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November 15, 2022

Caernarvon Township 3307 Main Street Morgantown, PA 19543

Attention: Board of Supervisors

RE: Trip Generation Evaluation

Magnolia Greene –Tentative Plan Submission

Caernarvon Township, Berks County, PA

TPD No. BEHO,00007

Dear Supervisors:

The purpose of this letter is to provide a trip generation evaluation in conjunction with the tentative plan submission for the Magnolia Greene development in Caernarvon Township, Berks County, PA. The project site is located on the northern side of Main Street (SR 0023), just east of Willow Glen Road, on the site of the Morgantown Airport.

TRIP GENERATION EVALUATION

Proposed Development Scenario:

The proposed development scenario for the ± 56 acres located within the Industrial Office Park Residential Housing Overlay District consists of the following:

- » 135 single-family dwellings;
- » 86 townhomes;
- » 6,900 square foot (s.f.) automobile parts store;
- » 20,000 s.f. tractor supply store;
- \sim 2 7,500 s.f. sit-down restaurants; and
- » 10,000 s.f. office building.

The trip generation data for the proposed development scenario were obtained from the manual *Trip Generation*, Eleventh Edition, 2021, an Institute of Transportation Engineers (ITE) Informational Report. Land Use Code #210 (Single-Family Detached Housing) and #215 (Single-Family Attached Housing) were used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; and (3) weekday P.M. peak hour; and (4) Saturday midday peak hour.

Table 1 summarizes the trip generation of the proposed development scenario during the analyzed time periods. Detailed trip generation calculations are attached for reference.

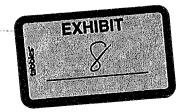


TABLE 1
TRIP GENERATION SUMMARY – PROPOSED DEVELOPMENT SCENARIO

Time Period	A PRODUCTION OF THE PROPERTY O			Pass-By Trips			New Trips		
Time renou	Totai	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Average Weekday	3,275	1,678	1,597						
Weekday A.M. Peak Hour	285	125	160	42	22	20	243	103	140
Weekday P.M. Peak Hour	285	166	119	45	27	18	240	139	101
Saturday Midday Peak Hour	367	192	175	56	28	28	311	164	147

Potential By-Right Development Scenario:

Based on coordination with the Applicant, the following potential by-right development scenario was identified for the site based on permitted uses within the underlying Industrial Office Park District:

- » 150,000 s.f. of general retail space;
- » 40,000 s.f. grocery store;
- » 13,500 s.f. pharmacy;
- » 2 7,500 s.f. sit-down restaurants; and
- » 3,500 s.f. fast-food restaurant.

The trip generation data for the potential by-right development scenario were obtained from the manual *Trip Generation*, Eleventh Edition, 2021, an Institute of Transportation Engineers (ITE) Informational Report. Land Use Code #821 (Shopping Plaza), #850 (Supermarket), #881 (Pharmacy/Drugstore with Drive-Through Window), #932 (High-Turnover Sit-Down Restaurant), and #934 (Fast-Food Restaurant with Drive-Through Window) were used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; and (3) weekday P.M. peak hour; and (4) Saturday midday peak hour.

Table 2 summarizes the trip generation of the potential by-right development scenario during the analyzed time periods. Detailed trip generation calculations are attached for reference.

TABLE 2
TRIP GENERATION SUMMARY – POTETIAL BY-RIGHT DEVELOPMENT SCENARIO

Time Period	Total Trips			Pass-By Trips			New Trips		
TIME FERIOU	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Average Weekday	16,508	8,380	8,128						
Weekday A.M. Peak Hour	640	372	268	209	116	93	431	256	175
Weekday P.M. Peak Hour	1,365	690	675	516	262	254	849	428	421
Saturday Midday Peak Hour	1,776	925	851	530	273	257	1,246	652	594

TRIP GENERATION COMPARISON

Table 3 summarizes the comparison of site-generated trips for the proposed and potential by-right development scenarios for the ±56 acres located within the Industrial Office Park Residential Housing Overlay District.

TABLE 3 TRIP GENERATION COMPARISON

Land Use		otal Trips			ss-By Tri		New Trips		
Land Ose	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
	A STATE OF A	verage V	Veekday						
Proposed Development Scenario	3,275	1,678	1,597						
Potential By-Right Development Scenario	16,508	8,380	8,128						
Net Difference	-13,233	-6,702	-6,531						
	Weel	cday A.N	1. Peak H	our					
Proposed Development Scenario	285	125	160	42	22	20	243	103	140
Potential By-Right Development Scenario	640	372	268	209	116	93	431	256	175
Net Difference	-355	-247	-108	-167	-94	-73	-188	-153	-35
	Wee	kday P.N	1. Peak H	our					
Proposed Development Scenario	285	166	119	45	27	18	240	139	101
Potential By-Right Development Scenario	1,365	690	675	516	262	254	849	428	421
Net Difference	-1,080	-524	-556	-471	-235	-236	-609	-289	-320
	Saturo	lay Mido	lay Peak	Hour					
Proposed Development Scenario	367	192	175	56	28	28	311	164	147
Potential By-Right Development Scenario	1,776	925	851	530	273	257	1,246	652	594
Net Difference	-1,409	-733	-676	-474	-245	-229	-935	-488	-447

As summarized in Table 3, the proposed development scenario will generate significantly less traffic when compared to what could be generated by the potential by-right development scenario.

Based on the information presented in this evaluation, it is TPD's opinion the proposed development scenario for the site under Industrial Office Park Residential Housing Overlay District will have significantly less impact on the surrounding transportation network when compared to the potential by-right development scenario permitted under the underlying Industrial Office Park District.

If there are any questions or comments, please call any time.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.

Ez M. Mtz

Eric M. Mountz, P.E., PTOE

Regional Leader - Transportation Planning

Emountz@TrafficPD.com

Attachments: Detailed Trip Generation Calculations

Copy to:

Berks Homes

Trip Generation Calculations: Proposed Development Scenario Magnola Green TPD # BEHO.00007

2 ž 202 - [2] Total <u>|</u>2 3 3 2 9 2 8 3 23 23 24 25 25 25 25 Total ä Weekday A.M. Peak Hour 18% 18% 6 22% 6 22% 6 11% 6 11% | 0.12 | 99 | 2.6% | 25 | 73 | 8% | 16 |
-5.7	39	31%	12	27	8%	16
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-5.7	17	5.5%	39	33	2.6%	11%
-5.8	1.5	2.5%	39	33	2.6%	11%
-5.8	1.5	2.5%	39	33	2.6%	11%
-5.8	1.5	2.5%	39	33	2.5%	11%
-5.8	2.5	2.5%	39	33	2.5%	11%
-5.8	2.5	2.5%	39	33	2.5%	6.7%
-5.8	2.5	2.5%	2.5%	11%		
-5.8	2.5	2.5%	2.5%	11%		
-5.8	2.5	2.5%	2.5%	11%		
-5.8	2.5	2.5%	2.5%	6.7%		
-5.8	2.5	2.5%	2.5%	6.7%		
-5.8	2.5	2.5%	2.5%	6.7%		
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-5.8	2.5	2.5%	6.7%			
-5.8	2.5	2.5%	6.7%			
-5.8	2.5	2.5%	6.7 135 DU 86 DU 6,900 SF 26,000 SF 7,500 SF 10,000 SF Size (X) Single Family Detached (LU#210)			
Single Family Matched (LU#213)
Automobile Parts Store (LU#643)
Tractor Supply Store (LU#643)
Restaurant (LU#323)
Restaurant (LU#323)
Office (LU#710) Land Use

23 39 40 16 243

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Total

No.

New Tops 1 Enter Exit \$ \omega = \omega \omeg 18 27 Pase By Trips 17 0% 0 17 0% 0 18 43% 0 19 0% 0 19 0% 0 10 45 Stomal Tries 166 14 46 45 45 19 285 23 9 0 0 0 0 0 23 500 19% 19% 55% 55% 46% 1 46% 1 Weekday P.M. Peak Hour 15% 15% 15% 66% 66% 24% 24% 24% 75% 49 49 21 18 15 15 27 27 27 27 27 63% 57% 48% 47% 61% 61% 132 63% 132 63% 48 57% 34 48% 28 47% 68 61% 25 17% 0.054 0.27 0.054 0.27 0.06 -3.93 5F 1.4 5F 9.05 Size (X) 10,000 Single Family Detached (LU #210)
Single Family Machded (LU #213)
Automobile Parts Store (LU #643)
Tractor Supply Store (LU #643)
Restaurant (LU #632)
Restaurant (LU #322)
Office (LU #710) Land Use

Pass-By Trips Total Enter % 3d IDER SEE 9 Interaction % Int Taps Enter Exit Enter Saturday Midday Peak Hour Total Rate/Equation Land Use

| New Trips | Sept. | 147 - | 2 , g 28 0% 0% 0% 0% 0% 0% 0% %0 %0 %0 - 12 192 367 107 50 88 61 61 8 8 Average Weekday 244 8 E E E E 257 54% 48% 51% 49% 51% 51% 54% 20 2 8 8 8 2 2 Single Family Detached (LU #210)
Single Family Attached (LU #241)
Automobile Parts Store (LU #843)
Tractor Supply Store (LU #8410)
Restaurant (LU #932)
Restaurant (LU #932)

| New Tops | Section | Sec Ext Enter 8 | hearticles | 2011 | 1615 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 152 | 1 | 101 | 102 | 102 | 102 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 135 | DU 0.92 | 2.68 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 | 1330 Size (X) Single Family Detached (LU #210)
Family Family Matched (LU #313)
Automobile Parts Store (LU #413)
Tractor Supply Store (LU #413)
Restaurant (LU #322)
Restaurant (LU #322)
Office (LU #710) Eard Use

NCHRP 684 Internal Trip Capture Estimation Tool						
Project Name:	Magnolia Greene	Organization:	TPD			
Project Location:	Caernarvon Township	Performed By:	JZ			
Scenario Description:	Proposed Development	Date:	10/23/2022			
Analysis Year:	Build-Out	Checked By:	EMM			
Analysis Period:	AM Street Peak Hour	Date:	7/23/2022			

Land Use	Developme	ent Data (<i>For Inf</i>	ormation Only)		Estimated Vehicle-Trips ³	
	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office	710	10	ksf	23	20	3
Retall	843/810	6.9/20	ksf	45	22	23
Restaurant	932	7.5/7.5	ksf	144	78	66
Cinema/Entertainment				0		
Residential	210/215	221	du	137	37	100
Hotel				0		
All Other Land Uses ²				0		
				349	157	192

1 111-		Entering Tri	ps	Exiting Trips			
Land Use Ve	Veh. Occ.⁴	% Transit	% Non-Motorized	Veh. Occ.⁴	% Transit	% Non-Motorized	
Office							
Retail	1.00	0%	0%	1.00	0%	0%	
Restaurant	1.00	0%	0%	1.00	0%	0%	
Cinema/Entertainment							
Residential	1.00	0%	0%	1.00	0%	0%	
Hotel							
All Other Land Uses ²							

	7,	Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office	A Militario de Locario		100000000000000000000000000000000000000							
Retail										
Restaurant	100000000000000000000000000000000000000									
Cinema/Entertainment	Participation of the Control of the									
Residential	NAME OF STREET			places as a subsequence of the	The state of the s					
Hotel										

		Table 4-A: I	nternal Person-Trip	Origin-Destination Matrix*						
0.4-4- (5)		Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		1	1	0	0	0				
Retail	1	and the same	3	0	1	0				
Restaurant	3	2		0	2	0				
Cinema/Entertainment	0	0	0	7 (100 (00 (00 (00 (00 (00 (00 (00 (00 (0	0	0				
Residential	1	1	16	0		0				
Hotel	0	0	0	0	0					

Table 5-A: Computations Summary						
	Total	Entering	Exiting			
All Person-Trips	349	157	192			
Internal Capture Percentage	18%	20%	17%			
External Vehicle-Trips ⁵	285	125	160			
External Transit-Trips ⁶	0	0	0			
External Non-Motorized Trips ⁶	0	0	0			

Table 6-A: Internal Trip Capture Percentages by Land Use							
Land Use	Entering Trips	Exiting Trips					
Office	25%	67%					
Retail	18%	22%					
Restaurant	26%	11%					
Cinema/Entertainment	N/A	N/A					
Residential	8%	18%					
Hotel	N/A	N/A					

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Magnolia Greene
Analysis Period:	AM Street Peak Hour

	7	able 7-A: Conve	ersion of Vehicle-T	rip Ends to Person-Trip	Ends			
Land Use	Tab	le 7-A (D): Enter	ing Trips	T	Table 7-A (O): Exiting Trips			
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*		
Office	1.00	20	20	1.00	3	3		
Retail	1.00	22	22	1.00	23	23		
Restaurant	1.00	78	78	1.00	66	66		
Cinema/Entertainment	1.00	0	0	1.00	0	0		
Residential	1.00	37	37	1.00	100	100		
Hotel	1.00	0	0	1.00	0	0		

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)								
Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel		
Office	normal entering the section of	1	2	0	0	0		
Retail	7		3	0	3	0		
Restaurant	20	9	Aller Control of Table 19	0	3	2		
Cinema/Entertainment	0	0	0		0	0		
Residential	2	1	20	0		0		
Hotel	0	0	0	0	0	19/10/04/17/17/20/04/05 0 14/10/04/0 19/10/17/17/19/19/04/04/17/17/17/17/17/17/17/17/17/17/17/17/17/		

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)								
Orlain (From)	Destination (To)							
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel		
Office	14.144.014.015.014.01 141.44.04.014.015.014.01	7	18	0	0	0		
Retail	1		39	0	1	0		
Restaurant	3	2		0	2	0		
Cinema/Entertainment	0	0	0	Handiser in the contract of th	0	0		
Residential	1	4	16	0		0		
Hotel	1	1	5	0	0			

	Tal	ole 9-A (D): Inte	rnal and Externa	Trip	s Summary (Entering	rrips)	
Dthe-thtd-li	F	erson-Trip Esti	mates		External Trips by Mode*		
Destination Land Use	Internal	External	Total	1	Vehicles ¹	Transit ²	Non-Motorized ²
Office	5	15	20	1 [15	0	0
Retail	4	18	22		18	0	0
Restaurant	20	58	78	1 [58	0	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	3	34	37		34	0	0
Hotel	0	0	0] [0	0	0
Ali Other Land Uses ³	0	0	0	1 [0	0	0

7	Ta	ble 9-A (O): Into	ernal and Externa	l Trips S	Summary (Exiting	Trips)	
Origin Land Han	F	Person-Trip Estimates				External Trips by Mode*	
Origin Land Use	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²
Office	2	1	3		1	0	0
Retail	5	18	23		18	0	0
Restaurant	7	59	66		59	0	0
Cinema/Entertainment	0	0	0		0	0	0
Residential	18	82	100		82	0	0
Hotel	0	0	0		0	0	0
All Other Land Uses ³	0	0	0	1	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name:	Magnolia Greene		Organization:	TPD					
Project Location:	Caernarvon Township		Performed By:	JZ					
Scenario Description:	Proposed Development		Date:	10/23/2022					
Analysis Year:	Build-Out	1	Checked By:	EMM					
Analysis Period:	PM Street Peak Hour	7	Date:	7/23/2022					

Land Use	Developme	ent Data (<i>For Inf</i>	ormation Only)		Estimated Vehicle-Trips ³		
Land Ose	ITE LUCs1	Quantity	Units	Total	Entering	Exiting	
Office	710	10	ksf	25	4	21	
Retail	843/810	6.9/20	ksf	62	29	33	
Restaurant	932	7.5/7.5	ksf	136	82	54	
Cinema/Entertainment				0			
Residential	210/215	221	du	180	110	70	
Hotel				0			
All Other Land Uses ²				0			
A CONTRACTOR OF THE CONTRACTOR	Market State			403	225	178	

Land Use		Entering Tr	ips		Exiting Trips	
Land Use	Veh. Occ.⁴	% Transit	% Non-Motorized	Veh. Occ.⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)								
O.t.: (F)				Destination (To)				
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel		
Office	100000000000000000000000000000000000000	800	800		950			
Retail	THE MANAGEMENT OF THE				950			
Restaurant				decaye control of the province	950	As a record to the same of the		
Cinema/Entertainment	reiter Word			ing a server of the 1991 come				
Residential		950	950	trin venetiti angeletere et este nggan angeletere	APAGOSÁTYAN ACTORATORATAN PAROMANYA SANAKANA			
Hotel	2 10 10 10 10 10 10 10 10 10 10 10 10 10	go transcription (as sold)		and the state of the second				

Table 4-P: Internal Person-Trip Origin-Destination Matrix*								
0.4.4. (5)	Destination (To)							
Origin (From)	Office	Retall	Restaurant	Cinema/Entertainment	Residential	Hotel		
Office	Marches Tracelles	2	1	0	0	0		
Retail	0		10	0	8	0		
Restaurant	1	15	and the last the last	0	9	0		
Cinema/Entertainment	0	0	0	TO SECURE AND A SECURE AND A SECURE ASSETS AND A SECURE ASSETS ASSETT ASSETS ASSETT ASSETS ASSETS ASSETS ASSETS ASSETT ASSETS ASSETT AS	0	0		
Residential	2	2	9	0		0		
Hotel	0	0	0	0				

Table 5-P:	Computation	ns Summary	
	Total	Entering	Exiting
All Person-Trips	403	225	178
Internal Capture Percentage	29%	26%	33%
External Vehicle-Trips ⁵	285	166	119
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	Ō

Table 6-P: Internal Trip Capture Percentages by Land Use						
Land Use	Entering Trips	Exiting Trips				
Office	75%	14%				
Retail	66%	55%				
Restaurant	24%	46%				
Cinema/Entertainment	N/A	N/A				
Residential	15%	19%				
Hotel	N/A	N/A				

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Magnolia Greene
Analysis Period:	

	T	able 7-P: Conver	sion of Vehicle-Trip	Ends to Person-Trip En	ds	
	Tabl	e 7-P (D): Entering	Trips		Table 7-P (O): Exiting Trips	3
Land Use	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	4	4	1.00	21	21
Retail	1.00	29	29	1.00	33	33
Restaurant	1.00	82	82	1.00	54	54
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	110	110	1.00	70	70
Hotel	1.00	0	0	1.00	0	0

	Table 8-P (C)): Internal Pers	on-Trip Origin-De	stination Matrix (Computed	l at Origin)	
Ostalia (Franc)				Destination (To)		
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	Net See History description and the second		1	0	0	0
Retail	1		1	1	8	2
Restaurant	2	22	MICHAEL AND AND A	4	9	4
Cinema/Entertainment	0	0	0	CONTRACTOR OF THE STATE OF THE	0	0
Residential	3	23	11		2 Secretary Contract	2
Hotel	0	0	0	0	0	arrandering bedreiten der besteht best

	Table 8-P (D):	Internal Person	-Trip Origin-Desti	nation Matrix (Computed at	Destination)	
Odela (Casa)				Destination (To)		
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	STANCEMENTALISMENT OF THE	2	1	0	4	0
Retail	1	100 (100 (100 (100 (100 (100 (100 (100	24	0	51	0
Restaurant	1	15		0	18	0
Cinema/Entertainment	0	1	2		4	0
Residential	2	2	9	0		0
Hotel	0	1	4	0	0	PARTY IN THE PARTY OF THE PARTY

	Tab	le 9-P (D): Interna	al and External Tr	rips S	ummary (Entering T	rips)	
Destination Land Han	P	erson-Trip Estimate	98	П		External Trips by Mode*	
Destination Land Use	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	1	4	1 [1	0	0
Retail	19	10	29	1	10	0	0
Restaurant	20	62	82		62	0	0
Cinema/Entertainment	0	0	0	1	0	0	0
Residential	17	93	110		93	0	0
Hotel	0	0	0		0	0	0
All Other Land Uses ³	0	0	0	F	0	0	0

	Tal	ble 9-P (O): Intern	al and External T	rips :	Summary (Exiting Trip	os)	
Odele Leed Hee	Po	erson-Trip Estimate	es	Π"		External Trips by Mode*	
Origin Land Use	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	18	21		18	0	0
Retail	18	15	33	Г	15	0	0
Restaurant	25	29	54		29	0	0
Cinema/Entertalnment	0	0	0		0	0	0
Residential	13	57	70	1 [57	0	0
Hotel	0	0	0	ΙΓ	0	0	0
All Other Land Uses ³	0	0	0		0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P ²Person-Trips

^aTotal estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal T	rip Capture Rates for Trip Origins within a	Multi-Use Develo	ppment
Lond	Jse Pairs	Wee	ekday
Land	Jse Pairs	AM Peak Hour	PM Peak Hour
	To Office	0.0%	0.0%
	To Retail	28.0%	16.4%
F OFFIOE	To Restaurant	63.0%	3.3%
From OFFICE	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	1.9%
	To Hotel	0.0%	0.0%
	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
France PAPTAII	To Restaurant	13.0%	29.0%
From RETAIL	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	24.6%
	To Hotel	0.0%	5.0%
	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
E DECTALIDANT	To Restaurant	0.0%	0.0%
From RESTAURANT	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	17.0%
	To Hotel	3.0%	7.0%
	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
From CINEMA/ENTERTAINMENT	To Restaurant	0.0%	31.0%
From CINEMA/ENTERTAINMENT	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
	To Office	2.0%	4.0%
	To Retail	1.0%	32.6%
Carre DESIDENTIAL	To Restaurant	20.0%	16.3%
From RESIDENTIAL	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
Erom LIOTEL	To Restaurant	9.0%	68.0%
From HOTEL	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip C	apture Rates for Trip Destinations	within a Multi-Use	Development
Land Us	e Paire	Wee	kday
Land Os	e rais	AM Peak Hour	PM Peak Hour
	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
To OFFICE	From Restaurant	14.0%	30.0%
To OFFICE	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
	From Office	32.0%	6.6%
	From Retail	0.0%	0.0%
T DETAIL	From Restaurant	8.0%	50.0%
To RETAIL	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	7.8%
	From Hotel	4.0%	2.0%
	From Office	23.0%	1.6%
	From Retail	50.0%	29.0%
T DECTALIDANT	From Restaurant	0.0%	0.0%
To RESTAURANT	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	10.9%
	From Hotel	6.0%	5.0%
	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
T OINTENAA/ENTEDTAINIRAENT	From Restaurant	0.0%	32.0%
To CINEMA/ENTERTAINMENT	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
To RESIDENTIAL	From Hotel	0.0%	0.0%
	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
To HOTE!	From Restaurant	4.0%	71.0%
To HOTEL	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

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ind Use inoping Plaza (LU #621) Supermarket (LU #550) Pharmacy (LU #681) Restaurant (LU #932) Restaurant (LU #932) Restaurant (LU #932) Restaurant (LU #932)	Weekday A.M. Peak Hour	Total Tips Exempl Trips Exempl Trips on w	10.1 Filter 7. 10.1 Filter 7. 10.1 Filter	1 13\(\)	40,000 SF 2.500 114 3530 07 34 07 1357 2 3 45 24 21 (8)(3598)(8)(8)	13500 St 2.4 20 22 24 100 11 05 12 12 12 12 12 12 12 12 12 12 12 12 12	750 35 35 35 35 35 35 35 35 35 35 35 35 35	7, 7000 SF 945 673 674 67 674 674 674 674 674 674 674 674	3,500 SF 44.66 156 51% 8U 76 14% 14% 10 12 134 556	414 310 42 42 640 372 268 203 110 55 451 250
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Weekday P.M. Peak Hour

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	Total	1	343	179	!	f	45	76		1,365		
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aw water	Enter	27	5	,	, ;	7	12	17		86	k Hour	
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		7%	7%	707	2	23%	29%	2000	63.70		Saturday	
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ACCEPTANCE OF THE PARTY OF THE		450	100,000	7	2	7.5	1,5	3	3,500	Total		
	tand Use	, to con 122 - 12	Shopping Plaza (LU #621)	Supermarket (LU #850)	Pharmacy (LU #881)	Restaurant (LU #932)	COOP 110 4	Restaurant (LO #332)	Restaurant (LU #934)			

State Stat	St. 77 St. 75 S	Color Colo		Ę	Rate/E	quation	TOTAL STORY	Total	Trips				int Trips		External Trips	調視	羅問	Pass-By Tr	38	(FE)	New	inps Prin
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Land Use Ind Dears (LU #82) Supermarket (LU #850) Pharmacy (LU #881) Restaurant (LU #932) Restaurant (LU #933) Restaurant (LU #933)	
NS 8	

internal Capture. Data not avalable - tulined average of AM & PM peak hours Pass by Data not avalable - utilized 10% (ess than PM peak hour

	NCHRP 684 Internal Trip Ca	pture Estimation Tool	
Project Name:	Magnolia Greene	Organization:	TPD
Project Location:	Caernarvon Township	Performed By:	EMM
Scenario Description:	Potential By-Right Development	Date:	11/15/2022
Analysis Year:	Build-Out	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

	Developme	ent Data (<i>For Info</i>	rmation Only)		Estimated Vehicle-Trips ³	
Land Use	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821/850/881	203.5	ksf	424	254	170
Restaurant	932/934	18.5	ksf	300	160	140
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
	i magaira doballi	Literatus eraceits		724	414	310

Land Use		Entering Tri	ps		Exiting Trips	
	Veh. Occ.⁴	% Transit	% Non-Motorized	Veh. Occ.⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1,00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)										
0:1-75		Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		Autobar de Salata								
Retail										
Restaurant	STEEL PROPERTY.	Philosophic Committee	and a regression in the state of	DOMESTIC OF THE PROPERTY OF THE PERSON OF TH	A CONTRACTOR CONTRACTOR CONTRACTOR	and the second contract of the second contrac				
Cinema/Entertainment	Us about June	HOLD SERVICE CONTROL SERVICES	CHARLES SANCHIST INCOME.		Exercise of the second contract of the second	PARTIES AND A CONTROL OF THE PARTIES AND A CO				
Residential	District States									
Hotel										

Table 4-A: Internal Person-Trip Origin-Destination Matrix*										
		Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		0	0	0	0	0				
Retail	0		22	0	0	0				
Restaurant	0	20	diameter sections	0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	0	0	0	0		0				
Hotel	0	0	0	0	0					

Table 5-A: Computations Summary								
	Total	Entering	Exiting					
All Person-Trips	724	414	310					
Internal Capture Percentage	12%	10%	14%					
External Vehicle-Trips ⁵	640	372	268					
External Transit-Trips ⁶	0	0	0					
External Non-Motorized Trips ⁶	0	0	0					

Table 6-A: Internal Trip Capture Percentages by Land Use								
Land Use	Entering Trips	Exiting Trips						
Office	N/A	N/A						
Retail	8%	13%						
Restaurant	14%	14%						
Cinema/Entertainment	N/A	N/A						
Residential	N/A	N/A						
Hotel	N/A	N/A						

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Magnolia Greene
Analysis Period:	AM Street Peak Hour

	T	able 7-A: Conv	ersion of Vehicle-T	rip Ends to Person-Trip	Ends			
1	Tab	le 7-A (D): Enter	ing Trips		Table 7-A (O): Exiting Trips			
Land Use	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*		
Office	1.00	0	0	1.00	0	0		
Retail	1.00	254	254	1.00	170	170		
Restaurant	1.00	160	160	1.00	140	140		
Cinema/Entertainment	1.00	0	0	1.00	0	0		
Residential	1.00	0	0	1.00	0	0		
Hotel	1.00	0	0	1.00	0	0		

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)											
0:: /= \		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office	atalogical and a second	0	0	0	0	0					
Retail	49		22	0	24	0					
Restaurant	43	20		0	6	4					
Cinema/Entertainment	0	0	0		0	0					
Residential	0	0	0			0					
Hotel	0	0	0	0	0						

	Table 8-A (D)	: Internal Perso	on-Trip Origin-Des	stination Matrix (Compute	d at Destination)	
011.75		-		Destination (To)		
Orlgin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office	STAIN HADERS STAIN	81	37	0	0	0
Retail	0		80	0	0	0
Restaurant	0	20	ATTENDED FOR STREET OF STREET STREET,	0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	43	32	0		0
Hotel	0	10	10	0		

	Tak	ole 9-A (D): Inte	mai and External	Trips Summary (Entering	Trips)			
Deetherder Landbler	F	erson-Trip Estir	mates		External Trips by Mode*			
Destination Land Use	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²		
Office	0	0	0	0	0	0		
Retail	20	234	254	234	0	0		
Restaurant	22	138	160	138	0	0		
Cinema/Entertainment	0	0	0	0	0	0		
Residential	0	0	0	0	0	0		
Hotel	0	0	0	0	0	0		
All Other Land Uses ³	0	0	0	0	0	0		

	Та	ble 9-A (O): Inte	rnal and External	Trips Summary (Exiting 1	rips)			
Origin Land Use	F	erson-Trip Estin	nates		External Trips by Mode*			
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²		
Office	0	0	0	0	0	0		
Retail	22	148	170	148	0	0		
Restaurant	20	120	140	120	0	0		
Cinema/Entertainment	0	0	0	0	0	0		
Residential	0	0	0	0	0	0		
Hotel	0	0	0	0 ·	0	0		
All Other Land Uses ³	0	0	0	0	0	0		

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip Capture Estimation Tool									
Project Name:	Magnolia Greene		Organization:	TPD						
Project Location:	oject Location: Caernarvon Township		Performed By:	EMM						
Scenario Description:	Potential By-Right Development] [Date:	11/15/2022						
Analysis Year:	Build-Out] [Checked By:							
Analysis Period:	PM Street Peak Hour		Date:							

Land Use	Developme	ent Data (<i>For Inf</i>	ormation Only)		Estimated Vehicle-Trips ³	
	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821/850/881	203.5	ksf	1,285	634	651
Restaurant	932/934	18,5	ksf	252	142	110
Cinema/Entertainment				0		
Residential				0		
Hotel				0		
All Other Land Uses ²				0		
entik zen er i manisk i ligari. Priministrativa i kalendaria			and the second second	1,537	776	761

Land Use		Entering Tri	ips		Exiting Trips	
	Veh. Occ.4	% Transit	% Non-Motorized	Veh. Occ.⁴	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1,00	0%	0%	1.00	0%	0%
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses ²						

	Table 3	3-P: Average La	ınd Use Interchanç	je Distances (Feet Walking	Distance)						
Outsite (Farens)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office	files diamen	800	800		950						
Retail	A CONTRACTOR OF THE PARTY OF TH	The reserve of the reserve	MARCHICAN PROPERTY OF TAX	tracian al alemana a per mise par	950	COLUMN TO THE REAL PROPERTY OF THE PARTY OF					
Restaurant	277 TO 277 PER SERVICE	ALIVA PETRICICIONI	AND THE PROPERTY OF THE		950						
Cinema/Entertainment	on interpretati	All and the same of the	Commence of the Commence of th	Color of the control of the color of the col		The state of the s					
Residential		950	950								
Hotel	ALLES EN BIDGE ST										

		Table 4-P: Ir	nternal Person-Trip	o Origin-Destination Matrix	•						
O-1-1- (F)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		0	0	0	0	0					
Retail	0		41	0	0	0					
Restaurant	0	45		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	0	0	0	0		0					
Hotel	0	0	0	0	0	ARTERIOR MANAGEMENT					

Table 5-P: Computations Summary									
	Total	Entering	Exiting						
All Person-Trips	1,537	776	761						
Internal Capture Percentage	11%	11%	11%						
External Vehicle-Trips ⁵	1,365	690	675						
External Transit-Trips ⁸	0	0	0						
External Non-Motorized Trips ⁶	0	0	0						

Table 6-P: Internal Trip Capture Percentages by Land Use								
Land Use	Entering Trips	Exiting Trips						
Office	N/A	N/A						
Retail	7%	6%						
Restaurant	29%	41%						
Cinema/Entertainment	N/A	N/A						
Residential	N/A	N/A						
Hotel	N/A	N/A						

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁸Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Magnolia Greene
Analysis Period:	

	T	able 7-P: Conver	sion of Vehicle-Trip	Ends to Person-Trip E	nds			
Land Use	Tabl	e 7-P (D): Entering	Trips		Table 7-P (O): Exiting Trips			
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*		
Office	1.00	0	0	1.00	0	0		
Retail	1.00	634	634	1.00	651	651		
Restaurant	1.00	142	142	1.00	110	110		
Cinema/Entertainment	1.00	0	0	1.00	0	0		
Residential	1.00	0	0	1.00	0	0		
Hotel	1.00	0	0	1.00	0	0		

Origin (From)		Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office	Section of the month of	0	0	0	0	0				
Retail	13	o rozale regionaza pro-	189	26	160	33				
Restaurant	3			9	19	8				
Cinema/Entertainment	0	0	0	THE CONTRACTOR OF THE PROPERTY	0	0				
Residential	0	0	0	0		0				
Hotel	0	0	0	0	0	COMMENT TO THE SECOND				

	Table 8-P (D):	Internal Person	-Trip Origin-Destir	nation Matrix (Computed a	Destination)					
Orlein (Fram)		Destination (To)								
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		42	2	0	0	0				
Retail	0		41	0	0	0				
Restaurant	0	317	Approximation of the state of t	0	0	0				
Cinema/Entertainment	0	25	4		0	0				
Residential	0	49	15	0	Average of the second s	0				
Hotel	0	13	7	0	0	AND THE PROPERTY OF THE PROPER				

	Tab	le 9-P (D): interna	l and External Tr	rips S	Summary (Entering T	ips)		
Destination Land Use	P	erson-Trip Estimate	es		External Trips by Mode*			
	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²	
Office.	0	0	0	1	0	0	0	
Retail	45	589	634		589	0	0	
Restaurant	41	101	142	1 [101	0	0	
Cinema/Entertainment	0	0	0	1	0	0	0	
Residential	0	0	0	1	0	0	0	
Hotel	0	0	0	1 [0	0	0	
All Other Land Uses ³	0	0	0		0	0	0	

	Tal	ble 9-P (O): Intern	al and External Tr	ps Summary (Exiting Trip	os)	
Orderin Lauret Han	Person-Trip Estimates			External Trips by Mode*		
Origin Land Use	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	41	610	651	610	0	0
Restaurant	45	65	110	65	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P ²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal T	rip Capture Rates for Trip Origins within a	Multi-Use Develo	opment
111	Weekday		
Land Use Pairs		AM Peak Hour	PM Peak Hour
	To Office	0.0%	0.0%
	To Retail	28.0%	16.4%
- OFFICE	To Restaurant	63.0%	3.3%
From OFFICE	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	1.9%
	To Hotel	0.0%	0.0%
A STATE OF THE STA	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
From RETAIL	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	24.6%
•	To Hotel	0.0%	5.0%
	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
E DECTANDANT	To Restaurant	0.0%	0.0%
From RESTAURANT	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	17.0%
	To Hotel	3.0%	7.0%
	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
E OINIENAA/ENITEDTAINIAENIT	To Restaurant	0.0%	31.0%
From CINEMA/ENTERTAINMENT	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
	To Office	2.0%	4.0%
	To Retail	1.0%	32.6%
Ename DECIDENTIAL	To Restaurant	20.0%	16.3%
From RESIDENTIAL	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
From HOTEL	To Restaurant	9.0%	68.0%
PIOIII HOTEL	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Ca	apture Rates for Trip Destinations w	ithin a Multi-Use	Development
1 1 11-	Wee	Weekday	
Land Use Pairs		AM Peak Hour	PM Peak Hour
	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
T- 055105	From Restaurant	14.0%	30.0%
To OFFICE	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
	From Office	32.0%	6.6%
	From Retail	0.0%	0.0%
T DETAIL	From Restaurant	8.0%	50.0%
To RETAIL	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	7.8%
	From Hotel	4.0%	2.0%
	From Office	23.0%	1.6%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
To RESTAURANT	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	10.9%
	From Hotel	6.0%	5.0%
	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
To CINEMA/ENTERTAINMENT	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
T DECIDENTIAL	From Restaurant	5.0%	16.0%
To RESIDENTIAL	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
T 1107F	From Restaurant	4.0%	71.0%
To HOTEL	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%