

# 200 N. Federal Highway

Pompano Beach, Florida

## TRAFFIC STATEMENT

prepared for:  
**Archi Group LLC**

**KBP CONSULTING, INC.**

**January 2023**

**P&Z**

PZ22-12000039  
08/23/2023

# 200 N. Federal Highway

Pompano Beach, Florida

## Traffic Statement

**January 2023**

*Prepared for:*

Archi Group LLC

*Prepared by:*

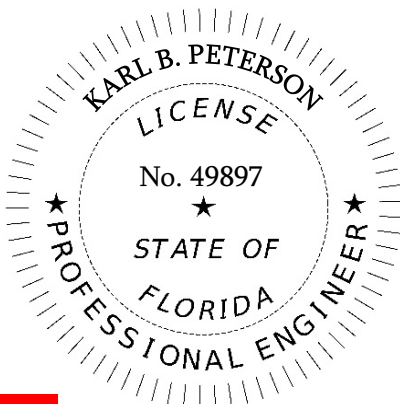
KBP Consulting, Inc.

APPROVED BY:

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED  
AND SEALED BY:

**Karl B Peterson**

**2023.01.06 08:58:23 -05'00'**



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**P&Z**

PZ22-12000039  
08/23/2023

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## INTRODUCTION

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200 N. Federal Highway is a proposed mixed-use (residential and retail) development to be located in the northeast quadrant of the intersection at N. Federal Highway (US 1 / State Road 5) and NE 2<sup>nd</sup> Street in Pompano Beach, Broward County, Florida. More specifically the Broward County Folio Number for the subject site is 4842 36 01 0820. The location of this project site is illustrated in Figure 1 on the following page.

KBP Consulting, Inc. has been retained by the Archi Group LLC to prepare a traffic statement in connection with this proposed development. This study addresses the vehicular traffic volumes expected to be generated by the proposed land uses and the projected turning movement volumes at the project driveway along NE 2<sup>nd</sup> Street.

This traffic statement is divided into four (4) sections, as listed below:

1. Inventory
2. Trip Generation
3. Trip Distribution and Driveway Assignment
4. Summary & Conclusions







## INVENTORY

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### **Existing Land Use and Access**

The subject site has a land area of approximately 0.853 acre (37,172 square feet). There is a 12,395 square foot building on this site that was previously occupied by a funeral home. Vehicular access to the site is currently provided by one (1) right-turn in / right-turn out only driveway on N. Federal Highway, one (1) full access driveway on NE 2<sup>nd</sup> Street and one (1) full access driveway on NE 22<sup>nd</sup> Avenue.

### **Proposed Land Uses and Access**

The proposed development will consist of a seven-story building with 98 residential dwelling units and 7,658 square feet of retail space on the ground floor. Vehicular access to the site will be provided by one (1) full access driveway to be located on NE 2<sup>nd</sup> Street and a service entrance on the north side of the site. Appendix A contains the site plan and the project data.

### **Roadway System and Transit Service**

Within the immediate project study area, N. Federal Highway / US 1 is a six-lane divided, state-maintained principal arterial roadway oriented in the north-south direction. The other roadways adjacent to the site (NE 2<sup>nd</sup> Street and NE 22<sup>nd</sup> Avenue) are locally maintained two-lane, two-way streets. Broward County Transit (BCT) provides bus service in the N. Federal Highway corridor via Route 10. To the south of the site within the Atlantic Boulevard corridor, BCT provides bus service via Route 42.

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## TRIP GENERATION

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A trip generation analysis has been conducted for the proposed 200 N. Federal Highway development. The analysis was performed using the trip generation rates and equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11<sup>th</sup> Edition)*. The trip generation analysis was undertaken for daily, AM peak hour, and PM peak hour conditions. According to the ITE report, the most appropriate land use categories and corresponding rates for the proposed development are as follows:

### **MULTIFAMILY HOUSING (MID-RISE) (ITE LAND USE #221)**

- ❑ Weekday:  $T = 4.77 (X) - 46.46$   
*where T = number of trips and X = number of dwelling units*
- ❑ AM Peak Hour:  $T = 0.44 (X) - 11.61$  (23% in / 77% out)
- ❑ PM Peak Hour:  $T = 0.39 (X) + 0.34$  (61% in / 39% out)

### **STRIP RETAIL PLAZA (<40K) (ITE LAND USE #822)**

- ❑ Weekday:  $T = 54.45 (X)$   
*where T = number of trips and X = 1,000 square feet of gross leasable area*
- ❑ AM Peak Hour:  $T = 2.36 (X)$  (60% in / 40% out)
- ❑ PM Peak Hour:  $T = 6.59 (X)$  (50% in / 50% out)
- ❑ Pass-By Rate<sup>1</sup>: 40%

Utilizing the above-listed trip generation rates from the referenced ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in Table 1 on the following page and the trip generation data from the referenced ITE publication is presented in Appendix B. *(Note that no trip generation credit has been considered for the previous use on this site since ITE lacks trip generation data for funeral homes and the site has been vacant for an extended period of time.)*

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<sup>1</sup> The latest Institute of Transportation Engineers (ITE) publications lack pass-by rates for Land Use #822; however, data for a similar land use (#821 – Shopping Plaza (40-150k)) is available and has been applied to this analysis.

Table 1 200 N. Federal Highway Trip Generation Analysis Pompano Beach, Florida								
Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed								
Multifamily Housing (Mid-Rise)	98 DU	421	7	25	32	24	15	39
Retail	7,658 SF	417	11	7	18	25	25	50
Sub-Total (Proposed)		838	18	32	50	49	40	89
Pass-by (40% of Retail Trips)		(167)	(4)	(3)	(7)	(10)	(10)	(20)
Total (Net New Trips)		671	14	29	43	39	30	69

Compiled by: KBP Consulting, Inc. (January 2023).  
Source: ITE Trip Generation Manual (11th Edition).

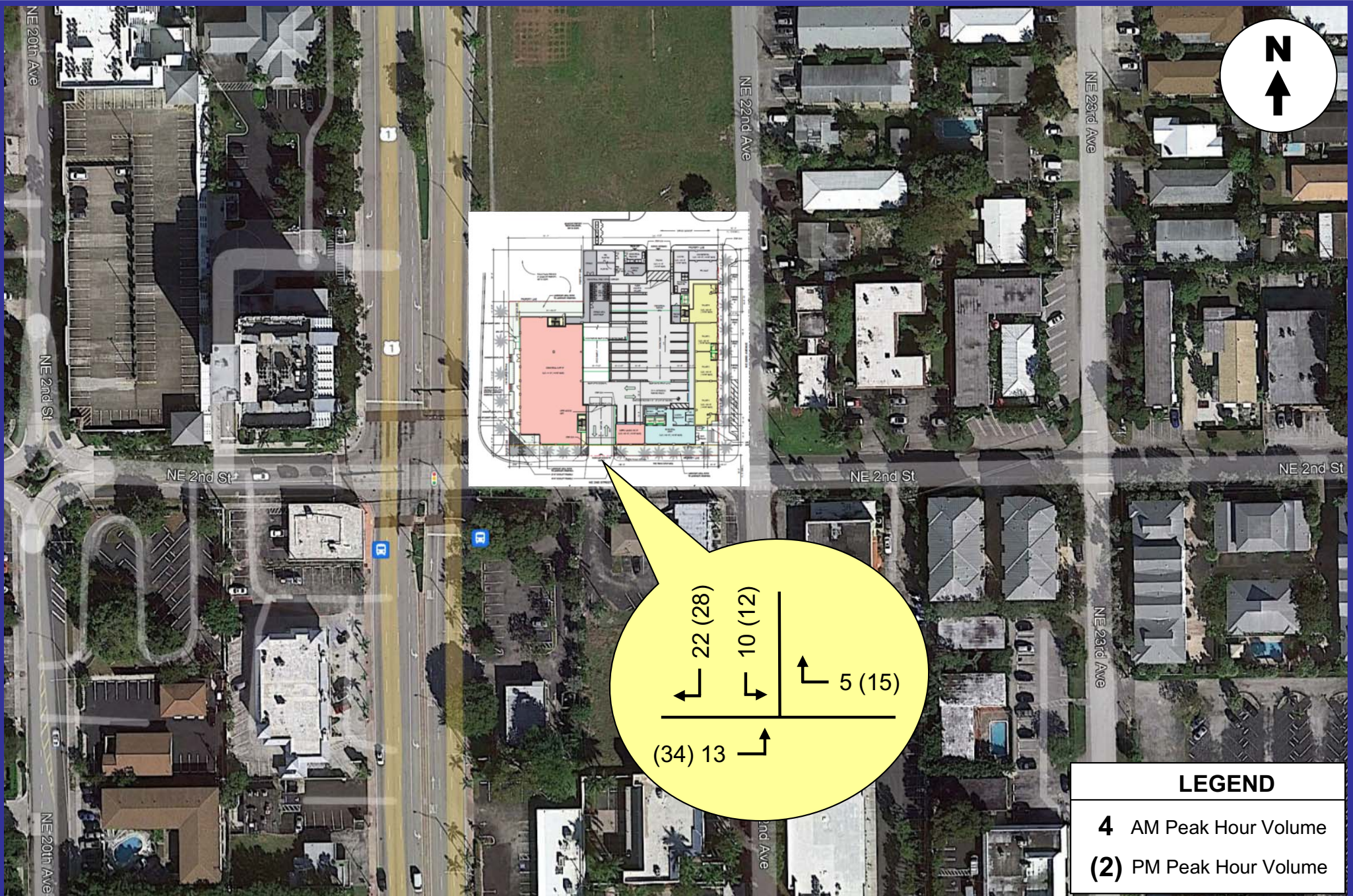
As indicated in Table 1 above, the proposed project is anticipated to generate 838 daily vehicle trips, 50 AM peak hour vehicle trips (18 inbound and 32 outbound) and 89 vehicle trips (49 inbound and 40 outbound) during the typical afternoon peak hour. When considering the pass-by characteristics of the retail element of the plan, the net new trips generated by this development are projected to consist of 671 daily vehicle trips, 43 AM peak hour vehicle trips, and 69 PM peak hour vehicle trips.



## TRIP DISTRIBUTION AND DRIVEWAY ASSIGNMENT

---

The trip distribution for the proposed mixed-use building was developed based upon knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. Figure 2 on the following page presents the AM and PM peak hour driveway volumes associated with the proposed development. Based upon the projected driveway volumes anticipated during the AM and PM peak hours, exclusive turn lanes are not required / warranted on NE 2<sup>nd</sup> Street.



## Project Driveway Volumes

**FIGURE 2**  
200 N. Federal Highway  
Pompano Beach, Florida



## SUMMARY & CONCLUSIONS

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200 N. Federal Highway is a proposed mixed-use (residential and retail) development to be located in the northeast quadrant of the intersection at N. Federal Highway (US 1 / State Road 5) and NE 2<sup>nd</sup> Street in Pompano Beach, Broward County, Florida. The subject site has a land area of approximately 0.853 acre (37,172 square feet) and there is a 12,395 square foot building on this site that was previously occupied by a funeral home.

The proposed development will consist of a seven-story building with 98 residential dwelling units and 7,658 square feet of retail space on the ground floor. Vehicular access to the site will be provided by one (1) full access driveway to be located on NE 2<sup>nd</sup> Street and a service entrance on the north side of the site.

The trip generation indicates that the proposed project is anticipated to generate 838 daily vehicle trips, 50 AM peak hour vehicle trips (18 inbound and 32 outbound) and 89 vehicle trips (49 inbound and 40 outbound) during the typical afternoon peak hour. When considering the pass-by characteristics of the retail element, the net new trips generated by this development are projected to consist of 671 daily vehicle trips, 43 AM peak hour vehicle trips, and 69 PM peak hour vehicle trips.

# **Appendix A**

**200 N. Federal Highway – Pompano Beach**

**Site Plan & Site Data**



ARCHI-ONE

200 North Federal Hwy.  
Pompano Beach FL



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INTERIOR DESIGNER

KEY PLAN



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Drawn by: CARLO DIEZ  
Approved by: JAVIER BARRERA

DESCRIPTION DATE

PROFESSIONAL OF  
RECORD STAMP  
Javier Barrera  
JAVIER B. BARRERA  
FLORIDA REGISTERED ARCHITECT  
API No. 00000000

SCHEMATIC  
DESIGN

SITE PLAN

A - 01

SCALE 1/16" = 1'-0"

EXISTING EASEMENT NOTE:  
EXISTING SUPERLATERAL AT THE MAIN AND ITS ASSOCIATED  
EASEMENT TO BE RETAINED/REMOVED AS PART OF THE  
PROPOSED PROJECT

N. FEDERAL HIGHWAY  
STATE ROAD US-1  
(FOOT - SECTION 86020-2624 SHEET 7 OF 9)  
(130' PUBLIC RIGHT-OF-WAY)

1 00-Site Plan  
A - 01 Scale: 1/16" = 1'-0"

UTILITIES NOTE:  
ALL OVERHEAD UTILITIES IN THE PROJECT PROPERTY  
WILL BE BURIED AS PER 135.5009

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200 N FEDERAL HIGHWAY

ZONING: POMPANO TO - EAST ATLANTIC OVERLAY

PROPERTY DATA

LEGAL DESCRIPTION:

LOT 17, LOT 20, LESS THE WEST 6.83 FEET THEREOF, AND LOTS 21, 22, AND 23, BLOCK 5, PINEHURST, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 5, PAGE(S) 13, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

PROPERTY ID:

200 N FEDERAL HIGHWAY, POMPANO BEACH, FLORIDA 33062

OWNER:

ARON GROUP LLC

ZONING:

TO - EAST ATLANTIC OVERLAY

LOT INFORMATION

LOT SIZE (GROSS):

37,172 SF (0.853 ACRES)

LOT SIZE (NET):

37,172 SF (0.853 ACRES)

FLOOD ZONE:

FLOOD ZONE AH (CITY OF POMPANO BEACH 120055, MAP & PANEL NUMBER: 12011C037H, PANEL DATE: 08/18/2024, INDEX IF N/A)037H

DESIGN CRITERIA AND APPLICABLE CODES

OCCUPANCY CLASSIFICATION:

R2 (FBC SECTION 310)

CONSTRUCTION TYPE:

TYPE 1-B (FBC SECTION 602, TABLE 602)

PROPOSED PRINCIPAL USE:

RESIDENTIAL

PROPOSED ACCESSORY USE:

MERCANTILE

BUILDING PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH:

FLORIDA BUILDING CODE 2020 7TH EDITION

FLORIDA THE FIRE VENTION CODE 2020 7TH EDITION

BUILDING DISPOSITION

BUILDING TYPOLOGY

TOWER BUILDING TYPE

LOT OCCUPATION

LOT AREA (GROSS)

N/A

37,172 SF

LOT AREA (NET)

N/A

37,172 SF

LOT WIDTH

200 FT MIN.

174.91'

LOT DEPTH

100 FT MIN.

178.50'

IMPERVIOUS AREA

MAX: 90%

89.99% (33,451 SF)

PERVIOUS AREA

MIN: 10%

10.01% (3,721 SF)

DENSITY

90 DU/AC ~ 76.77 UNITS

75 UNITS

BONUS DENSITY

40 DU/AC ~ 34.12 UNITS

73 UNITS

TOTAL DENSITY

130 DU/AC ~ 110.89 UNITS

98 UNITS

BUILDING SETBACK

PRINCIPAL FRONT (N. FEDERAL HIGHWAY)

0' MIN/20' MAX - 20' ABOVE 5TH FL.

10' 1"

STREET SIDE (N.E. 2ND STREET)

0' MIN/20' MAX

10'-2"

REAR (N.E. 22ND AVE)

0' MIN/20' MAX

0'-1"

INTERIOR SIDE

0' MIN/ 10' ABOVE 5TH FL.

0'-1'7 3/4'-8"

BUILDING FRONTAGE ACTIVE USE

PRINCIPAL FRONT (N. FEDERAL HIGHWAY)

90% MIN / 112'-6"

100% / 125'-1"

SECONDARY FRONT (N.E. 2ND STREET)

80% MIN / 130'-8"

80.78% / 138'-0"

SECONDARY FRONT (N.E. 22ND AVE)

70% MIN / 130'-1/2"

80.75% / 138'-0"

PERCENTAGE OF FENESTRATION ON STREET WALLS

WEST (N. FEDERAL HIGHWAY)

70% MIN / 1,384 SF

83.6% MIN / 1,604 SF

NORTH

N/A

EAST (N.E. 22ND AVE)

70% MIN / 1,350.9 SF

37.4% MIN / 658 SF

SOUTH (N.E. 2ND STREET)

70% MIN / 1,478 SF

72.7% MIN / 1,535 SF

BUILDING AREA

GROSS RESIDENTIAL

TOTAL GROSS

GROUND FL AREA

3,279 SF

33,702 SF

2ND FL AREA

8,974 SF

32,953 SF

3RD FL AREA

10,300 SF

32,048 SF

4TH FL GROSS AREA

14,797 SF

32,160 SF

5TH FL GROSS AREA

16,916 SF

20,068 SF

6TH FL GROSS AREA

16,916 SF

20,068 SF

7TH FL GROSS AREA

16,916 SF

20,068 SF

ROOF GROSS AREA

0 SF

19,942 SF

TOTAL

88,098 SF

210,109 SF

RESIDENTIAL UNIT AREAS

REQUIRED MINIMUM

PROVIDED

STUDIO UNITS

450 SF

578,605 SF

1 BEDROOM UNITS

575 SF

179,860 SF

2 BEDROOM UNITS

750 SF

814,124 SF

3 BEDROOM UNITS

850 SF

1,395-1,579 SF

HEIGHT

MAX HEIGHT

MAX 80'-0"

80'-0"

PARKING AND LOADING

PARKING SUMMARY

USE

AREA / UNITS

PARKING SPACES REQUIRED

RETAIL AREA (SF)

7,658

25.5 SPACES

RESIDENTIAL UNITS

98

1 SPACE /UNIT

98 SPACES

TOTAL PARKING REQUIRED

124 SPACES

TOTAL PARKING PROVIDED ON STREET

0 SPACES

TOTAL TANDEN PARKING SPACES PROVIDED IN GARAGE

26 SPACES

TOTAL REGULAR PARKING PROVIDED IN GARAGE

112 SPACES

TOTAL PARKING PROVIDED

138 SPACES

OFF-STREET PARKING PROVIDED

138 SPACES

ON-STREET PARKING PROVIDED

5 SPACES

ACCESSIBLE PARKING SPACES PROVIDED: 5 SPACES (3.6%)

BICYCLE PARKING

REQUIRED

PROVIDED

Minimum of four (4) Bicycle Rack Spaces for every ten (10) vehicular spaces above 10 parking spaces. 20 bicycle spaces, max. required per parking area.

20 SPACES  
(139-10 \* 4 spaces)

24 SPACES

LOADING SUMMARY

USE

AREA / UNITS

REQUIRED

PROVIDED

RETAIL AREA (SF)

8,565

N/A UNDER 20,000SF

0

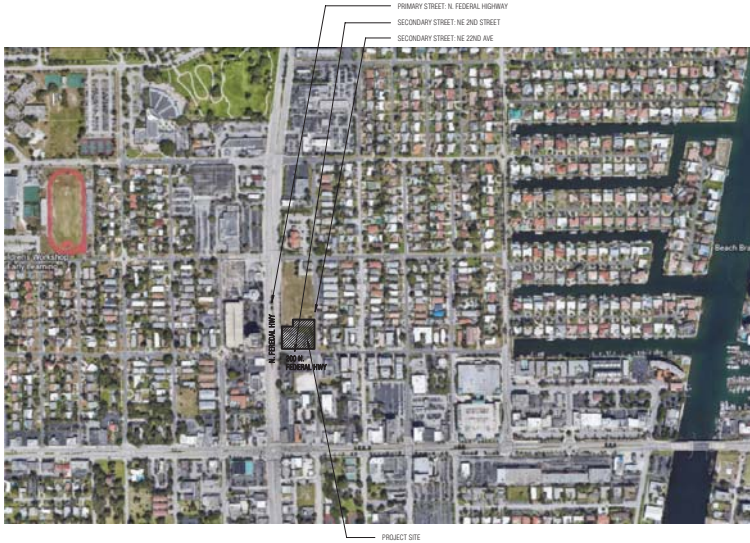
RESIDENTIAL

98

N/A

0

Unit Mix					
Floor Level	Total Units	Studio Units	1 Bed Units	2 Bed Units	3 Bed Units
Roof					
7	19	2	11	6	0
6	19	2	11	6	0
5	19	2	11	6	0
4	16	1	10	5	0
3	13	1	8	3	1
2	8	1	4	3	0
1	4	0	0	0	4
Total SF	98	0	55	29	5



1 Aerial Plan  
A - 00 Scale: 12" = 1'-0"

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ARCHI-ONE

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INTERIOR DESIGNER:

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N

OWNER / DEVELOPER:

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Javier Barrera

JAVIER B. BARRERA  
FLORIDA REGISTERED ARCHITECT  
API No. 14036282

SCHEMATIC DESIGN

PROJECT DATA

A - 00

SCALE 12" = 1'-0"

# **Appendix B**

**200 N. Federal Highway – Pompano Beach**

**ITE Trip Generation Data**

# Land Use: 221

## Multifamily Housing (Mid-Rise)

---

### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

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

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

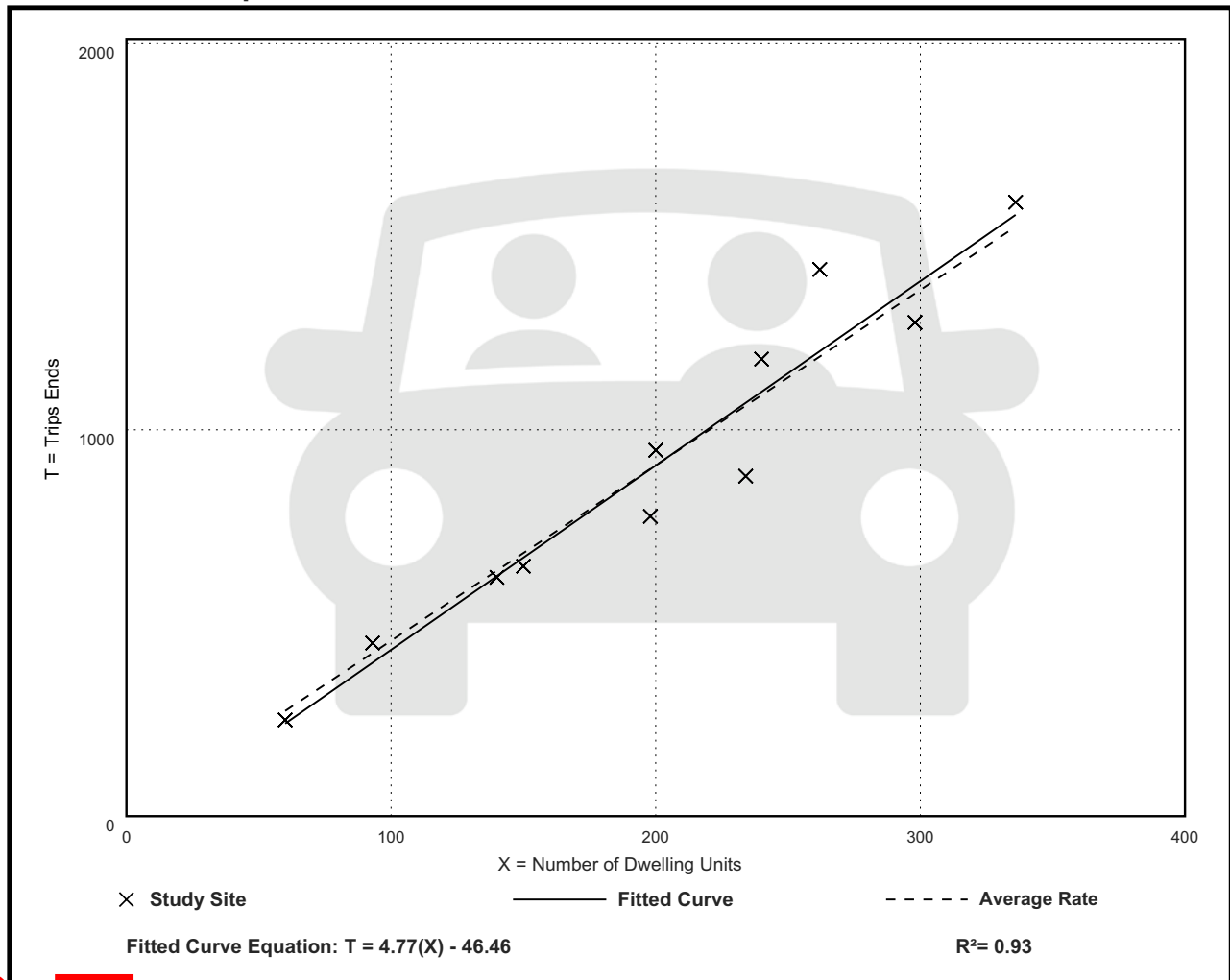
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

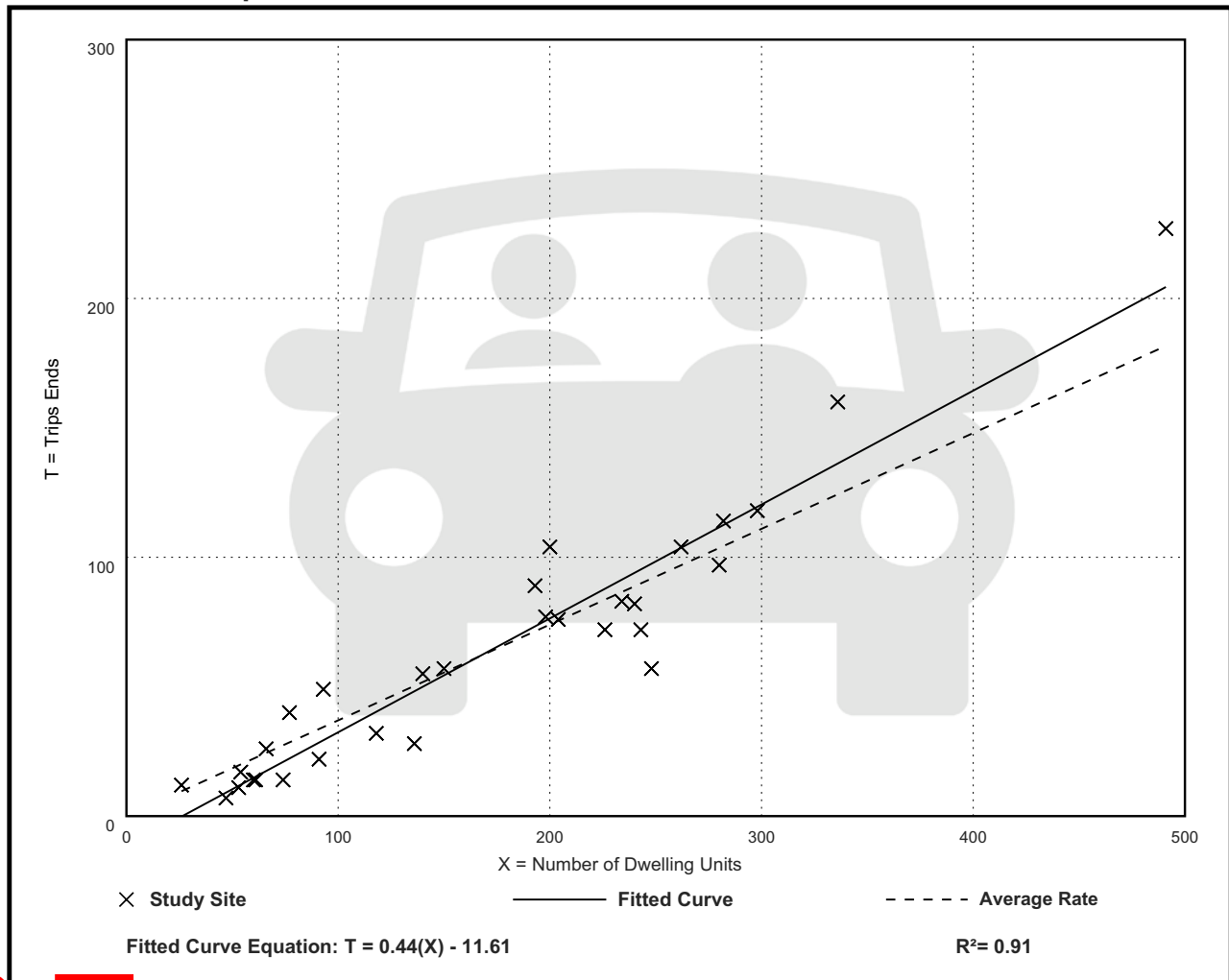
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

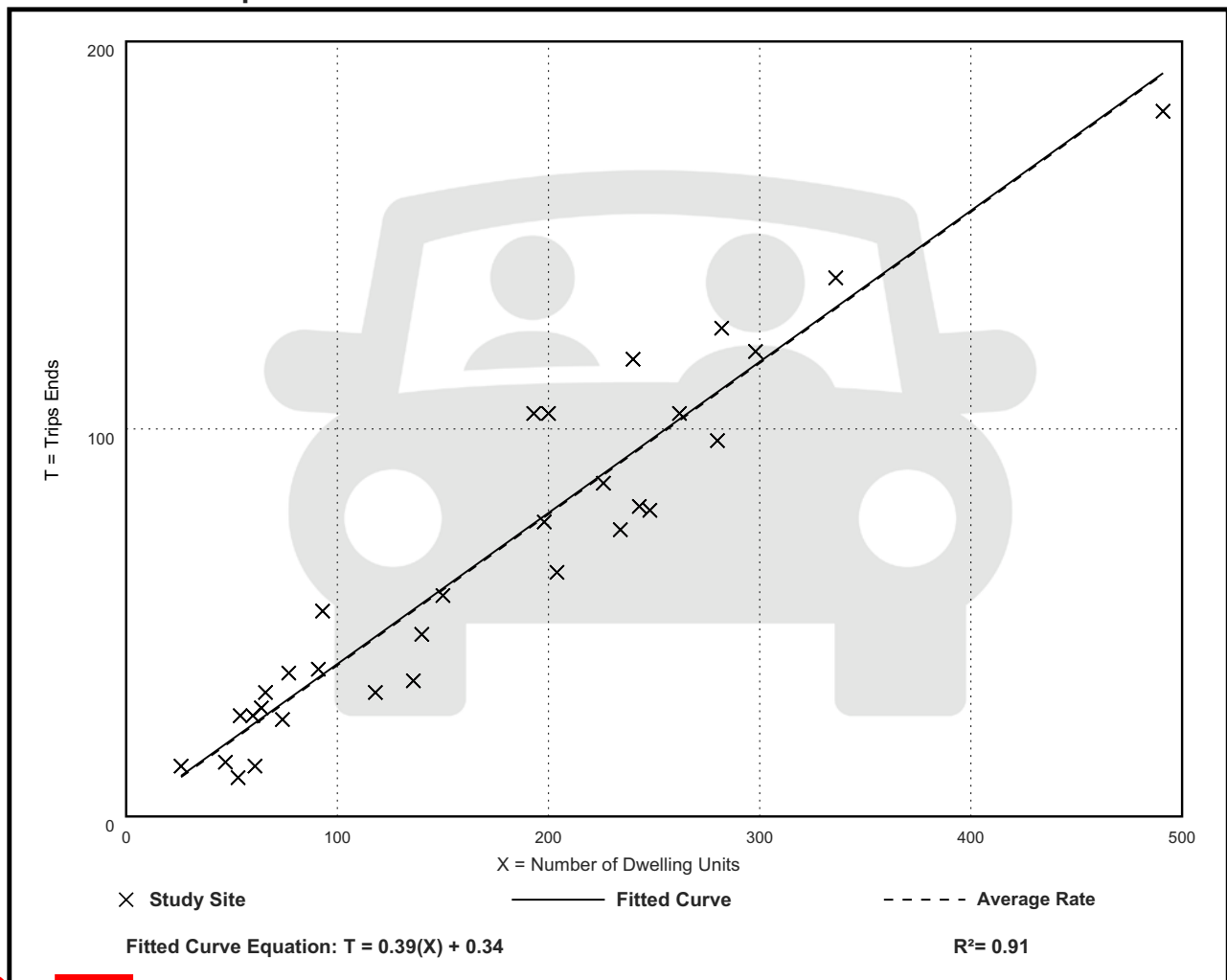
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

## Data Plot and Equation



# Land Use: 822

## Strip Retail Plaza (<40k)

---

### Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

### Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

### Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009



# Strip Retail Plaza (<40k) (822)

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

Setting/Location: General Urban/Suburban

Number of Studies: 4

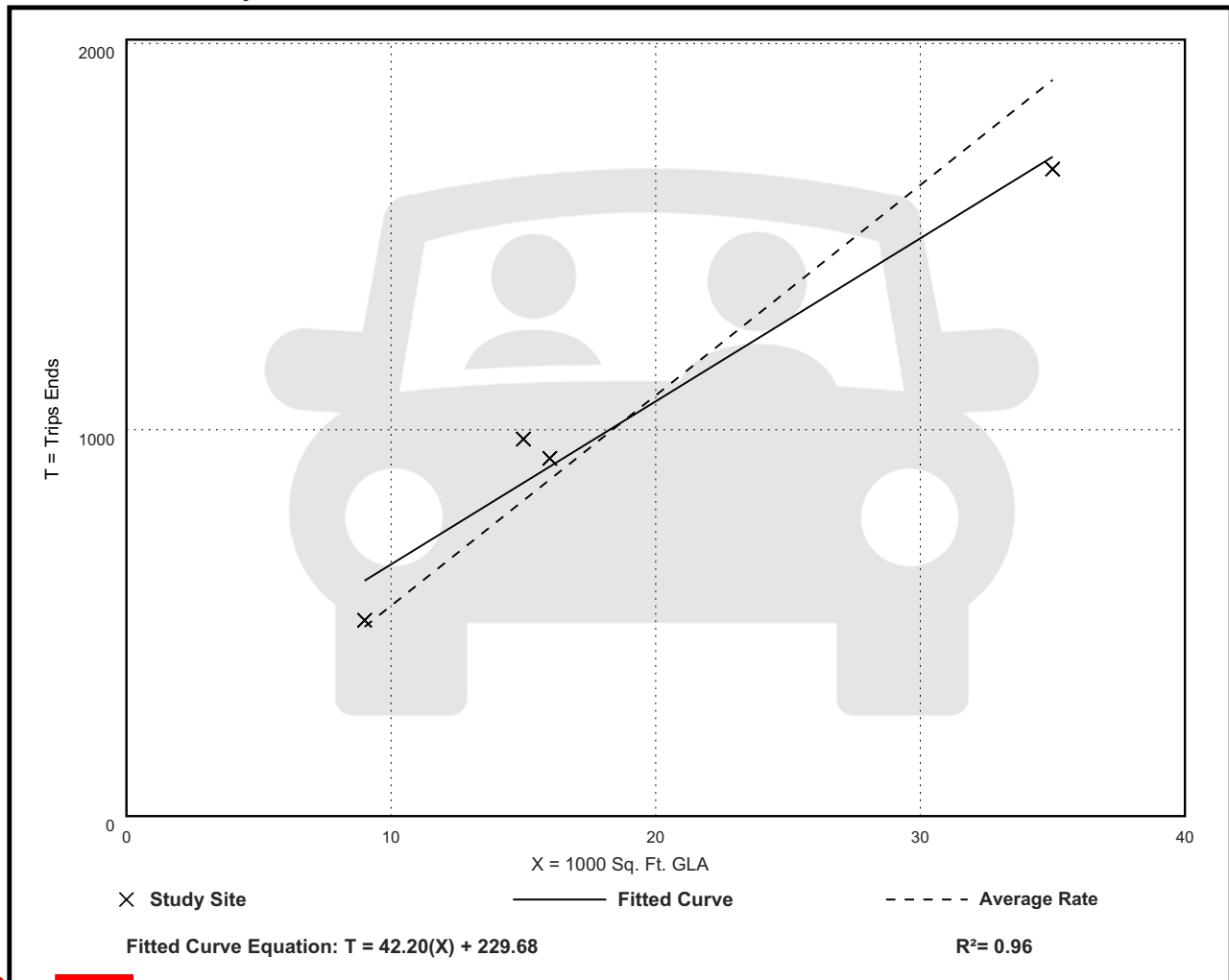
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

## Data Plot and Equation



# Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

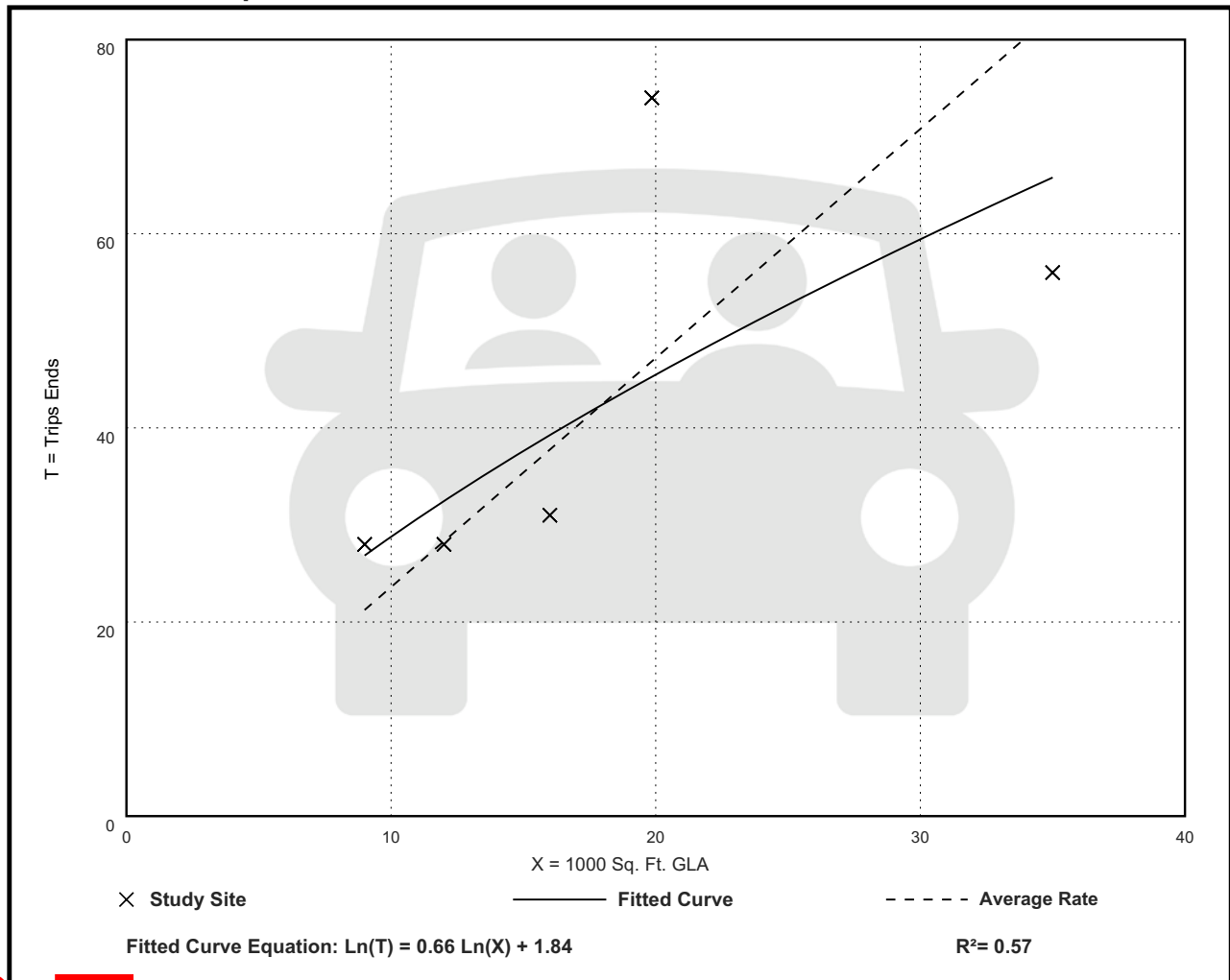
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

## Data Plot and Equation



P&Z

# Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

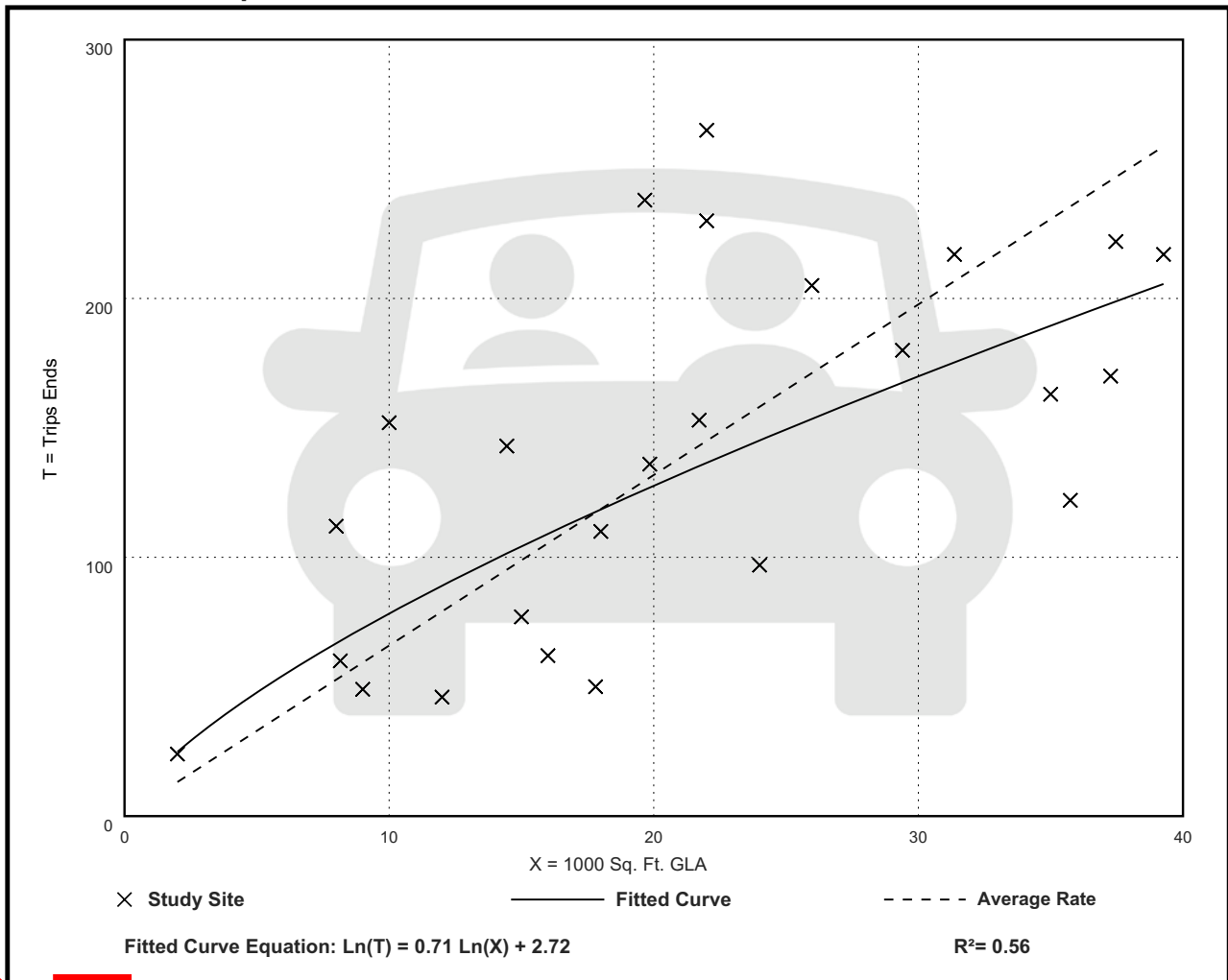
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

## Data Plot and Equation



### Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
	Pass-By Characteristics for Individual Sites								
GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34