

ORDINANCE 01-9125

AN ORDINANCE DETERMINING REZONE PETITION 01-R4 IN ORDER TO REZONE PROPERTY AT 2100 NINTH STREET NORTH FROM "PD," PLANNED DEVELOPMENT TO "PD," PLANNED DEVELOPMENT AND APPROVE A CONCEPTUAL SITE PLAN, MORE PARTICULARLY DESCRIBED HEREIN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Lockup Development Corporation has petitioned to rezone the subject property to planned development in order to permit construction of an indoor self-storage facility; and

WHEREAS, following a public hearing, the Planning Advisory Board has considered the recommendation of the staff and the public input and has recommended by a vote of 7 to 0 that Rezone Petition 01-R4 be approved; and

WHEREAS, after considering the recommendation of the Planning Advisory Board and City staff, following a public hearing on the subject, and providing the petitioner an opportunity to speak, the City Council has determined that the petition should be granted;

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF NAPLES, FLORIDA:

Section 1. That Rezone Petition 01-R4 is hereby granted in order to rezone property at 2100 Ninth Street North from "PD," Planned Development to "PD," Planned Development and approve a conceptual site plan, more particularly described as follows:

The West 665 feet of the south 270 feet of Lot 93 and the north 21.5 feet of Lot 94, Naples Improvement Co's. Little Farms (Plat Book 2, Page 2), Collier County, Florida. Less and Except the west 385 feet thereof.

Section 2. That approval of this ordinance is subject to the following conditions:

- (1) Review and approval of a detailed utility plan shall be required by the Utilities Division prior to the issuance of building permits.
- (2) Prior to the issuance of building permits, the Engineering Division shall require a formal site development plan (SDP) review for final approval of infrastructure.
- (3) No outdoor storage is permitted.
- (4) The "site data" block on the site plan shall be revised to indicate 39 parking spaces are required.
- (5) Specific site plan approval shall be required by the Planning Advisory Board.
- (6) Plans submitted for specific site plan approval shall indicate a dumpster and loading area.
- (7) The proposed overhead door on the south elevation shall be relocated to the east or north side of the building.

- (8) To reduce building mass, building projection (bump-outs) on the south elevation shall be increased.
- (9) The proposed split-faced masonry material shall be replaced with stucco or another suitable finish.
- (10) In order to enhance building appearance, additional window treatments such as shutters or awnings shall be installed. Additional windows shall also be considered for the first floor. False windows shall not be utilized on any portion of the building.
- (11) Additional roofline components shall be considered for the south elevation. Roofline and facade enhancements shall also be considered for the east and west elevations.
- (12) Plans submitted for specific site plan approval shall indicate the location of any rooftop mechanicals, stair towers, or elevator shafts.
- (13) The parking proposed along the building on the north, west, and east shall be relocated to either the front, side or rear of the site.
- (14) In addition to landscaping requirements of Chapter 106, the proposed development shall also be subject to landscaping requirements contained in Section 102-950(1) of the Code of Ordinances. Additional landscaping shall also be installed on the east side of the property in order to buffer the overhead doors from view.
- (15) A detailed landscape plan shall be submitted at the time of specific site plan approval.

Section 3. Development shall be in compliance with the standards outlined in the Planned Development document, attached hereto.

Section 4. This ordinance shall take effect immediately upon adoption at second reading.

APPROVED AT FIRST READING THIS 7TH DAY OF MARCH, 2001.

PASSED AND ADOPTED AT SECOND READING AND PUBLIC HEARING IN OPEN AND REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA THIS 21ST DAY OF MARCH, 2001.

Bonnie R. MacKenzie
Bonnie R. MacKenzie, Mayor

Attest:

Approved as to form and legality:

Tara A. Norman
Tara A. Norman, City Clerk
M:\REF\COUNCIL\ORD\01-9125

Beverly Grady
Beverly Grady, City Attorney

Date filed with City Clerk: 5/14/01

Approved as to accuracy:

Cory Ewing
Cory Ewing, Planner

**TROY PROPERTY
DEVELOPMENT STANDARDS DOCUMENT
AMENDMENT TO ORDINANCE 97-8093**

1.0 BACKGROUND INFORMATION

1.1 General Description of Project

The essential development components are as follows: Parcel 1: A retail, restaurant and commercial site of approximately 6.26 acres as indicated on Preliminary Site Plan Schedule "A", and Drawings 1-4 attached thereto, located on U.S. 41. The Agreement also provides for an alternate Parcel 1 of approximately 3.92 acres as indicated on Preliminary Site Plan Schedule "B" and Drawings 1-3 attached thereto.

Parcel 2: A retail, restaurant, climate controlled self storage and or office site of approximately 1.74 acres as indicated on Schedule "A" located on Golden Gate Parkway.

Parcel 3: A Public Service (School) site of approximately 9.2 acres as indicated on Schedule "A". Schedules "A" and "B" and their attachments are an integral part of this Agreement.

2.0 SPECIFIC PROJECT INFORMATION

2.1 Density

(a) Parcel 1: A maximum of 65,000 gross leasable square feet of Retail (includes Restaurants), Office and Bank space, with such square footage computed excluding walkways, arcades and Bank drive thru facilities.

(b) Parcel 2: A maximum of 18,000 gross leaseable square feet of Retail (includes Restaurants), Office and Bank space, with such square footage computed excluding walkways, arcades and Bank drive-thru facilities, or 36,000 gross leasable square feet of office space with such square footage computed excluding

Bank drive thru facilities, or a climate controlled self storage facility not exceeding 68,000 gross square feet. In the case of a retail/office mixed use development, each square foot of retail use may be substituted for two (2) square feet of office use, so long as the maximum retail use does not exceed 18,000 square feet.

- (c) Parcel 3: All uses allowed by the City of Naples Comprehensive Plan as amended by Petition 90-CPA5.
- (d) Alternate Parcel 1: A maximum of 42,000 gross leasable square feet of Retail (includes Restaurants), office and Bank space, with such square footage compute excluding walkways, arcades and Bank drive thru facilities.

2.2 Traffic Ways

- (a) As to all Parcels. Public streets consist of Tamiami Trail North (U.S. 41) and Golden Gate Parkway. All other traffic circulation within Parcel 1 and Parcel 2 will occur on private drives.
- (b) Parcels 1 and 2
 - (i) Site Access on to and from Golden Gate Parkway to include west bound ingress and egress, and east bound left turn ingress to the property as such site access is located on Schedule A attached.
 - (ii) Site Access on to and from U.S. 41 to include north bound left turn ingress as such site access is located on Schedule A attached.
- (c) Parcel 3 Site access will be provided by the existing access to Naples High School.

(c) Alternate Parcel 1 (3.92 Acres)

- (i) Site Access from Golden Gate Parkway of west bound ingress only as such site access is located on Schedule B attached.
- (ii) Site Access on to and from U.S. 41 to include north bound ingress and egress and south bound left turn ingress as such site access is located on Schedule B attached.
- (iii) Subject to reaching an agreement with the adjoining property owner to the north (Vision Works) which will eliminate that Property's access on U.S. 41, Developer may install a connecting driveway between the two parcels.

2.3 Stormwater Management

Parcel 1 (or Alternate Parcel 1, as the case may be) will be responsible for storm water retention for Parcel 1 according to the plan outlined in the attached Schedule "A", Drawing 4 and the attached Wilson, Miller, Barton and Peek Conceptual Stormwater Management Site Investigation Report dated June, 1990. Parcel 2 will be responsible for storm water retention for Parcel 2 as required by City regulations in effect on the date of approval of the Development Agreement for the Troy Property. School Board shall grant an easement to the Developers to use the storm water retention system located on Parcel 3 for storm water overflow runoff in excess of the retention capacity required on parcel 1 and 2. If Parcel 3 is unable to accommodate such storm water overflow, then Developers may utilize the existing storm sewers on Golden Gate Parkway.

The School Board shall grant the City an underground pipeline easement for a storm sewer from the south inclusive Lot 55, Lakewood Park Subdivision along the north 20 feet of Parcel 3 including along existing school property to Goodlette Road; or an alternate route southerly from Lot 55, Lakewood Park Subdivision, to Golden Gate Parkway, which route to be used will be determined at a later date.

3.0 RECREATIONAL OPEN SPACE LANDS AND FACILITIES

3.1 Parcel 3 will include recreational and athletic fields to be developed by Collier County School Board.

4.0 USES PERMITTED

4.1 Parcels 1 and Alternate Parcel 1 All permitted uses in the "HC", Highway Commercial, district of the City of Naples Comprehensive Development Code in effect on the date of this Agreement will be allowed on Parcel 1 and Alternate Parcel 1. In addition, the following "HC" conditional use will be allowed as permitted use on Parcel 1, and is approved in principle as shown on Schedule B for Alternate Parcel 1, but will require a conditional use approval for Alternate Parcel 1:

(1) Drive-up windows with three bays which are accessory to permitted uses;

4.2 Parcel 2 **Climate controlled self-storage, or** all permitted uses in the "HC", Highway Commercial, district of the City of Naples Comprehensive Development Code in effect on the date of this Agreement will be allowed on Parcel 2. In addition, the following "HC" conditional uses will be allowed as permitted uses subject to General Development Site Plan Review:

(1) Drive-up windows with three bays which are accessory to permitted uses.

- 4.3 The planning advisory board may, through the review and approval of a conditional use petition and with the approval of the city council, permit other Conditional uses which are provided for in the "HC" Highway Commercial district of the City of Naples in effect on the date of this Agreement or other uses which are similar to the foregoing uses and no more intense than those enumerated for a Highway Commercial District.
- 4.4 Maximum lot coverages, maximum building heights of Principal buildings will be as permitted in the "HC", Highway Commercial district of the City of Naples Comprehensive Development Code in effect on the date of this Agreement.
- 4.5 Minimum Setbacks for Parcel 1 & Alternate Parcel 1
- (a) 20 ft. setback from U.S. 41 right-of-way.
 - (b) 25 ft. setback from North property line of Parcel 1.
 - (c) Zero side yard setback between Parcels 1 and 2.
 - (d) 25 ft. setback on East side of Parcel 1 between Parcel 1 and Parcel 3.
 - (e) 25 ft. setback on South side of Parcel 1 from Golden Gate Parkway.
 - (f) Developer may provide for parking within the rear yard setback areas on the East side of Parcel 1.
 - (g) All yard areas may be swaled in order to provide storm water retention.
 - (h) Developer may place project identity signage and a landmark feature as provided in 4.10 and 4.11, below within the setback areas.

Any development which substantially differs in building location from that shown on Schedules A and B will require a General Development and Site Plan Approval (GDSP).

4.6 Minimum Setbacks Parcel 2

- (a) 25 feet from Golden Gate Parkway right-of-way.
- (b) 10 feet from east property line of Parcel 2.
- (c) 10 feet from north property line of Parcel 2.
- (d) Zero (0) feet, where property abuts Parcel 1.
- (e) All yard areas may be swaled in order to provide storm water retention.
- (f) Developer may provide parking within rear yard setback areas on the north side of Parcel 2.

4.7 Minimum Setbacks Parcel 3 The subject property shall meet the setback requirements of the City of Naples Comprehensive Development Code and the Corridor Management Special Overlay District except that the building setback requirement shall be Fifty (50) feet for buildings of one story in height and seventy-five feet for buildings higher than one story.

4.8 Minimum Off Street Parking

- (a) Parcel 1 and Alternate Parcel 1 5.5 spaces per 1,000 square feet of Gross Leaseable area (GLA) for retail or restaurant use. 1 space per 300 square feet of (GLA) for office or banking use occupying separate buildings as shown in Schedules "A" or "B". Developer may provide up to 2,182 square feet of outside dining area provided that an area sufficient for 12 additional parking spaces and related access aisles is provided, said area to be landscaped and reserved for paved parking should the City of Naples determine that the need for additional parking exists. This landscaped area shall be paved only upon written authorization of the City of Naples.

Notwithstanding the above, Developer may provide less parking as indicated on Schedule "A", in order to provide additional green space on the site, by designating an area of the site as reserved parking sufficient for the site to meet the above parking requirement should such additional parking be required at a later date.

- (b) Parcel 2 Parking **for all uses** shall be as required by the City of Naples Comprehensive Development Code in effect on the date of approval of the Development Agreement. The 1.74 acre parcel shall not be combined with any other parcel for purposes of determining the parking requirements for the 1.74 acre parcel.

4.9 Landscaping Requirements

- (a) Parcel 1 Landscaping area to be substantially in accordance with Schedule A, Drawing 3. The canopy trees shall be trees such as mahogany, oak, hong kong orchids, golden raintrees, wax myrtles, black olive or a reasonable substitute.
- (b) Alternate Parcel 1 Landscaping area to be substantially in accordance with Schedule B, Drawing 3, with an additional 10 foot landscape buffer on the remaining portion of the Troy Property adjoining the East side of Alternate Parcel 1. The canopy trees shall be trees such as mahogany, oak, hong kong orchids, golden raintrees, wax myrtles, black olive or a reasonable substitute.

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(c) Parcel 2 Landscaping and buffering area to be in accordance with requirements of Section 8-2-4 of the City of Naples Comprehensive Development Code in effect on the date of approval of the Development Agreement for the Property.

(d) Parcel 3 The subject property shall meet landscaping requirements of the City's Corridor Management Special Overlay District except that the landscaped setback area for those areas adjacent to open space or outdoor recreational uses shall be ten (10) feet, rather than twenty-five (25) feet as provided in the Special Overlay District, and shall include a 15 foot high fence on the property line separating Parcels 1 and 3 and a 15 foot fence on the property lines separating Parcels 2 and 3.

4.10 Sign Regulations

Signage shall be as provided in the City of Naples Comprehensive Development Code for neighborhood shopping center, except that on Parcel 1, one (1) ground design, identifying up to four (4) major tenants of the shopping center and having a maximum area of one hundred twenty (12) square feet shall be permitted; on Parcel 2, one (1) ground sign, having a maximum area of sixty (60) square feet shall be permitted; and on Parcel 1, a maximum of three businesses will be permitted to install two (2) exterior wall signs, each not to exceed forty (40) square feet instead of one (1) sign not to exceed eighty (80) square feet; and on Alternate Parcel 1, one (1) ground sign having a maximum area of sixty (60) square feet shall be permitted at each access point.

4.11 Landmark Features

A landmark feature, appropriate to mark the significance of this parcel and its location at a gateway to Naples may be installed at the southwest corner of Parcel 1 or Alternate Parcel 1, subject to specific approval by a Planned Development (PD) for Parcel 1 or by General Development and Site Plan Approval (GDSP) for Alternate Parcel 1. Such landmark may include project signage and may not exceed three stories in height.

4.12 General Development Regulations

- a. Parcels 1 and 2 may be connected by internal vehicular and pedestrian pathways so that upon completion of development, they may function as a single commercial complex.
- b. The sale of liquor, wines or beer on Parcels 1, 2 and Alternate Parcel 1 shall be permitted without regard to minimum distance requirements to or from any school.
- c. The sale of liquor on Parcel 1, 2 and Alternate Parcel 1 shall be permitted without regard to any minimum distance requirement to other establishments which sell liquor, except that such minimum distance requirements within Parcel 1 and Alternate Parcel 1 only shall apply to (i) any cocktail lounge which provides dancing or staged entertainment facilities or (ii) any freestanding cocktail lounge not connected to a restaurant.

- d. City shall not apply any new land use restrictions or regulations, including spatial restrictions, which conflict with the standards set forth in this Schedule.

5.0 Approval Requirements for School Site

A master plan of the School site shall be submitted to the City for review through the GDSP (general development site plan) review process. Although approval of the master plan shall be a condition of improvement of the property, the City's review shall be limited to the following: (1) whether the required open space or outdoor recreational uses are provided; (2) whether the landscape or setback requirements are met by the plan; (3) whether the plan meets the water management requirements established between the City and the School Board; (4) whether the proposed buffer between the improvements and any adjacent residential uses is inadequate; and, (5) whether the proposed new access locations will substantially impact the adjacent roadway or lower the LOS adopted.

EXHIBIT "A"

The west 410 feet of Lots 92 and 93 and the north 21.5 feet of the west 410 feet of Lot 94, as found monumented of Naples Improvement Company's Little Farms (Plat Book 2, page 2), Collier County, Florida, less and except the south 270 feet of the east 25 feet thereof, and the west 665 feet of the south 270 feet of the following described property: Lot 92, Lot 93, and the north 21.5 feet of Lot 94, less and except the west 385 feet thereof.

Lockup Storage Suites Trip Generation Analysis

The subject site is approximately 1.74 ± acres and is located on the north side of Golden Gate Parkway, approximately 500 feet east of U.S. 41. The property is located within the Troy Property PD (The Gateway of Naples Center).

The site is currently permitted a maximum 18,000 square feet of retail uses, or 36,000 square feet of office uses. The proposed PD amendment would add the permitted use "climate controlled self storage" with a maximum of 68,000 gross square feet of building area.

A comparison of trip generation rates has been prepared for the currently permitted uses, as well as the proposed self-storage use. Trip generation rates are estimated using 6th Edition Trip Generation published by the Institute of Transportation Engineers. The following trip generation calculations are included in this report: 18,000 square foot Specialty Retail Center (Land Use Code 814), 36,000 square foot General Office Building (Land Use Code 710), 36,000 square foot Medical-Dental Office Building (Land Use Code 720), and 68,000 square foot Mini-Warehouse (Land Use Code 151). The first three trip generation calculations represent potential uses under the currently permitted zoning. The last trip generation calculation represents the proposed use. Please refer to the attached trip generation calculation summaries.

The comparative 24 hour and peak hour rates are tabulated below:

	<u>Average Week Day Trips</u>	<u>Peak Hour Trips</u>
18th/sq. ft. Specialty Retail	732	47
36th/sq. ft. General Office	606	120
36th/sq. ft. Medical Office	1,257	119
68th/sq. ft. Self Storage	170	18

Summary

The proposed self-storage facility will generate an average of 170 weekday trips with a p.m. peak of 18 trip ends. The currently permitted facilities generate average daily trips that range from 3.5 to 7.4 times higher than the proposed use and peak hour rates that are 2.6 to 6.7 times higher than the proposed use.

The proposed self-storage facility will generate significantly fewer new vehicular trips than the previously approved uses. Any effect by the project on the level of service of the surrounding roadway network (U.S. 41 and Golden Gate Parkway) will be considerably reduced for the proposed storage facility over the previously approved uses.

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Troy Self Storage
SUMMARY OF TRIP GENERATION CALCULATION
FOR 68 TH.GR.SQ.FT. OF MINI-WAREHOUSE
01/03/01

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DRIVE WAY VOLUME
AVG WKDY 2-WAY VOL	2.36	0.00	1.00	160
7-9 AM PK HR ENTER	0.00	0.00	1.00	0
7-9 AM PK HR EXIT	0.00	0.00	1.00	0
7-9 AM PK HR TOTAL	0.00	0.00	1.00	0
4-6 PM PK HR ENTER	0.12	0.00	1.00	8
4-6 PM PK HR EXIT	0.12	0.00	1.00	8
4-6 PM PK HR TOTAL	0.24	0.00	1.00	16
SATURDAY 2-WAY VOL	2.21	0.00	1.00	150
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.38	0.00	1.00	26
SUNDAY 2-WAY VOL	1.68	0.00	1.00	114
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.00	0.00	1.00	0

Note: A zero rate indicates no rate data available
The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $LN(T) = 1.01LN(X) + .815, R^2 = .73$
7-9 AM Peak Hr. Total: 0
 $R^2 = 0, 0$ Enter, 0 Exit
4-6 PM Peak Hr. Total: $LN(T) = 1.015LN(X) + -1.487$
 $R^2 = .67, .51$ Enter, .49 Exit
AM Gen Pk Hr. Total: $LN(T) = .913LN(X) + -1$
 $R^2 = .55, .48$ Enter, .52 Exit
PM Gen Pk Hr. Total: $LN(T) = 1.043LN(X) + -1.516$
 $R^2 = .65, .53$ Enter, .47 Exit
Sat. 2-Way Volume: $LN(T) = 1.077LN(X) + .468, R^2 = .73$
Sat. Pk Hr. Total: $LN(T) = 1.107LN(X) + -1.431$
 $R^2 = .76, 0$ Enter, 0 Exit
Sun. 2-Way Volume: $T = 1.444(X) + 16.028, R^2 = .63$
Sun. Pk Hr. Total: 0
 $R^2 = 0, 0$ Enter, 0 Exit

Source: Institute of Transportation Engineers
Trip Generation, 6th Edition, 1997.

SUMMARY OF TRIP GENERATION CALCULATION
 FOR 68 TH.GR.SQ.FT. OF MINI-WAREHOUSE
 01/03/01

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DRIVE WAY VOLUME
AVG WKDY 2-WAY VOL	2.50	1.78	1.00	170
7-9 AM PK HR ENTER	0.09	0.00	1.00	6
7-9 AM PK HR EXIT	0.06	0.00	1.00	4
7-9 AM PK HR TOTAL	0.15	0.39	1.00	10
4-6 PM PK HR ENTER	0.13	0.00	1.00	9
4-6 PM PK HR EXIT	0.13	0.00	1.00	9
4-6 PM PK HR TOTAL	0.26	0.52	1.00	18
SATURDAY 2-WAY VOL	2.33	1.69	1.00	158
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.40	0.64	1.00	27
SUNDAY 2-WAY VOL	1.78	1.46	1.00	121
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.30	0.55	1.00	20

Note: A zero rate indicates no rate data available
 Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

TRIP GENERATION BY MICROTRANS

Troy Property Retail
 SUMMARY OF TRIP GENERATION CALCULATION
 FOR 18 TH.GR.SQ.FT. OF SPECIALTY RETAIL CENTER
 01/03/01

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DR-WAY VOLUME
AVG WKDY 2-WAY VOL	40.67	13.70	1.00	732
7-9 AM PK HR ENTER	0.00	0.00	1.00	0
7-9 AM PK HR EXIT	0.00	0.00	1.00	0
7-9 AM PK HR TOTAL	0.00	0.00	1.00	0
4-6 PM PK HR ENTER	1.11	0.00	1.00	20
4-6 PM PK HR EXIT	1.48	0.00	1.00	27
4-6 PM PK HR TOTAL	2.59	1.74	1.00	47
SATURDAY 2-WAY VOL	42.04	13.97	1.00	757
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.00	0.00	1.00	0
SUNDAY 2-WAY VOL	20.43	10.27	1.00	368
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.00	0.00	1.00	0

Note: A zero rate indicates no rate data available
 The above rates were calculated from these equations:

24-Hr. 2-Way Volume: 0, $R^2 = 0$
 7-9 AM Peak Hr. Total: 0
 $R^2 = 0$, 0 Enter, 0 Exit
 4-6 PM Peak Hr. Total: 0
 $R^2 = 0$, 0 Enter, 0 Exit
 AM Gen Pk Hr. Total: 0
 $R^2 = 0$, 0 Enter, 0 Exit
 PM Gen Pk Hr. Total: 0
 $R^2 = 0$, 0 Enter, 0 Exit
 Sat. 2-Way Volume: 0, $R^2 = 0$
 Sat. Pk Hr. Total: 0
 $R^2 = 0$, 0 Enter, 0 Exit
 Sun. 2-Way Volume: 0, $R^2 = 0$
 Sun. Pk Hr. Total: 0
 $R^2 = 0$, 0 Enter, 0 Exit

Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

TRIP GENERATION BY MICROTRANS

Troy General Office
 SUMMARY OF TRIP GENERATION CALCULATION
 FOR 36 TH.GR.SQ.FT. OF GENERAL OFFICE
 01/03/01

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DR-WAY VOLUME
AVG WKDY 2-WAY VOL	16.82	0.00	1.00	606
7-9 AM PK HR ENTER	2.02	0.00	1.00	73
7-9 AM PK HR EXIT	0.28	0.00	1.00	10
7-9 AM PK HR TOTAL	2.29	0.00	1.00	83
4-6 PM PK HR ENTER	0.57	0.00	1.00	20
4-6 PM PK HR EXIT	2.76	0.00	1.00	99
4-6 PM PK HR TOTAL	3.32	0.00	1.00	120
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SATURDAY 2-WAY VOL	2.65	0.00	1.00	95
PK HR ENTER	0.25	0.00	1.00	9
PK HR EXIT	0.21	0.00	1.00	8
PK HR TOTAL	0.46	0.00	1.00	16
SUNDAY 2-WAY VOL	0.83	0.00	1.00	30
PK HR ENTER	0.11	0.00	1.00	4
PK HR EXIT	0.08	0.00	1.00	3
PK HR TOTAL	0.19	0.00	1.00	7

Note: A zero rate indicates no rate data available
 The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $LN(T) = .768LN(X) + 3.654, R^2 = .8$
 7-9 AM Peak Hr. Total: $LN(T) = .797LN(X) + 1.558$
 $R^2 = .83, .88$ Enter, $.12$ Exit
 4-6 PM Peak Hr. Total: $T = 1.121(X) + 79.295$
 $R^2 = .82, .17$ Enter, $.83$ Exit
 AM Gen Pk Hr. Total: $LN(T) = .797LN(X) + 1.558$
 $R^2 = .83, .88$ Enter, $.12$ Exit
 PM Gen Pk Hr. Total: $T = 1.121(X) + 79.295$
 $R^2 = .82, .17$ Enter, $.83$ Exit
 Sat. 2-Way Volume: $T = 2.136(X) + 18.473, R^2 = .66$
 Sat. Pk Hr. Total: $LN(T) = .814LN(X) + -.115$
 $R^2 = .59, .54$ Enter, $.46$ Exit
 Sun. 2-Way Volume: $LN(T) = .863LN(X) + .306, R^2 = .5$
 Sun. Pk Hr. Total: $LN(T) = .605LN(X) + -.228$
 $R^2 = .56, .58$ Enter, $.42$ Exit

Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

Troy Medical Office
 SUMMARY OF TRIP GENERATION CALCULATION
 FOR 36 TH.GR.SQ.FT. OF MEDICAL-DENTAL OFFICE BUILDING
 01/03/01

	AVERAGE RATE	STANDARD DEVIATION	ADJUSTMENT FACTOR	DRIVE WAY VOLUME
AVG WKDY 2-WAY VOL	34.92	0.00	1.00	1257
7-9 AM PK HR ENTER	0.00	0.00	1.00	0
7-9 AM PK HR EXIT	0.00	0.00	1.00	0
7-9 AM PK HR TOTAL	0.00	0.00	1.00	0
4-6 PM PK HR ENTER	0.89	0.00	1.00	32
4-6 PM PK HR EXIT	2.41	0.00	1.00	87
4-6 PM PK HR TOTAL	3.30	0.00	1.00	119
SATURDAY 2-WAY VOL	0.00	0.00	1.00	0
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.00	0.00	1.00	0
SUNDAY 2-WAY VOL	0.00	0.00	1.00	0
PK HR ENTER	0.00	0.00	1.00	0
PK HR EXIT	0.00	0.00	1.00	0
PK HR TOTAL	0.00	0.00	1.00	0

Note: A zero rate indicates no rate data available
 The above rates were calculated from these equations:

24-Hr. 2-Way Volume: $T = 40.892(X) + -214.97, R^2 = .9$
 7-9 AM Peak Hr. Total: 0
 $R^2 = 0, 0$ Enter, 0 Exit
 4-6 PM Peak Hr. Total: $LN(T) = .921LN(X) + 1.476$
 $R^2 = .78, .27$ Enter, .73 Exit
 AM Gen Pk Hr. Total: $T = 3.495(X) + 4.377$
 $R^2 = .85, .65$ Enter, .35 Exit
 PM Gen Pk Hr. Total: $T = 4.437(X) + -2.588$
 $R^2 = .92, .4$ Enter, .6 Exit
 Sat. 2-Way Volume: 0, $R^2 = 0$
 Sat. Pk Hr. Total: 0
 $R^2 = 0, 0$ Enter, 0 Exit
 Sun. 2-Way Volume: 0, $R^2 = 0$
 Sun. Pk Hr. Total: 0
 $R^2 = 0, 0$ Enter, 0 Exit

Source: Institute of Transportation Engineers
 Trip Generation, 6th Edition, 1997.

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