



May 16, 2022

Christopher W. Heggen, P.E.  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, FL 33411

**RE: Thomas Packing Plant - Revised  
FLUA Amendment Policy 3.5-d Review  
Round 2022-22-B**

Dear Mr. Heggen:

Palm Beach County Traffic Division has reviewed the Land Use Plan Amendment Application Traffic Analysis for the proposed Future Land Use Amendment for the above-referenced project, dated February 22, 2022, pursuant to Policy 3.5-d of the Land Use Element of the Palm Beach County Comprehensive Plan. The project is summarized as follows:

<b>Location:</b>	NE corner of Clint Moore Road and State Road 7	
<b>PCN:</b>	00-42-43-27-05-070-1130 ( <i>others on file</i> )	
<b>Acres:</b>	37.40 Acres	
	<b>Current FLU</b>	<b>Proposed FLU</b>
<b>FLU:</b>	Multiple Land Use with Commercial Low and Low Residential, 2 units per acre – MLU (CL & LR-2)	Low Residential, 2 units per acre (LR-2)
<b>Zoning:</b>	Multiple Use Planned Development (MUPD)	Planned Unit Development (PUD)
<b>Density/Intensity:</b>	0.25 FAR for Commercial based on 50% of the land area And CLF maximum of 150 residents/beds	2 DUs/acre
<b>Maximum Potential:</b>	General Commercial = 185,130 SF General Office = 44,431 SF Assisted Living Facility = 150 Beds	Single Family Detached = 75 DUs
<b>Proposed Potential:</b>	None	None
<b>Net Daily Trips:</b>	-5,958 (maximum – current)	
<b>Net PH</b>	31 (-6/37) AM, 49 (42/7) PM (maximum)	

**Department of Engineering  
and Public Works**

P.O. Box 21229  
West Palm Beach, FL 33416-1229  
(561) 684-4000  
FAX: (561) 684-4050  
www.pbcgov.com

**Palm Beach County  
Board of County  
Commissioners**

Robert S. Weinroth, Mayor

Gregg K. Weiss, Vice Mayor

Maria G. Marino

Dave Kerner

Maria Sachs

Melissa McKinlay

Mack Bernard

**County Administrator**

Verdenia C. Baker

"An Equal Opportunity  
Affirmative Action Employer"



printed on sustainable  
and recycled paper



Christopher W. Heggen, P.E.

May 16, 2022

Page 2

**Trips:**

*\* **Maximum** indicates typical FAR and maximum trip generator. **Proposed** indicates the specific uses and intensities/densities anticipated in the zoning application.*

Based on the review, the Traffic Division has determined that the traffic impacts of the proposed amendment **meet** Policy 3.5-d of the Future Land Use Element of the Palm Beach County Comprehensive Plan at the **maximum potential** density shown above.

Please note the proposed amendment will have a reduced impact on the long-range analysis and an insignificant impact on Test 2 analysis.

Please contact me at 561-684-4030 or email me at [DSimeus@pbcgov.org](mailto:DSimeus@pbcgov.org) with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to be "DS", is written over the typed name.

Dominique Simeus, P.E.  
Professional Engineer  
Traffic Division

DS/cw

cc: Addressee

Quazi Bari, P.E., PTOE – Manager – Growth Management, Traffic Division

Lisa Amara – Director, Zoning Division

Bryan Davis – Principal Planner, Planning Division

Stephanie Gregory – Principal Planner, Planning Division

Khurshid Mohyuddin – Principal Planner, Planning Division

Kathleen Chang – Senior Planner, Planning Division

Jorge Perez – Senior Planner, Planning Division

File: General - TPS – Unincorporated - Traffic Study Review

N:\TRAFFIC\Development Review\Comp Plan\22-B\Thomas Packing Plant - Revised.docx

# **THOMAS PACKING PLANT PALM BEACH COUNTY, FL**

## **FUTURE LAND USE PLAN AMENDMENT TRAFFIC ANALYSIS**



February 22, 2022  
Kimley-Horn Project #047556072

# FUTURE LAND USE PLAN AMENDMENT TRAFFIC ANALYSIS

## THOMAS PACKING PLANT PALM BEACH COUNTY, FL

Prepared by:  
Kimley-Horn and Associates, Inc.  
West Palm Beach, Florida



February 22, 2022  
Kimley-Horn Project #047556072  
Registry No. 35106  
Kimley-Horn and Associates, Inc.  
1920 Wekiva Way  
West Palm Beach, Florida 33411  
561/845-0665 TEL

---

Christopher W. Heggen, P.E.  
Florida Registration Number 58636

## TABLE OF CONTENTS

INTRODUCTION .....	1
PROJECT TRAFFIC .....	3
Trip Generation .....	3
TRAFFIC DISTRIBUTION.....	5
Traffic Assignment.....	5
LEVEL OF SERVICE ANALYSIS .....	7
Short-Range (2026) Horizon.....	7
Long-Range (2045) Horizon .....	7
SHORT-RANGE (2026) HORIZON.....	8
CONCLUSION .....	10
APPENDIX.....	11

## LIST OF TABLES

Table 1: Land Use Summary Table.....	1
Table 2: Trip Generation Calculations Summary .....	4
Table 3: Short-Range (Year 2026) Peak Hour Roadway Significance Analysis.....	9

## LIST OF FIGURES

Figure 1: Site Location .....	2
Figure 2: Project Traffic Distribution .....	6

## INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to prepare a Future Land Use Plan Amendment traffic analysis for a site located on the northeast corner of US 441 & Clint Moore Road in unincorporated Palm Beach County, Florida. **Figure 1** illustrates the location of the project site. The site is located within unincorporated Palm Beach County and has an existing Palm Beach County future land use (FLU) designation of MLU. The existing site contains warehouse uses with an intensity of approximately 163,093 square feet. The parcel control numbers (PCN's) for the project site are as follows:

- 00-42-43-27-05-070-1130
- 00-42-43-27-05-070-1160
- 00-42-43-27-05-070-1170

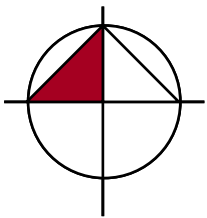
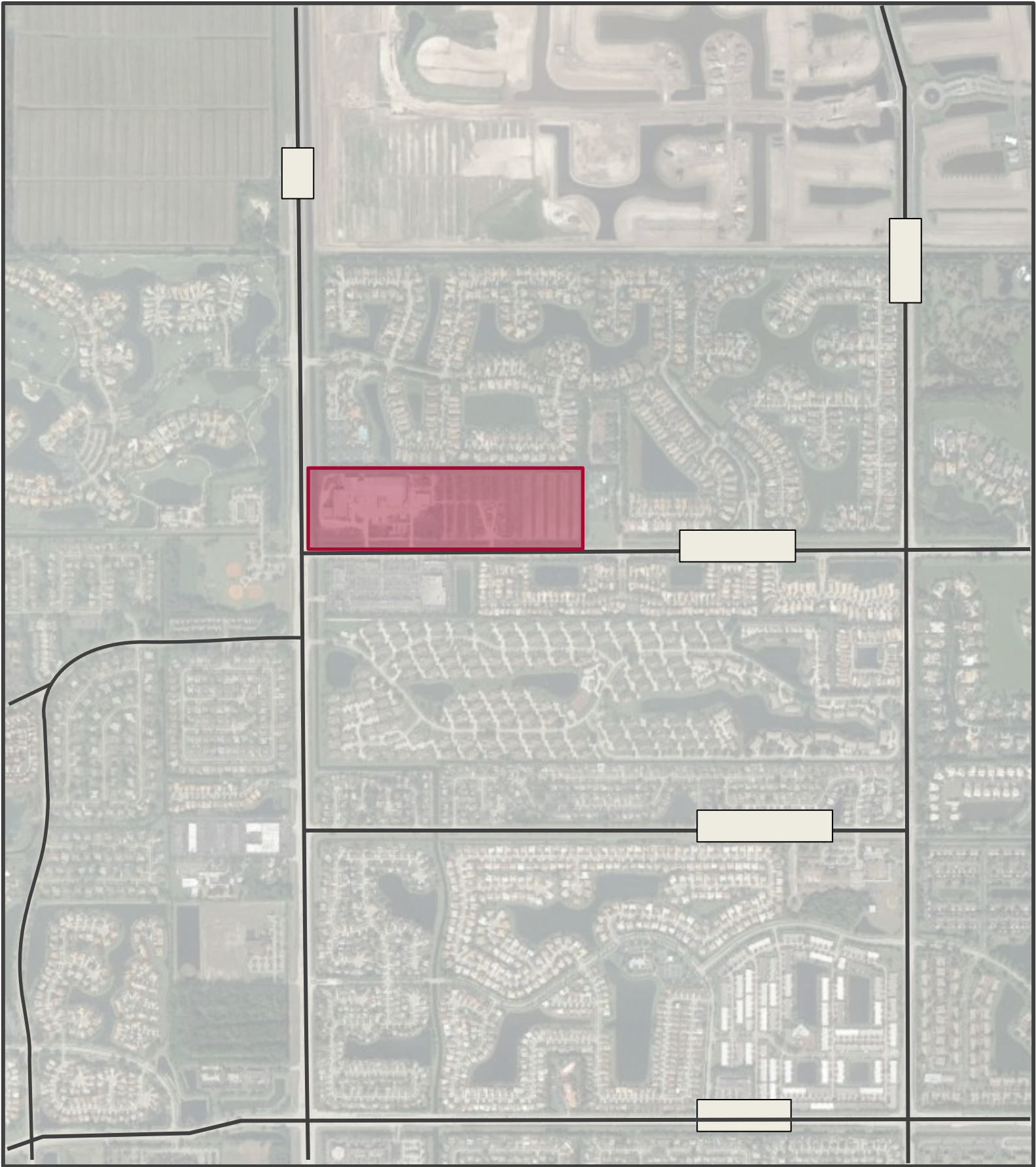
The traffic impacts from the proposed future land use amendment were analyzed based on the procedures outlined in Policy 3.5(d) of the Palm Beach County Comprehensive Plan. The proposed future designation is LR-2 (Low Residential, 2 units per acre). Based on the proposed maximum densities of 2 dwelling units per acre, a maximum of 75 dwelling units would be permitted to be built on this 37.4-acre site. **Table 1** shows a summary of the existing and proposed land use intensities.

**Table 1: Land Use Summary Table**

Development Scenario	Future Land Use	Intensity
Existing Site	MLU	163,093 sf Warehouse
Existing Future Land Use	MLU	185,130 sf Commercial 44,431 sf General Office 150 bed ALF
Proposed Future Land Use	LR-2	75 dwelling units

This analysis was conducted following short-range and long-range analysis procedures used to evaluate comprehensive plan amendments in Palm Beach County. This report summarizes the findings of the comprehensive plan land use amendment traffic analysis.





**LEGEND**



Project Location

**FIGURE 1**

Thomas Packing FLUPA  
KH #047556072  
Site Location



## PROJECT TRAFFIC

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

### Trip Generation

The trip generation calculations are based on the trip generation rates published by Palm Beach County. Trip generation calculations have been performed for three scenarios:

- Existing Site Development: This scenario represents the development currently existing on site: 163,093 square feet of warehouse.
- Existing Future Land Use Potential Development: This scenario represents the development permitted on site under the existing FLU. It should be noted that this scenario utilizes the previously approved restricted intensities of 185,130 square feet of General Commercial, 44,431 square feet of General Office, 150 bed Assisted Living Facility.
- Proposed Future Land Use Potential Development: This scenario represents the maximum potential development of 75 dwelling units, which is the maximum density that could be developed on site under the proposed Future Land Use designation of LR-2.

As indicated in **Table 2**, the existing site development has the potential to generate 256 net external daily trips, 25 net external AM peak hour trips (+20 in, +5 out), and 28 net external PM peak hour trips (+7 in, +21 out). The maximum intensity of development under the currently-adopted future land use designation has the potential to generate 6,708 net external daily trips, 197 net external AM peak hour trips (+137 in, +60 out), and 637 net external PM peak hour trips (+287 in, +350 out). The maximum density of development under the proposed future land use designation has the potential to generate 750 net external daily trips, 56 net external AM peak hour trips (+14 in, +42 out), and 77 PM peak hour trips (+49 in, +28 out).

Because the proposed amendment for the subject site results in an overall net increase in the trip generation potential of the site on a daily, AM, and PM peak-hour basis in comparison to existing uses built on site, roadway link analyses were conducted for short-range (2026) analysis using the Test 2 criteria defined in Chapter 12 of the Palm Beach County ULDC. Based on the trip generation potential, the radius of development influence was determined to be 0.5 miles following the guidelines of Section 3.5(d) of the Palm Beach County Comprehensive Plan. Because the trip generation differential between the maximum potential under the current designation and the

maximum potential under the proposed designation results in a decrease in trip generation potential, no long-range traffic analysis is required.

**Table 2: Trip Generation Calculations Summary**

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour			
				Total	In	Out	Total	In	Out	
Existing Site Development										
Warehouse	163.093 KSF		284	28	22	6	31	8	23	
	Subtotal		284	28	22	6	31	8	23	
Pass-By Capture										
Warehouse	10.0%		28	3	2	1	3	1	2	
	Subtotal		28	3	2	1	3	1	2	
Driveway Volumes			284	28	22	6	31	8	23	
Net New External Trips			256	25	20	5	28	7	21	
Existing Future Land Use Intensities (Voluntary Restriction)										
General Commercial	185.130 KSF		9,139	174	108	66	857	411	446	
General Office (>5,000 SF)	44.431 KSF		483	68	58	10	51	8	43	
Assisted Living Facility	150 Beds		390	29	18	11	39	15	24	
	Subtotal		10,012	271	184	87	947	434	513	
Internal Capture	Daily	AM	PM							
General Commercial	0.6%	2.9%	0.5%	52	5	3	2	4	3	1
General Office (>5,000 SF)	9.3%	7.4%	5.9%	45	5	2	3	3	1	2
Assisted Living Facility	4.9%	0.0%	7.7%	19	0	0	0	3	1	2
	Subtotal		116	10	5	5	10	5	5	
Pass-By Capture										
General Commercial	34.6%		3,144	58	36	22	295	141	154	
General Office (>5,000 SF)	10.0%		44	6	6	0	5	1	4	
Assisted Living Facility	0.0%		0	0	0	0	0	0	0	
	Subtotal		3,188	64	42	22	300	142	158	
Driveway Volumes			9,896	261	179	82	937	429	508	
Net New External Trips			6,708	197	137	60	637	287	350	
Proposed Future Land Use Intensities										
Single Family Detached	75 DU		750	56	14	42	77	49	28	
	Subtotal		750	56	14	42	77	49	28	
Pass-By Capture										
Single Family Detached	0.0%		0	0	0	0	0	0	0	
	Subtotal		0	0	0	0	0	0	0	
Driveway Volumes			750	56	14	42	77	49	28	
Net New External Trips			750	56	14	42	77	49	28	
Proposed FLU Net External Trips - Existing Use Net New External Trips (Short-Range)			494	31	-6	37	49	42	7	
Proposed FLU Net External Trips - Existing Net New External Trips (Long Range)			-5,958	-141	-123	-18	-560	-238	-322	
Radius of Development Influence:			0.5 miles							
Land Use	Daily		AM Peak Hour			PM Peak Hour		Pass By		
General Commercial	Ln(T) = 0.68*Ln(X)+5.57		0.94 trips/1,000 sf (62% in, 38% out)			Ln(T) = 0.74*Ln(X)+2.89 (48% in, 52% out)		34.6%		
General Office (>5,000 SF)	Ln(T) = 0.97*Ln(X)+2.50		Ln(T) = 0.94*Ln(X)+26.49 (86% in, 14% out)			1.15 trips/1,000 sf (16% in, 84% out)		10.0%		
Assisted Living Facility	2.60 trips/Beds		0.19 trips/Beds (63% in, 37% out)			0.26 trips/Beds (38% in, 62% out)		0.0%		
Single Family Detached	10 trips/DU		0.74 trips/DU (25% in, 75% out)			Ln(T) = 0.96*Ln(X)+0.20 (63% in, 37% out)		0.0%		

Internal capture calculations are included in the Appendix for reference.

## TRAFFIC DISTRIBUTION

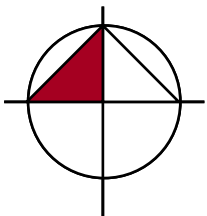
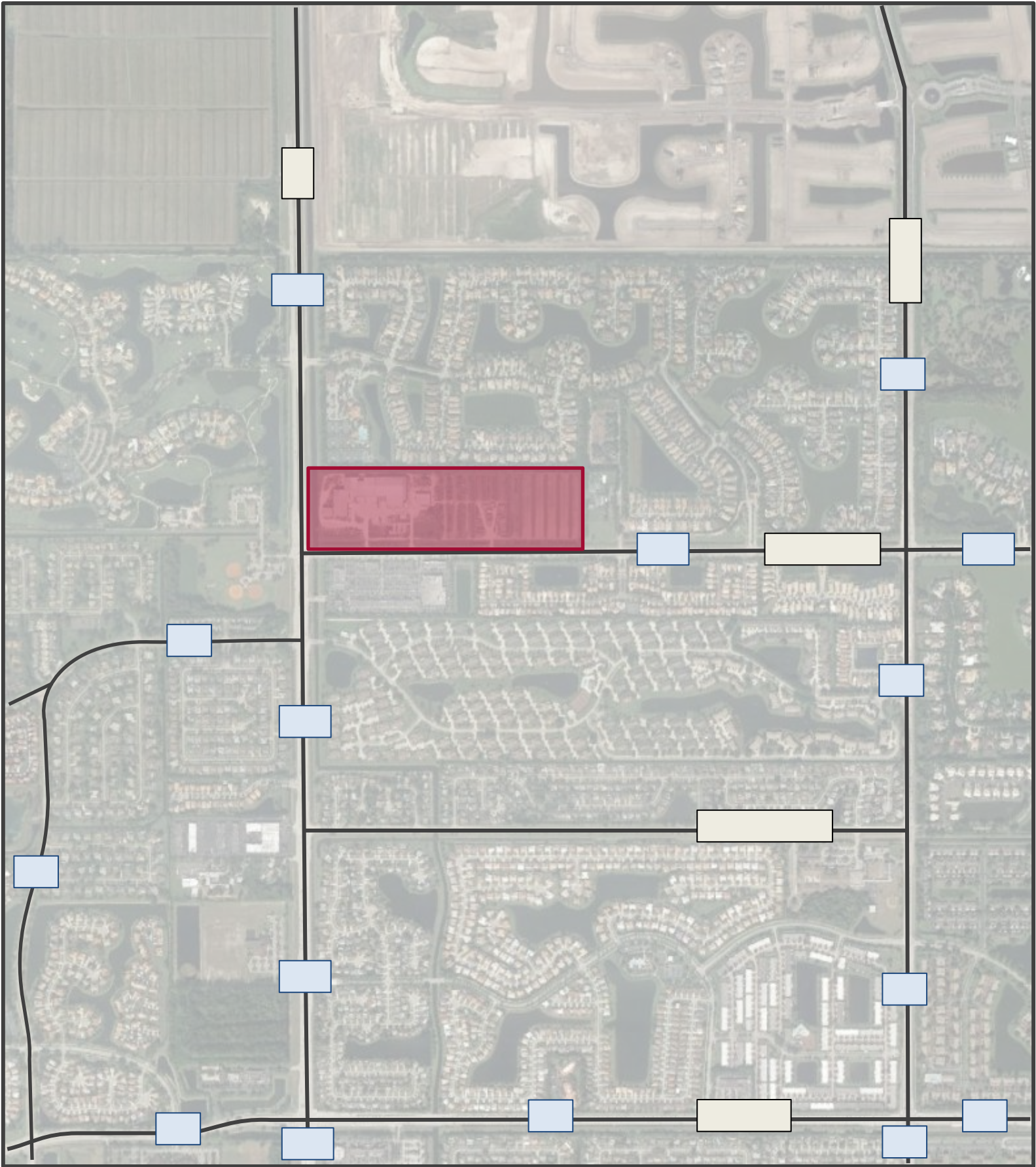
Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

The distribution according to cardinal directions is:



- NORTH - 25 percent
- SOUTH - 40 percent
- EAST - 25 percent
- WEST - 5 percent

### Traffic Assignment

The daily and peak-hour trips for the project were assigned to the surrounding roadway network proposed to be in place for each respective analysis year. **Figure 2** illustrates the project traffic assignment to the surrounding roadway network.



**LEGEND**

-  Project Location
-  % Project Traffic

**FIGURE 2**  
Thomas Packing FLUPA  
KH #047556072  
Project Traffic Distribution

## LEVEL OF SERVICE ANALYSIS

Consistent with comprehensive plan amendment evaluation requirements, roadway segment analyses were conducted to address the traffic conditions for the existing, short-range planning horizon (2026), and long-range planning horizon (2045) conditions.

### Short-Range (2026) Horizon

This analysis is based on the Test 2 standards of the Palm Beach County Traffic Performance Standards Ordinance (TPSO) and was conducted using the LOS E peak hour, peak direction link service volumes published by Palm Beach County. As stated previously, this analysis utilizes the net increase in peak-hour trip generation potential of the maximum development potential of the proposed FLU designation in comparison to existing site traffic.

### Long-Range (2045) Horizon

As noted, the trip generation comparison between the maximum potential development under the current and proposed designations is a decrease, no long-range analysis is required.



### **SHORT-RANGE (2026) HORIZON**

As previously noted, the site contains 163,093 square feet of warehouse uses. The maximum development under the proposed future land use is 75 dwelling units. Therefore, the net increase in peak hour trip generation potential is 31 net new external AM peak-hour trips (-6 in, +37 out) and 49 net new external PM peak-hour trips (+42 in, +7 out). For the purposes of this analysis, the radius of development influence is one-half mile. Significance was determined in accordance with the Test 2 LOS E peak-hour peak-directional service volumes provided in the Palm Beach County TPSO. As indicated in Table 3, none of the roadway links are significantly impacted by the project traffic; therefore, no further link analysis is necessary.



Table 3: Short-Range (Year 2026) Peak Hour Roadway Significance Analysis

ROADWAY SEGMENT	COMMITTED NUMBER OF LANES	LOS E GEN. SVC. VOLUME	PROJECT TRIPS													
			% ASSIGN- MENT	NB/EB IN/OUT?	AM PEAK HOUR						PM PEAK HOUR					
					TRIPS		% IMPACT				TRIPS		% IMPACT			
					NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?	NB/EB	SB/WB	NB/EB	Sig?	SB/WB	Sig?
US 441																
Yamalo Road      Boca Chase Drive	6LD	2,830	50%	i	-3	19	0%	No	0.67%	No	21	4	0.74%	No	0.14%	No
Boca Chase Drive      Clint Moore Road	6LD	2,830	53%	i	-3	20	-0.11%	No	0.71%	No	22	4	0.78%	No	0.14%	No
Clint Moore Road      Winners Circle	6LD	2,940	20%	o	7	-1	0.24%	No	-0.03%	No	1	8	0.03%	No	0.27%	No
Winners Circle      Atlantic Avenue	4LD	1,960	20%	o	7	-1	0.36%	No	-0.05%	No	1	8	0.05%	No	0.41%	No
Clint Moore Road																
US 441 / SR 7      Project Driveway	4LD	1,870	73%	i	-4	27	-0.21%	No	1.44%	No	31	5	1.66%	No	0.27%	No
Project Driveway      Lyons Road	4LD	1,870	27%	o	10	-2	0.53%	No	-0.11%	No	2	11	0.11%	No	0.59%	No

## CONCLUSION

The foregoing comprehensive plan traffic analysis has been conducted to evaluate the proposed future land use maximum intensity change from the existing Palm Beach County Multiple Land Use (MLU) FLU to the proposed future designation of Low Residential, 2 units per acre (LR-2). The project is located on the northeast corner of Clint Moore Road & US 441 in unincorporated Palm Beach County, Florida. Based on the analyses conducted for each of the planning horizons (short-range and long-range), no roadway links are expected to be significantly impacted during the short-range (2026) horizon. The long-range analysis represents a decrease in trip generation potential; therefore, no analysis of long-range conditions is required. Therefore, the standards defined in Policy 3.5(d) in the Future Land Use Element of Palm Beach County are met with the proposed change in the future land use designation for this parcel.

## APPENDIX

## Property Detail

Parcel Control Number: 00-42-43-27-05-070-1130 Location Address: 9905 CLINT MOORE RD  
 Owners: WESTSIDE FARMS INC  
 Mailing Address: 9905 CLINT MOORE RD,BOCA RATON FL 33496 1016  
 Last Sale: JAN-1982 Book/Page#: 03698 / 1610 Price: \$200,000  
 Property Use Code: 5100 - AG Classification CROP SOIL Zoning: MUPD - Multiple Use Planned Dev' ( 00-UNINCORPORATED )  
 Legal Description: PALM BEACH FARMS CO PLAT NO 3 TRS 113 TO 115 BLK 70 Total SF: 109510 Acres 17.53

## 2021 Values (Preliminary)

Improvement Value \$4,837,014  
 Land Value \$4,908,400  
 Total Market Value \$9,745,414  
 Assessed Value \$5,526,139  
 Exemption Amount \$0  
 Taxable Value \$5,526,139

All values are as of January 1st each year.

## 2021 Taxes (Preliminary)

Ad Valorem \$96,040  
 Non Ad Valorem \$2,150  
 Total Tax \$98,190

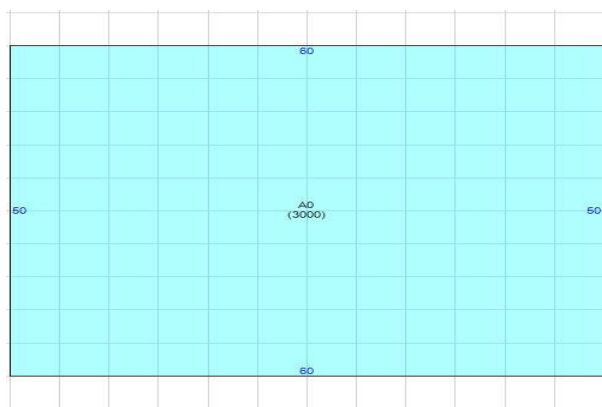
## 2022 Qualified Exemptions

No Details Found

## Applicants

No Details Found

## Building Footprint (Building 1 )



## Subarea and Square Footage (Building 1 )

Description	Area Sq. Footage
COLD STORAGE	3000
Total Square Footage : 3000	

## Extra Features

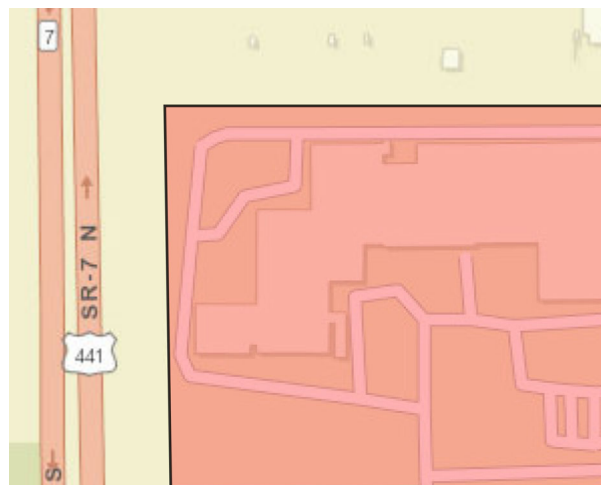
Description	Year Built	Unit
Refrigeration	1986	5292
Paving- Asphalt	1992	12110
Dock Level	1985	1
Dock Level	1989	1
Refrigeration	1981	5856
Refrigeration	1984	4500
Dock Level	1992	1
Concrete	1994	864
Paving- Asphalt	1994	2000
Screen Enclosure	1981	329
Refrigeration	1981	3000
Patio Roof	1981	558
Refrigeration	1994	6324
Patio Roof	1994	288
Patio	1981	496

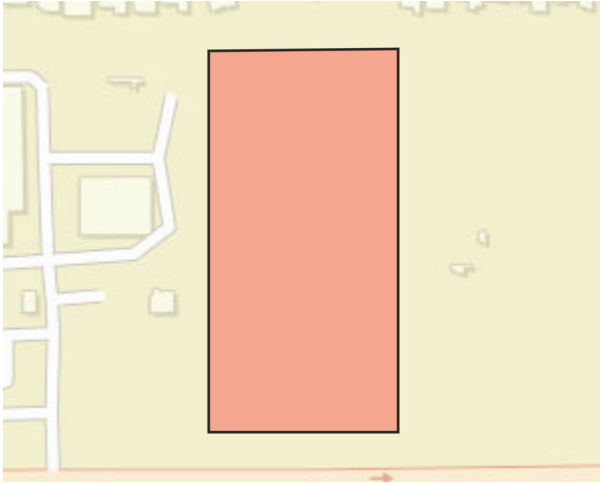
Unit may represent the perimeter, square footage, linear footage, total number or other measurement.


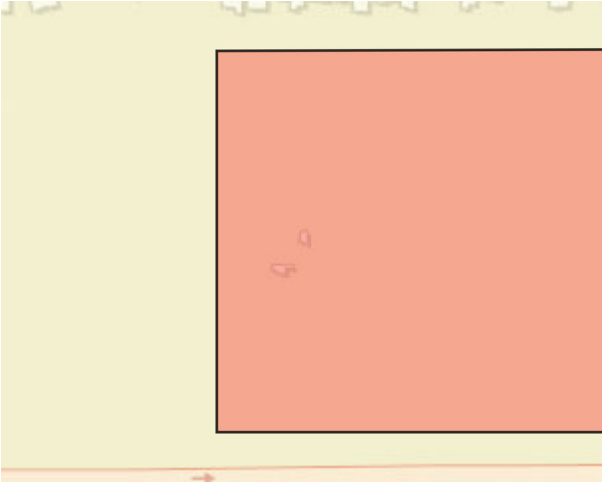
## Structural Details (Building 1 )

Description	
1. Year Built	1981
2. COLD STORAGE	3000

## MAP



<b>Property Detail</b>			
Parcel Control Number: 00-42-43-27-05-070-1160		Location Address: CLINT MOORE RD	
Owners: 7 T'S ENTERPRISES INC			
Mailing Address: 9905 CLINT MOORE RD,BOCA RATON FL 33496 1099			
Last Sale:	AUG-2021	Book/Page#:	32840 / 676
		Price:	\$10
Property Use Code:	5100 - AG Classification CROP SOIL CLASS 1	Zoning:	MUPD - Multiple Use Planned Dev' ( 00-UNINCORPORATED )
Legal Description:	PALM BEACH FARMS CO PLAT NO 3 TR 116 BLK 70	Total SF:	0
		Acres	5.04
<b>2021 Values (Preliminary)</b>		<b>2021 Taxes (Preliminary)</b>	
Improvement Value	\$0	Ad Valorem	\$131
Land Value	\$1,411,200	Non Ad Valorem	\$248
Total Market Value	\$1,411,200	Total Tax	\$379
Assessed Value	\$7,560	<b>2022 Qualified Exemptions</b>	
Exemption Amount	\$0	No Details Found	
Taxable Value	\$7,560	<b>Applicants</b>	
<b>All values are as of January 1st each year.</b>		No Details Found	
<b>Building Footprint (Building 0 )</b>		<b>Subarea and Square Footage (Building 0 )</b>	
		Description Area Sq. Footage	
		No Data Found.	
		<b>Extra Features</b>	
		Description Year Built Unit	
		No Extra Feature Available	
<b>Structural Details (Building 0 )</b>		<b>MAP</b>	
Description			

<b>Property Detail</b>			
Parcel Control Number: 00-42-43-27-05-070-1170		Location Address: 9845 CLINT MOORE RD	
Owners: 7 T'S ENTERPRISES INC			
Mailing Address: 9905 CLINT MOORE RD,BOCA RATON FL 33496 1099			
Last Sale:	AUG-2021	Book/Page#:	32840 / 685
		Price:	\$10
Property Use Code:	5100 - AG Classification CROP SOIL CLASS 1	Zoning:	MUPD - Multiple Use Planned Dev' ( 00-UNINCORPORATED )
Legal Description:	PALM BEACH FARMS CO PL NO 3 TRS 117 TO 119 BLK 70	Total SF:	0
		Acres	15.12
<b>2021 Values (Preliminary)</b>		<b>2021 Taxes (Preliminary)</b>	
Improvement Value	\$0	Ad Valorem	\$394
Land Value	\$4,233,600	Non Ad Valorem	\$823
Total Market Value	\$4,233,600	Total Tax	\$1,217
Assessed Value	\$22,680	<b>2022 Qualified Exemptions</b>	
Exemption Amount	\$0	No Details Found	
Taxable Value	\$22,680	<b>Applicants</b>	
<b>All values are as of January 1st each year.</b>		No Details Found	
<b>Building Footprint (Building 0 )</b>		<b>Subarea and Square Footage (Building 0 )</b>	
		Description Area Sq. Footage	
		No Data Found.	
		<b>Extra Features</b>	
		Description Year Built Unit	
		No Extra Feature Available	
<b>Structural Details (Building 0 )</b>		<b>MAP</b>	
Description			



# Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour  
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily  
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

## SUMMARY

### GROSS TRIP GENERATION

INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	242	242	58	10	8	43
	Retail	4,570	4,570	108	66	411	446
	Restaurant						
	Cinema/Entertainment						
	Residential	195	195	18	11	15	24
	Hotel						
		5,006	5,006	184	87	434	513

### INTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	11	34	2	3	1	2
	Retail	40	12	3	2	3	1
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	7	12	0	0	1	2
	Hotel	0	0	0	0	0	0
		58	58	5	5	5	5
% Reduction		1.2%		3.7%		1.1%	

### EXTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	231	208	56	7	7	41
	Retail	4,530	4,558	105	64	408	445
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	188	183	18	11	14	22
	Hotel	0	0	0	0	0	0
		4,948	4,948	179	82	429	508

## DAILY

### GROSS TRIP GENERATION

DAILY	Land Use	Daily	
		Enter	Exit
	Office	242	242
	Retail	4,570	4,570
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	195	195
	Hotel	0	0
		5,006	5,006

### Estimated Trip Origins within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		14%	34%	0%	2%	0%
	Retail	16%		21%	2%	20%	3%
	Restaurant	17%	28%		4%	11%	5%
	Cinema/Entertainment	1%	11%	16%		4%	1%
	Residential	3%	3%	21%	0%		2%
	Hotel	38%	15%	39%	0%	1%	

### Estimated Trip Destinations within a Mixed-Use Development (Daily) (Average of A.M. Peak Hour and P.M. Peak Hour)

DAILY	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		20%	13%	1%	0%	0%
	Retail	2%		40%	13%	4%	9%
	Restaurant	22%	29%		16%	3%	38%
	Cinema/Entertainment	3%	2%	2%		0%	1%
	Residential	30%	14%	17%	0%		6%
	Hotel	2%	3%	6%	0%	0%	

### \*\*\* BASED ON EXIT \*\*\*

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		34	81	0	4	0
	Retail	708		960	91	914	114
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	6	6	40	0		3
	Hotel	0	0	0	0	0	

### \*\*\* BASED ON ENTER \*\*\*

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		914	0	0	0	0
	Retail	5		0	0	7	0
	Restaurant	53	1,325		0	5	0
	Cinema/Entertainment	7	91	0		0	0
	Residential	72	617	0	0		0
	Hotel	4	137	0	0	0	

### \*\*\* MINIMUM \*\*\*

DAILY	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		34	0	0	0	0
	Retail	5		0	0	7	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	6	6	0	0		0
	Hotel	0	0	0	0	0	

### INTERNAL TRIPS

DAILY	Land Use	Daily	
		Enter	Exit
	Office	11	34
	Retail	40	12
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	7	12
	Hotel	0	0
		58	58

## A.M. PEAK HOUR

### GROSS TRIP GENERATION

A.M. PEAK	Land Use	A.M. Peak Hour	
		Enter	Exit
	Office	58	10
	Retail	108	66
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	18	11
	Hotel	0	0
		184	87

Table 6.1 Unconstrained Internal Person Trip Capture Rates  
for Trip Origins within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		28%	63%	0%	1%	0%
	Retail	29%		13%	0%	14%	0%
	Restaurant	31%	14%		0%	4%	3%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	2%	1%	20%	0%		0%
	Hotel	75%	14%	9%	0%	0%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates  
for Trip Destinations within a Mixed-Use Development (A.M. Peak Hour)

A.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		32%	23%	0%	0%	0%
	Retail	4%		50%	0%	2%	0%
	Restaurant	14%	8%		0%	5%	4%
	Cinema/Entertainment	0%	0%	0%		0%	0%
	Residential	3%	17%	20%	0%		0%
	Hotel	3%	4%	6%	0%	0%	

\*\*\* BASED ON EXIT \*\*\*

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		3	6	0	0	0
	Retail	19		9	0	9	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	2	0		0
	Hotel	0	0	0	0	0	

\*\*\* BASED ON ENTER \*\*\*

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		35	0	0	0	0
	Retail	2		0	0	0	0
	Restaurant	8	9		0	1	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	2	18	0	0		0
	Hotel	2	4	0	0	0	

\*\*\* MINIMUM \*\*\*

A.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		3	0	0	0	0
	Retail	2		0	0	0	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	0	0	0	0		0
	Hotel	0	0	0	0	0	

### INTERNAL TRIPS

A.M. PEAK	Land Use	A. M. Peak Hour	
		Enter	Exit
	Office	2	3
	Retail	3	2
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	0	0
	Hotel	0	0
		5	5

## P.M. PEAK HOUR

### GROSS TRIP GENERATION

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	8	43
	Retail	411	446
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	15	24
	Hotel	0	0
		434	513

Table 6.1 Unconstrained Internal Person Trip Capture Rates  
for Trip Origins within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		4%	4%	0%	2%	0%
	Retail	2%		29%	4%	26%	5%
	Restaurant	3%	41%		8%	18%	7%
	Cinema/Entertainment	2%	21%	31%		8%	2%
	Residential	4%	5%	21%	0%		3%
	Hotel	0%	16%	68%	0%	2%	

Table 6.2 Unconstrained Internal Person Trip Capture Rates  
for Trip Destinations within a Mixed-Use Development (P.M. Peak Hour)

P.M. PEAK	Origin Land Use	Destination Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		8%	2%	1%	0%	0%
	Retail	0%		29%	26%	5%	17%
	Restaurant	30%	50%		32%	0%	71%
	Cinema/Entertainment	6%	4%	3%		0%	1%
	Residential	57%	10%	14%	0%		12%
	Hotel	0%	2%	5%	0%	0%	

### \*\*\* BASED ON EXIT \*\*\*

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		2	2	0	1	0
	Retail	9		129	18	116	22
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	1	1	5	0		1
	Hotel	0	0	0	0	0	

### \*\*\* BASED ON ENTER \*\*\*

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		33	0	0	0	0
	Retail	0		0	0	1	0
	Restaurant	2	206		0	0	0
	Cinema/Entertainment	0	16	0		0	0
	Residential	5	41	0	0		0
	Hotel	0	8	0	0	0	

### \*\*\* MINIMUM \*\*\*

P.M. PEAK	(Exit) Land Use	(Enter) Land Use					
		Office	Retail	Restaurant	Cinema/Ent.	Residential	Hotel
	Office		2	0	0	0	0
	Retail	0		0	0	1	0
	Restaurant	0	0		0	0	0
	Cinema/Entertainment	0	0	0		0	0
	Residential	1	1	0	0		0
	Hotel	0	0	0	0	0	

### INTERNAL TRIPS

P.M. PEAK	Land Use	P.M. Peak Hour	
		Enter	Exit
	Office	1	2
	Retail	3	1
	Restaurant	0	0
	Cinema/Entertainment	0	0
	Residential	1	2
	Hotel	0	0
		5	5