

Table 4 - Trip Generation Summary													
TRIP GENERATION RATES (WEEKDAY)													
Land Use	ITE Code	Weekday Daily				AM PEAK				PM PEAK			
						Rate	In:Out	Ratio		Rate	In:Out	Ratio	
Service Station with Convenient Market and Carwash and Diesel Canopy/Pumps	936(a)	106.99	trips	/	fp	8.26	0.51	:	0.49	9.70	0.51	:	0.49
Fast Food w/Drive Thru	934	496.12	trips	/	ksf	45.42	0.51	:	0.49	32.65	0.52	:	0.48
Specialty Retail	826	44.32	trips	/	ksf	6.84	0.48	:	0.52	2.71	0.44	:	0.56
TRIP GENERATION CALCULATIONS													
Land Use	ITE Code	Amount		ADT	AM PEAK			PM PEAK					
					In	Out	Total	In	Out	Total			
PARCEL 1 Diesel Canopy/Pumps	936 (a)	3	fp	321	13	12	25	15	15	30			
PARCEL 1 - SUBTOTAL				321	13	12	25	15	15	30			
PARCEL 2 Fast Food w/Drive Thru	934	3.200	ksf	1,588	75	71	146	55	50	105			
Pass-by Trip Reduction (25%)				-397	-19	-18	-37	-14	-12	-26			
PARCEL 2 - SUBTOTAL				1,191	56	53	109	41	38	79			
PARCEL 3 Specialty Retail	826	2.000	ksf	89	7	7	14	3	3	6			
Fast Food w/Drive Thru	934	2.100	ksf	1,042	49	47	96	36	33	69			
Pass-by Trip Reduction (25%)				-261	-12	-12	-24	-9	-8	-17			
PARCEL 3 - SUBTOTAL				870	44	42	86	30	28	58			
PARCELS 1 TO 3 TOTAL (DRIVEWAY TRIPS)				3,040	144	137	281	109	101	210			
PARCELS 1 TO 3 NET NEW TOTAL				2,382	113	107	220	86	81	167			
Notes: ksf: 1,000 square feet, fp = fueling positions, The trip rates for the project's land uses are based on the <i>Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition</i> .													
a) The rate for ITE Code 936 has been reduced by 30% from published rates.													

As shown in **Table 4**, the project would generate 3,040 average weekday trips, including 281 and 210 trips during the AM and PM peak hours, respectively at the project driveways. The net trip generation which includes the pass-by trip reductions, result in 2,382 average weekday trips, including 220 and 167 trips during the AM and PM peak hours, respectively.

PROJECT TRIP DISTRIBUTION

The project trip distribution was developed based on the trip distribution approved for the previous project constructed on the project site. That trip distribution was based on the SCAG Select Zone Forecast. The following list shows the general trip distribution assumed to and from the project site:

- 5 percent to/from the north:
 - 1 percent via Alder Avenue;
 - 4 percent via Locust Avenue;