x 20 feet.
- 200 SF per food cart dedicated to seating (covered and/or uncovered, rest areas, etc.) assuming a minimum of 5 carts in a pod for a minimum of 1,000 SF
- 500 SF per food cart for storage, circulation, and access

Table 3 presents the development scenarios with the proposed zoning code amendments to allow food carts for each site with developable area based on the assumptions outlined above. Attachment A includes more detailed calculations for each site for the food cart development scenario.

Table 3: Potential Development Scenarios Under Proposed Zoning

Site	Undeveloped & Available		Food Carts	Covered Area (SF)	Industrial Building (SF)
	Tax Lot	Acres			
A	2S129A000400	0.5	10	2,000	0
B	2S129A000500	1.0	20	4,000	0
C	2S129A001652	0.7	14	2,800	0
D	2S129D000150	2.8	22	4,400	37,610
E	2S129D000151	1.0	20	4,000	0
F	2S129B000901	2.4	22	4,400	28,900

Trip Estimates

Assumptions

To compare trips that could be generated by the proposed zoning code amendments versus the current zoning code, trip rates from the *Trip Generation Manual* [1] (TGM) were used based on either square footage of gross floor area or number of food carts. The following land use codes (LUC) were used in the estimates:

- LUC 110 – General Light Industrial – used for industrial buildings in any scenario
- LUC 710 – General Office Building or LUC 712 – Small Office Building – used for Office scenarios
- LUC 822 – Strip Retail Plaza (<40k) – used for Retail scenarios and Mixed-Use scenarios
- LUC 926 – Food Cart Pods – used for Food Cart Scenarios
- LUC 930 – Fast Casual Restaurant – used for Mixed Use scenarios
- LUC 932 – High-Turnover (Sit-Down) Restaurant – used for Restaurant Scenarios

Some of the land uses will have pass-by trips (trips that are already on the adjacent roadway network). The following pass-by rates were used based on the 2025 data in the current TGM or the most similar use with data available:

- LUC 822 – Strip Retail Plaza (<40k) – 40 percent pass-by trips based on closest use - LUC 821 – Shopping Plaza (40-150k)
- LUC 926 – Food Cart Pods – 49 percent pass-by trips based on average of LUC 932- High-Turnover (Sit-Down) Restaurant and LUC 934 – Fast Food Restaurant with Drive-Through Window

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 12th Edition, 2025.

- LUC 930 – Fast Casual Restaurant – 43 percent pass-by trips based on LUC 932- High-Turnover (Sit-Down) Restaurant
- LUC 932 – High-Turnover (Sit-Down) Restaurant – 43 percent pass-by trips

Trip Comparison

After completing the calculations for all scenarios, the mixed-use retail/restaurant scenario was consistently the highest trip generator following the existing zoning code. Therefore, the mixed-use scenario served as the basis for the comparison with the food cart pod scenario in Table 4. Trip estimates are compared for the PM peak hour and the average weekday. Detailed trip estimates, including the AM peak hour, and comparisons for each potential developable area are included in Attachment B.

Table 4: Trip Generation Comparison for Existing and Proposed Zoning (Sites A-C)

ITE Code	SITE A - Tax Lot 2S129A000400			SITE B - Tax Lot 2S129D000150			SITE C - Tax Lot 2S129A001652		
	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips
Existing Zoning Code									
110 - General Light Industrial	0 SF	0	0	0 SF	0	0	0 SF	0	0
822 - Strip Retail Plaza (<40k)	2,358 SF	15	128	4,716 SF	30	256	3,300 SF	21	180
Pass-By Trips (40%)	-	*-6*	*-52*	-	*-12*	*-102*	-	*-8*	*-72*
Primary Trips	-	9	76	-	18	154	-	13	108
930 - Fast Casual Restaurant	1,572 SF	23	356	3,144 SF	45	710	2,200 SF	32	496
Pass-By Trips (43%)	-	*-10*	*-154*	-	*-20*	*-306*	-	*-14*	*-214*
Primary Trips	-	13	202	-	25	404	-	18	282
Total Primary Trips	-	22	278	-	43	558	-	31	390
Proposed Zoning Code									
110 - General Light Industrial	0 SF	0	0	0 SF	0	0	0 SF	0	0
926 - Food Cart Pods	10 Carts	62	734	20 Carts	123	1,468	14 Carts	86	1,028
Pass-By Trips (43%)	-	-30	-360	-	-60	-720	-	-42	-504
Primary Trips	-	32	374	-	63	748	-	44	524
Total Primary Trips	-	32	374	-	63	748	-	44	524
Net Change									
Proposed - Existing	-	10	96	-	20	190	-	13	134

Table 4: Trip Generation Comparison for Existing and Proposed Zoning (Sites D-F)

ITE Code	SITE D - Tax Lot 2S129D000150			SITE E - Tax Lot 2S129D000151			SITE F - Tax Lot 22S129B000901		
	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips	Size	PM Trips	Weekday Trips
Existing Zoning Code									
110 - General Light Industrial	11,190 SF	5	40	0 SF	0	0	7,950 SF	4	28
822 - Strip Retail Plaza (<40k)	15,000 SF	94	816	4,716 SF	30	256	14,145 SF	89	770
Pass-By Trips (40%)	-	*-38*	*-326*	-	*-12*	*-102*	-	*-36*	*-308*
Primary Trips	-	56	490	-	18	154	-	53	462
930 - Fast Casual Restaurant	5,000 SF	72	1,130	3,144 SF	45	710	4,715 SF	68	1,066
Pass-By Trips (43%)	-	*-30*	*-486*	-	*-20*	*-306*	-	*-30*	*-458*
Primary Trips	-	42	644	-	25	404	-	38	608
Total Primary Trips	-	103	1,174	-	43	558	-	95	1,098
Proposed Zoning Code									
110 - General Light Industrial	36,710 SF	18	132	0 SF	0	0	28,900 SF	14	104
926 - Food Cart Pods	22 Carts	136	1,614	20 Carts	123	1,468	22 Carts	136	1,614
Pass-By Trips (43%)	-	-66	-790	-	-60	-720	-	-66	-790
Primary Trips	-	70	824	-	63	748	-	70	824
Total Primary Trips	-	88	956	-	63	748	-	84	928
Net Change									
Proposed - Existing	-	-15	-218	-	20	190	-	-11	-170

For each site, the potential trip generation for the reasonable worst-case scenario under the existing zoning code was subtracted from the reasonable worst-case scenario with the proposed zoning code amendments. For the four smaller sites, the scenarios with the proposed zoning code were estimated to generate a greater number of trips than the existing zoning code. For the two larger sites, the trip generation under the existing code was greater than the proposed zoning code.

Worst-Case Scenario

Although there are six sites that could potentially develop with food carts under the proposed zoning code amendments, it is unlikely that more than two sites would concurrently support a food cart pod. Therefore, to develop a worst-case scenario for the TPR evaluation, the net change for two sites, B and E, were combined, as shown in Table 5. The result is a potential net increase of 40 PM peak hour trips and 380 daily trips.

Table 5: Worst-Case Trip Generation Calculation

Undeveloped & Available			Existing Zoning Code		Proposed Zoning Code		Net Change	
Site	Tax Lot	Acres	PM Trips	Weekday Trips	PM Trips	Weekday Trips	PM Trips	Weekday Trips
A	2S129A000400	0.5	22	278	32	374	10	96
B	2S129A000500	1.0	43	558	63	748	20	190
C	2S129A001652	0.7	31	390	44	524	13	134
D	2S129D000150	2.8	103	1,174	88	956	-15	-218
E	2S129D000151	1.0	43	558	63	748	20	190
F	2S129B000901	2.4	95	1,098	84	928	-11	-170
Worst-Case (Sites B + E)							40	380

Transportation Planning Rule Findings

The applicable elements of the TPR are each quoted directly in italics below, with responses following.

OAR 660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response: Subsection (a) is not triggered because the functional classification of an existing or planned transportation facility is not changed by the proposal.

(b) Change standards implementing a functional classification system; or

Response: Subsection (b) is not triggered because the standards for implementing a functional classification system are not changed by the proposal.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response:

Regarding paragraph (A), five of the six areas that could potentially accommodate a food cart pod would take access from a Collector Street while the sixth would share an access on SW Tualatin-Sherwood Road with existing development. According to the Sherwood Transportation System Plan (TSP)[2], "collector streets provide both access and circulation within and between residential and commercial/industrial areas." As a commercial use, the proposed food cart pods are an appropriate use along a collector street. The potential PM peak hour trip generation with a food cart pod on any of these sites is estimated to be 20 trips or less compared with other conditional uses that could be developed on these sites. Thus, the level of travel will remain consistent with the collector classification of these roadways. Although Site A could share a direct access on SW Tualatin-Sherwood Road, the potential increase of 10 PM peak hour trips and 140 daily trips over other conditional uses that could be developed is nominal compared with the nearly 19,000 vehicles per day that travel in the corridor.

Regarding paragraphs (B) and (C), neither the City of Sherwood nor Washington County have a defined threshold that can be used to determine when a project is likely to degrade the performance of a facility. However, the Oregon Department of Transportation (ODOT) defines a threshold at which a project would "significantly affect" a transportation facility in relation to mobility targets. This threshold is detailed in the Oregon Highway Plan (OHP) Action 1F.5, with the relevant sections quoted below:

> If an amendment subject to OAR 660-012-0060 increases the volume to capacity ratio further or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.
>
> …
>
> The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:
>
> - Any proposed amendment that does not increase the average daily trips by more than 400.

This volume has been accepted by many agencies as a reasonable threshold for determining whether additional traffic analysis is needed to understand the consequences of the proposed amendment.

As described in the Trip Generation section, the net increase for the worst-case scenario where two potentials sites are developed with food cart pods is estimated at 380 trips with the proposed zoning code changes. This daily trip generation is below the 400-trip impact threshold that is considered a small increase in traffic.

[2] City of Sherwood, *2014 Sherwood Transportation System Plan* (Adopted June 17, 2014).

Therefore, the proposed zoning code amendments will not cause further degradation of the nearby transportation facilities.

Based on this assessment, no TPR analysis that includes future-year traffic operations will be required and the proposed text amendment will not significantly affect a transportation facility.

Conclusion

Based on this comparison of reasonable worst case trip generation, the existing and planned transportation system can accommodate the proposed zoning code amendments and the TPR criteria are satisfied. Therefore, no long-term analysis of traffic operations in the study area is warranted as part of the proposed code amendment.

Attachment A

Potential Development Scenarios
Detailed Calculations

Potential Sites for Food Cart Development

Undeveloped & Available					20%	Cart Area Capped at 20,000 SF						Other	
						Max	Allowed	Building	Total Cart	Parking	Total	Available	Building
Site	Tax Lot	Acres	Zone	SF	Misc.	Carts	Carts	Size (SF)	Area (SF)	Spaces	Area (SF)	Area	Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	10	10	2,000	9,000	20	21,250	0	0
B	2S129A000500	1.0	LI	43,560	8,710	20	20	4,000	18,000	40	42,500	0	0
C	2S129A001652	0.7	LI	30,490	6,100	14	14	2,800	12,600	28	29,750	0	0
D	2S129D000150	2.8	LI	121,970	24,390	57	22	4,400	19,800	44	46,750	75,220	37,610
E	2S129D000151	1.0	LI	43,560	8,710	20	20	4,000	18,000	40	42,500	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	49	22	4,400	19,800	44	46,750	57,790	28,900
Total		8.4											

Area Assumptions (SF)

200	Minimum area per food cart (~10x20)
500	Storage + other miscellaneous outdoor space
200	Building area per food cart (based on min 1000 per 5 carts)
400	Area per parking space
1,700	Total per cart

Parking Requirement 2 per cart

Potential Sites for Food Cart Development - Office Use

Undeveloped & Available					20%	Building Area Capped at 20,000 SF				Other Industrial	
						Max	Building	Parking	Total	Available	Building
Site	Tax Lot	Acres	Zone	SF	Misc.	Units	Size (SF)	Spaces	Area (SF)	Area (SF)	Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	8.37	8,370	23	21,760	0	0
B	2S129A000500	1.0	LI	43,560	8,710	16.75	16,750	46	43,550	0	0
C	2S129A001652	0.7	LI	30,490	6,100	11.72	11,720	32	30,470	0	0
D	2S129D000150	2.8	LI	121,970	24,390	20.00	20,000	54	52,000	69,970	34,990
E	2S129D000151	1.0	LI	43,560	8,710	16.75	16,750	46	43,550	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	20.00	20,000	54	52,000	52,540	26,270
Total		8.4									

Area Assumptions (SF)

1,000	Building Unit
400	Area per parking space
2,080	

Parking Requirement 2.7 per KSF

Potential Sites for Food Cart Development - Retail Use

Undeveloped & Available					20%	Building Area Capped at 20,000 SF				Other Industrial	
						Max	Building	Parking	Total	Available	Building
Site	Tax Lot	Acres	Zone	SF	Misc.	Units	Size (SF)	Spaces	Area (SF)	Area (SF)	Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	6.59	6,590	18	21,750	0	0
B	2S129A000500	1.0	LI	43,560	8,710	13.20	13,200	36	43,560	0	0
C	2S129A001652	0.7	LI	30,490	6,100	9.23	9,230	25	30,460	0	0
D	2S129D000150	2.8	LI	121,970	24,390	20.00	20,000	54	66,000	55,970	27,990
E	2S129D000151	1.0	LI	43,560	8,710	13.20	13,200	36	43,560	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	20.00	20,000	54	66,000	38,540	19,270
Total		8.4									

Area Assumptions (SF)

1,000	Building Unit
400	Area per parking space
2,640	

Parking Requirement 4.1 per KSF

Potential Sites for Food Cart Development - Restaurant Use

Undeveloped & Available					20%	Building Area Capped at 20,000 SF				Other Industrial	
						Max	Building	Parking	Total	Available	Building
Site	Tax Lot	Acres	Zone	SF	Misc.	Units	Size (SF)	Spaces	Area (SF)	Area (SF)	Size (SF)
A	2S129A000400	0.5	LI	21,780	4,360	2.44	2,440	7	21,720	0	0
B	2S129A000500	1.0	LI	43,560	8,710	4.89	4,890	14	43,520	0	0
C	2S129A001652	0.7	LI	30,490	6,100	3.42	3,420	10	30,440	0	0
D	2S129D000150	2.8	LI	121,970	24,390	13.70	13,700	37	121,930	0	0
E	2S129D000151	1.0	LI	43,560	8,710	4.89	4,890	14	43,520	0	0
F	2S129B000901	2.4	LI-PUD	104,540	20,910	11.74	11,740	32	104,490	0	0
Total		8.4									

Area Assumptions (SF)

1,000	Building Unit
400	Area per parking space
7,120	

Parking Requirement 15.3 per KSF

Potential Sites for Food Cart Development - Mixed Retail/Restaurant

Undeveloped & Available					20%	Building Area Capped at 20,000 SF				Other Industrial		Rest. %
						Max	Building	Parking	Total	Available	Building	
Site	Tax Lot	Acres	Zone	SF	Misc.	Units	Size (SF)	Spaces	Area (SF)	Area (SF)	Size (SF)	Misc.
A	2S129A000400	0.5	LI	21,780	4,360	3.93	3,930	11	18,470	0	0	40%
B	2S129A000500	1.0	LI	43,560	8,710	7.86	7,860	22	36,940	0	0	40%
C	2S129A001652	0.7	LI	30,490	6,100	5.50	5,500	15	25,850	0	0	40%
D	2S129D000150	2.8	LI	121,970	24,390	20.00	20,000	54	94,000	27,970	13,990	25%
E	2S129D000151	1.0	LI	43,560	8,710	7.86	7,860	22	36,940	0	0	40%
F	2S129B000901	2.4	LI-PUD	104,540	20,910	18.86	18,860	51	88,640	15,900	7,950	25%
		8.4										

Area Assumptions (SF)

1,000	Building Unit
400	Area per parking space
3,760	25%
3,984	30%
4,208	35%
4,432	40%

Parking Requirement	15.3	per KSF	Restaurant
Parking Requirement	4.1	per KSF	Retail
Percent Restaurant	25-40%		

Attachment B

Trip Generation Estimates
Summaries and Detailed Calculations

SITE A
Tax Lot 2S129A000400

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
712 - Small Office Building	8.370	1000 SF GFA	12	2	14	6	12	18	120
822 - Strip Retail Plaza (<40k)	6.590	1000 SF GFA	14	12	26	21	20	41	358
Pass-By Trips	*40%*		*-5*	*-5*	*-10*	*-8*	*-8*	*-16*	*-144*
Primary Trips			9	7	16	13	12	25	214
932 - High-Turnover (Sit-Down) Restaurant	2.440	1000 SF GFA	12	10	22	13	9	22	254
Pass-By Trips	*43%*		*-5*	*-5*	*-10*	*-5*	*-5*	*-10*	*-110*
Primary Trips			7	5	12	8	4	12	144
822 - Strip Retail Plaza (<40k)	2.358	1000 SF GFA	5	4	9	8	7	15	128
Pass-By Trips	*40%*		*-2*	*-2*	*-4*	*-3*	*-3*	*-6*	*-52*
Primary Trips			3	2	5	5	4	9	76
930 - Fast Casual Restaurant	1.572	1000 SF GFA	1	1	2	13	10	23	356
Pass-By Trips	*43%*		*0*	*0*	*0*	*-5*	*-5*	*-10*	*-154*
Primary Trips			1	1	2	8	5	13	202
Total Primary Trips			4	3	7	13	9	22	278
Proposed Zoning									
926 - Food Cart Pods	10.000	Food Carts	12	6	18	31	31	62	734
Pass-By Trips	*49%*		*-4*	*-4*	*-8*	*-15*	*-15*	*-30*	*-360*
Primary Trips			8	2	10	16	16	32	374

SITE B
Tax Lot 2S129D000150

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
710 - General Office Building	16.750	1000 SF GFA	18	3	21	3	17	20	132
822 - Strip Retail Plaza (<40k)	13.200	1000 SF GFA	29	23	52	42	41	83	718
Pass-By Trips	*40%*		*-10*	*-10*	*-20*	*-17*	*-17*	*-34*	*-288*
Primary Trips			19	13	32	25	24	49	430
932 - High-Turnover (Sit-Down) Restaurant	4.890	1000 SF GFA	24	20	44	27	18	45	508
Pass-By Trips	*43%*		*-9*	*-9*	*-18*	*-10*	*-10*	*-20*	*-218*
Primary Trips			15	11	26	17	8	25	290
822 - Strip Retail Plaza (<40k)	4.716	1000 SF GFA	10	9	19	15	15	30	256
Pass-By Trips	*40%*		*-4*	*-4*	*-8*	*-6*	*-6*	*-12*	*-102*
Primary Trips			6	5	11	9	9	18	154
930 - Fast Casual Restaurant	3.144	1000 SF GFA	3	2	5	26	19	45	710
Pass-By Trips	*43%*		*-1*	*-1*	*-2*	*-10*	*-10*	*-20*	*-306*
Primary Trips			2	1	3	16	9	25	404
Total Primary Trips			8	6	14	25	18	43	558
Proposed Zoning									
926 - Food Cart Pods	20.000	Food Carts	22	13	35	62	61	123	1,468
Pass-By Trips	*49%*		*-9*	*-9*	*-18*	*-30*	*-30*	*-60*	*-720*
Primary Trips			13	4	17	32	31	63	748

SITE C
Tax Lot 2S129A001652

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
710 - General Office Building	11.720	1000 SF GFA	13	2	15	2	12	14	92
822 - Strip Retail Plaza (<40k)	9.230	1000 SF GFA	20	16	36	29	29	58	502
Pass-By Trips	*40%*		*-7*	*-7*	*-14*	*-12*	*-12*	*-24*	*-200*
Primary Trips			13	9	22	17	17	34	302
932 - High-Turnover (Sit-Down) Restaurant	3.420	1000 SF GFA	17	14	31	19	12	31	354
Pass-By Trips	*43%*		*-7*	*-7*	*-14*	*-7*	*-7*	*-14*	*-152*
Primary Trips			10	7	17	12	5	17	202
822 - Strip Retail Plaza (<40k)	3.300	1000 SF GFA	7	6	13	11	10	21	180
Pass-By Trips	*40%*		*-3*	*-3*	*-6*	*-4*	*-4*	*-8*	*-72*
Primary Trips			4	3	7	7	6	13	108
930 - Fast Casual Restaurant	2.200	1000 SF GFA	2	1	3	19	13	32	496
Pass-By Trips	*43%*		*-1*	*-1*	*-2*	*-7*	*-7*	*-14*	*-214*
Primary Trips			1	0	1	12	6	18	282
Total Primary Trips			5	3	8	19	12	31	390
Proposed Zoning									
926 - Food Cart Pods	14.000	Food Carts	16	9	25	43	43	86	1,028
Pass-By Trips	*49%*		*-6*	*-6*	*-12*	*-21*	*-21*	*-42*	*-504*
Primary Trips			10	3	13	22	22	44	524

SITE D
Tax Lot 2S129D000150

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
110 - General Light Industrial	34.990	1000 SF GFA	15	2	17	4	13	17	126
710 - General Office Building	20.000	1000 SF GFA	22	3	25	4	20	24	156
Total Primary Trips			37	5	42	8	33	41	282
110 - General Light Industrial	27.990	1000 SF GFA	11	2	13	3	11	14	100
822 - Strip Retail Plaza (<40k)	20.000	1000 SF GFA	43	36	79	63	63	126	1,090
Pass-By Trips	*40%*		*-16*	*-16*	*-32*	*-25*	*-25*	*-50*	*-436*
Primary Trips			27	20	47	38	38	76	654
Total Primary Trips			38	22	60	41	49	90	754
932 - High-Turnover (Sit-Down) Restaurant	13.700	1000 SF GFA	68	55	123	77	49	126	1,422
Pass-By Trips	*43%*		*-26*	*-26*	*-52*	*-27*	*-27*	*-54*	*-612*
Primary Trips			42	29	71	50	22	72	810
110 - General Light Industrial	11.190	1000 SF GFA	4	1	5	1	4	5	40
822 - Strip Retail Plaza (<40k)	15.000	1000 SF GFA	32	27	59	47	47	94	816
Pass-By Trips	*40%*		*-12*	*-12*	*-24*	*-19*	*-19*	*-38*	*-326*
Primary Trips			20	15	35	28	28	56	490
930 - Fast Casual Restaurant	5.000	1000 SF GFA	5	3	8	42	30	72	1,130
Pass-By Trips	*43%*		*-2*	*-2*	*-4*	*-15*	*-15*	*-30*	*-486*
Primary Trips			3	1	4	27	15	42	644
Total Primary Trips			27	17	44	56	47	103	1,174
Proposed Zoning									
110 - General Light Industrial	36.710	1000 SF GFA	15	3	18	4	14	18	132
926 - Food Cart Pods	22.000	Food Carts	25	14	39	68	68	136	1,614
Pass-By Trips	*49%*		*-10*	*-10*	*-20*	*-33*	*-33*	*-66*	*-790*
Primary Trips			15	4	19	35	35	70	824
Total Primary Trips			30	7	37	39	49	88	956

SITE E
Tax Lot 2S129D000151

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
710 - General Office Building	16.750	1000 SF GFA	18	3	21	3	17	20	132
822 - Strip Retail Plaza (<40k)	13.200	1000 SF GFA	29	23	52	42	41	83	718
Pass-By Trips	*40%*		*-10*	*-10*	*-20*	*-17*	*-17*	*-34*	*-288*
Primary Trips			19	13	32	25	24	49	430
932 - High-Turnover (Sit-Down) Restaurant	4.890	1000 SF GFA	24	20	44	27	18	45	508
Pass-By Trips	*43%*		*-9*	*-9*	*-18*	*-10*	*-10*	*-20*	*-218*
Primary Trips			15	11	26	17	8	25	290
822 - Strip Retail Plaza (<40k)	4.716	1000 SF GFA	10	9	19	15	15	30	256
Pass-By Trips	*40%*		*-4*	*-4*	*-8*	*-6*	*-6*	*-12*	*-102*
Primary Trips			6	5	11	9	9	18	154
930 - Fast Casual Restaurant	3.144	1000 SF GFA	3	2	5	26	19	45	710
Pass-By Trips	*43%*		*-1*	*-1*	*-2*	*-10*	*-10*	*-20*	*-306*
Primary Trips			2	1	3	16	9	25	404
Total Primary Trips			8	6	14	25	18	43	558
Proposed Zoning									
926 - Food Cart Pods	20.000	Food Carts	22	13	35	62	61	123	1,468
Pass-By Trips	*49%*		*-9*	*-9*	*-18*	*-30*	*-30*	*-60*	*-720*
Primary Trips			13	4	17	32	31	63	748

SITE F
Tax Lot 22S129B000901

ITE Code	Intensity		Morning Peak Hour			Evening Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Existing Zoning									
110 - General Light Industrial	26.270	1000 SF GFA	11	2	13	3	10	13	94
710 - General Office Building	20.000	1000 SF GFA	22	3	25	4	20	24	156
Total Primary Trips			33	5	38	7	30	37	250
110 - General Light Industrial	19.270	1000 SF GFA	8	1	9	2	7	9	70
822 - Strip Retail Plaza (<40k)	20.000	1000 SF GFA	43	36	79	63	63	126	1,090
Pass-By Trips	*40%*		*-16*	*-16*	*-32*	*-25*	*-25*	*-50*	*-436*
Primary Trips			27	20	47	38	38	76	654
Total Primary Trips			35	21	56	40	45	85	724
932 - High-Turnover (Sit-Down) Restaurant	11.740	1000 SF GFA	58	47	105	66	42	108	1,218
Pass-By Trips	*43%*		*-23*	*-23*	*-46*	*-23*	*-23*	*-46*	*-524*
Primary Trips			35	24	59	43	19	62	694
110 - General Light Industrial	7.950	1000 SF GFA	3	1	4	1	3	4	28
822 - Strip Retail Plaza (<40k)	14.145	1000 SF GFA	31	25	56	45	44	89	770
Pass-By Trips	*40%*		*-11*	*-11*	*-22*	*-18*	*-18*	*-36*	*-308*
Primary Trips			20	14	34	27	26	53	462
930 - Fast Casual Restaurant	4.715	1000 SF GFA	4	3	7	39	29	68	1,066
Pass-By Trips	*43%*		*-2*	*-2*	*-4*	*-15*	*-15*	*-30*	*-458*
Primary Trips			2	1	3	24	14	38	608
Total Primary Trips			25	16	41	52	43	95	1,098
Proposed Zoning									
110 - General Light Industrial	28.900	1000 SF GFA	12	2	14	3	11	14	104
926 - Food Cart Pods	22.000	Food Carts	25	14	39	68	68	136	1,614
Pass-By Trips	*49%*		*-10*	*-10*	*-20*	*-33*	*-33*	*-66*	*-790*
Primary Trips			15	4	19	35	35	70	824
Total Primary Trips			27	6	33	38	46	84	928

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	10

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	12	6	18

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	31	31	62

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	367	367	734

Average based on Time of Day Data for LUC 930 & 932

SITE A - Tax Lot 2S129A000400

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Small Office Building
Land Use Code:	712
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	8.37

AM PEAK HOUR

Trip Rate: 1.64

	Enter	Exit	Total
Directional Split	83%	17%	
Trip Ends	12	2	14

PM PEAK HOUR

Trip Rate: 2.16

	Enter	Exit	Total
Directional Split	34%	66%	
Trip Ends	6	12	18

WEEKDAY

Trip Rate: 14.39

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	60	60	120

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	6.59

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	14	12	26

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	21	20	41

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	179	179	358

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	2.44

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	12	10	22

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	13	9	22

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	127	127	254

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	2.358

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	5	4	9

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	8	7	15

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	64	64	128

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Fast Casual Restaurant
Land Use Code:	930
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	1.572

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	13	10	23

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	178	178	356

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	20

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	22	13	35

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	62	61	123

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	734	734	1,468

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Office Building
Land Use Code:	710
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	16.75

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	18	3	21

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	3	17	20

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	66	66	132

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	13.2

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	29	23	52

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	42	41	83

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	359	359	718

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	4.89

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	24	20	44

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	27	18	45

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	254	254	508

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	4.716

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	10	9	19

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	15	15	30

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	128	128	256

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Fast Casual Restaurant
Land Use Code:	930
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	3.144

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	26	19	45

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	355	355	710

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	14

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	16	9	25

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	43	43	86

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	514	514	1,028

Average based on Time of Day Data for LUC 930 & 932

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Office Building
Land Use Code:	710
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	11.72

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	13	2	15

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	2	12	14

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	46	46	92

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	9.23

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	20	16	36

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	29	29	58

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	251	251	502

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	3.42

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	17	14	31

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	19	12	31

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	177	177	354

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	3.3

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	7	6	13

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	11	10	21

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	90	90	180

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Fast Casual Restaurant
Land Use Code:	930
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	2.2

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	2	1	3

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	19	13	32

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	248	248	496

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	36.71

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	15	3	18

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	4	14	18

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	66	66	132

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	22

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	25	14	39

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	68	68	136

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	807	807	1,614

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	34.99

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	15	2	17

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	4	13	17

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	63	63	126

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Office Building
Land Use Code:	710
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	20

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	22	3	25

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	4	20	24

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	78	78	156

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	27.99

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	11	2	13

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	3	11	14

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	50	50	100

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	20

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	43	36	79

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	63	63	126

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	545	545	1,090

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	13.7

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	68	55	123

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	77	49	126

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	711	711	1,422

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	11.19

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	4	1	5

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	1	4	5

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	20	20	40

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	15

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	32	27	59

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	47	47	94

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	408	408	816

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Fast Casual Restaurant
Land Use Code:	930
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	5

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	5	3	8

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	42	30	72

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	565	565	1,130

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	20

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	22	13	35

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	62	61	123

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	734	734	1,468

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Office Building
Land Use Code:	710
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	16.75

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	18	3	21

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	3	17	20

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	66	66	132

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	13.2

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	29	23	52

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	42	41	83

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	359	359	718

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	4.89

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	24	20	44

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	27	18	45

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	254	254	508

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	4.716

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	10	9	19

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	15	15	30

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	128	128	256

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Fast Casual Restaurant
Land Use Code:	930
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	3.144

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	3	2	5

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	26	19	45

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	355	355	710

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	28.9

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	12	2	14

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	3	11	14

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	52	52	104

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	22

WARNING: Variable Quantity is greater than Maximum Survey Size for Peak Hours

AM PEAK HOUR

Trip Rate: 1.76

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	25	14	39

Average based on Time of Day Data for LUC 930 & 932

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	68	68	136

WEEKDAY

Trip Rate: 73.36

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	807	807	1,614

Average based on Time of Day Data for LUC 930 & 932

Although the variable quantity is greater than the maximum survey size, the R-squared value is 0.97, indicating consistent ratios of trips per cart among the sites surveyed. Extrapolating to larger food cart pods using these results appears reasonable.

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	26.27

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	11	2	13

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	3	10	13

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	47	47	94

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Office Building
Land Use Code:	710
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	20

AM PEAK HOUR

Trip Rate: 1.24

	Enter	Exit	Total
Directional Split	88%	12%	
Trip Ends	22	3	25

PM PEAK HOUR

Trip Rate: 1.18

	Enter	Exit	Total
Directional Split	16%	84%	
Trip Ends	4	20	24

WEEKDAY

Trip Rate: 7.83

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	78	78	156

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	19.27

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	8	1	9

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	2	7	9

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	35	35	70

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	20

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	43	36	79

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	63	63	126

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	545	545	1,090

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	11.74

AM PEAK HOUR

Trip Rate: 8.97

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	58	47	105

PM PEAK HOUR

Trip Rate: 9.18

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	66	42	108

WEEKDAY

Trip Rate: 103.75

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	609	609	1,218

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	General Light Industrial
Land Use Code:	110
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	7.95

AM PEAK HOUR

Trip Rate: 0.48

	Enter	Exit	Total
Directional Split	86%	14%	
Trip Ends	3	1	4

PM PEAK HOUR

Trip Rate: 0.49

	Enter	Exit	Total
Directional Split	24%	76%	
Trip Ends	1	3	4

WEEKDAY

Trip Rate: 3.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	14	14	28

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	14.145

AM PEAK HOUR

Trip Rate: 3.93

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	31	25	56

PM PEAK HOUR

Trip Rate: 6.29

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	45	44	89

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	385	385	770

SATURDAY

Trip Rate: 0.00

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

SITE F - Tax Lot 22S129B000901

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 12th Edition

Land Use:	Fast Casual Restaurant
Land Use Code:	930
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	4.715

AM PEAK HOUR

Trip Rate: 1.58

	Enter	Exit	Total
Directional Split	64%	36%	
Trip Ends	4	3	7

PM PEAK HOUR

Trip Rate: 14.35

	Enter	Exit	Total
Directional Split	58%	42%	
Trip Ends	39	29	68

WEEKDAY

Trip Rate: 225.89

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	533	533	1,066

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 12th Edition

Land Use Code	930		
Land Use	Fast Casual Restaurant		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	4		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	Food Carts Not Open		
1:00 - 2:00 AM			
2:00 - 3:00 AM			
3:00 - 4:00 AM			
4:00 - 5:00 AM			
5:00 - 6:00 AM			
6:00 - 7:00 AM			
7:00 - 8:00 AM	0.0%	0.0%	0.0%
8:00 - 9:00 AM	1.5%	1.5%	1.5%
9:00 - 10:00 AM	2.9%	2.9%	2.9%
10:00 - 11:00 AM	0.7%	1.5%	0.0%
11:00 - 12:00 PM	5.9%	7.4%	4.4%
12:00 - 1:00 PM	14.7%	19.1%	10.3%
1:00 - 2:00 PM	14.7%	13.2%	16.2%
2:00 - 3:00 PM	6.6%	5.9%	7.4%
3:00 - 4:00 PM	4.4%	1.5%	7.4%
4:00 - 5:00 PM	2.9%	2.9%	2.9%
5:00 - 6:00 PM	7.4%	7.4%	7.4%
6:00 - 7:00 PM	9.6%	14.7%	4.4%
7:00 - 8:00 PM	12.5%	8.8%	16.2%
8:00 - 9:00 PM	14.0%	13.2%	14.7%
9:00 - 10:00 PM	Food Carts Not Open		
10:00 - 11:00 PM			
11:00 - 12:00 AM			
	97.8%	100.0%	95.6%
AM vs PM	0.20		
Daily vs PM	13.30		

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 12th Edition			
Land Use Code	932		
Land Use	High-Turnover (Sit-Down) Restaurant		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	38		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	Food Carts Not Open		
1:00 - 2:00 AM			
2:00 - 3:00 AM			
3:00 - 4:00 AM			
4:00 - 5:00 AM			
5:00 - 6:00 AM			
6:00 - 7:00 AM			
7:00 - 8:00 AM	2.2%	2.7%	1.8%
8:00 - 9:00 AM	3.2%	3.4%	3.0%
9:00 - 10:00 AM	3.6%	3.9%	3.3%
10:00 - 11:00 AM	4.9%	5.6%	4.3%
11:00 - 12:00 PM	9.5%	12.1%	6.8%
12:00 - 1:00 PM	12.3%	12.3%	12.2%
1:00 - 2:00 PM	8.8%	6.6%	11.2%
2:00 - 3:00 PM	4.7%	4.1%	5.3%
3:00 - 4:00 PM	3.8%	3.6%	4.1%
4:00 - 5:00 PM	5.2%	6.3%	4.0%
5:00 - 6:00 PM	8.6%	10.1%	7.0%
6:00 - 7:00 PM	9.4%	10.1%	8.8%
7:00 - 8:00 PM	8.2%	7.1%	9.3%
8:00 - 9:00 PM	5.6%	4.2%	7.1%
9:00 - 10:00 PM	Food Carts Not Open		
10:00 - 11:00 PM			
11:00 - 12:00 AM			
	90.1%	92.0%	88.2%
AM vs PM	0.37		
Daily vs PM	10.52		