Traffic Impact Statement

Motor Condos at Naples Boulevard
Site Development Plan (SDP)

Collier County, Florida
11/16/2020

Prepared for:
Hole Montes
950 Encore Way
Naples, FL 34110
Phone: 239.254.2000

Prepared by:
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2800 Davis Blvd, Suite 200
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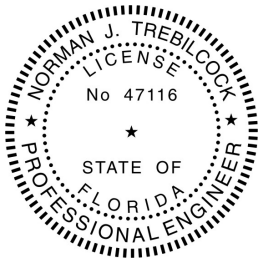
Collier County Transportation Methodology Fee – $500.00 Fee
Collier County Transportation Review Fee – Small Scale Study – No Fee

Statement of Certification

I certify that this Traffic Impact Statement has been prepared by me or under my immediate supervision and that I have experience and training in the field of Traffic and Transportation Engineering.

This item has been electronically signed and sealed by Norman J. Trebilcock, P.E., State of Florida license 47116, using a *SHA-1* authentication code. Printed copies of this document are not considered signed and sealed, and the *SHA-1* authentication code must be verified on any electronic copies.



Digitally signed by Norman Trebilcock
DN: c=US, st=Florida, l=Naples, o=Norman Trebilcock, cn=Norman Trebilcock, email=ntrebilcock@trebilcock.biz
Date: 2020.11.17 11:40:26 -05'00'

Norman J. Trebilcock, AICP, P.E.
FL Registration No. 47116
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Naples, FL 34104
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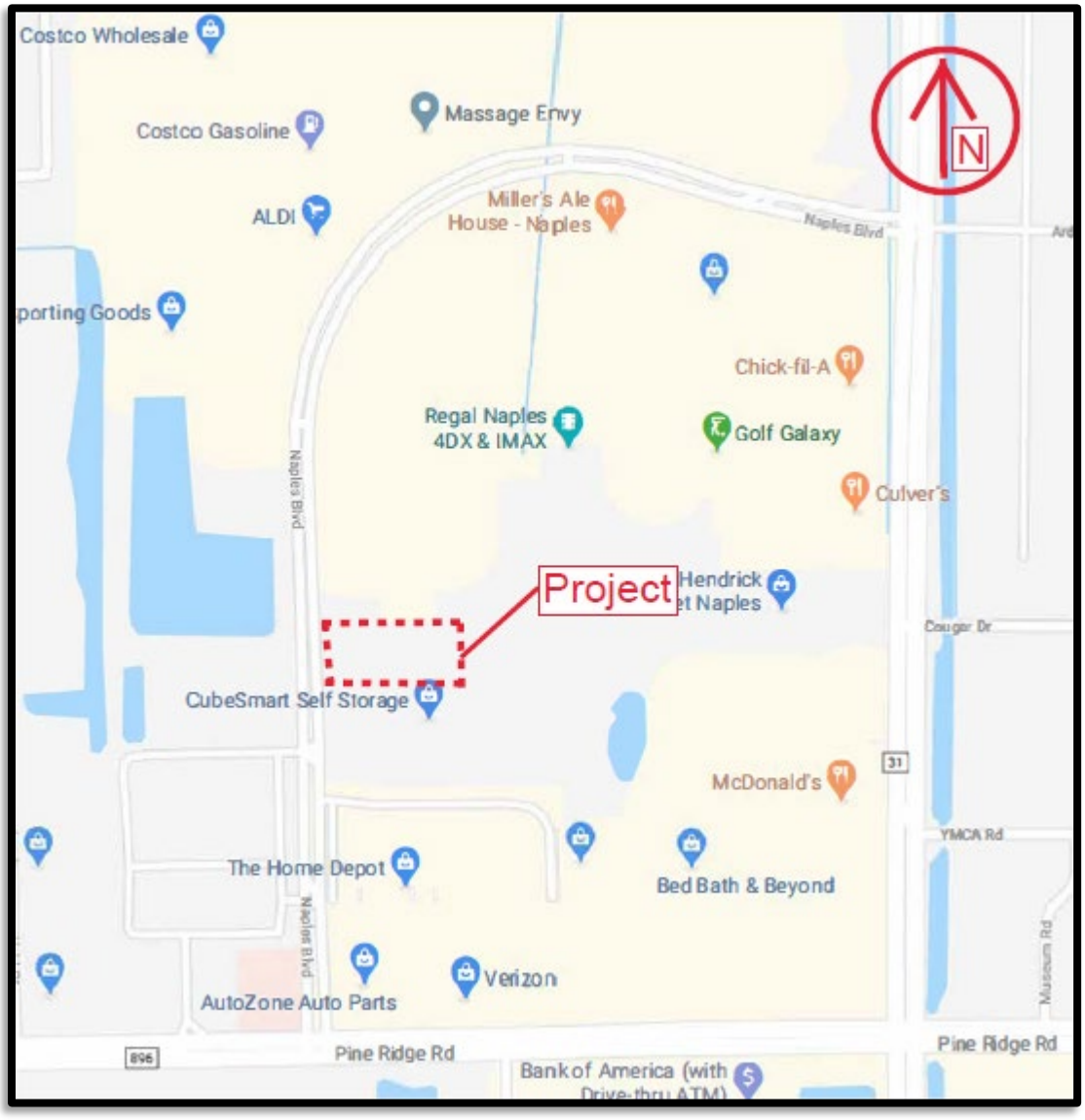
Appendices

Project Description

The proposed Naples Pine Air Motor Storage is a pending comparable use in the Pine Air Lakes Commercial Planned Unit Development (CPUD). The project is located on the east side of Naples Boulevard, between Pine Ridge Road and Airport-Pulling Road, in Section 11, Township 49 South, Range 25 East, Collier County, Florida.

Refer to **Fig. 1 – Project Location Map**, which follows, and **Appendix A: Project Master Site Plan**.

Fig. 1 – Project Location Map



The approximately 3 acre parcel the proposed use would be located on is partially developed and used for outdoor storage of vehicles for an adjacent car dealership. In accordance with the approved Collier County Ordinance #07-32, the property is located within a CPUD zoning district.

A self-storage / Mini Warehousing, Indoor Only use, not to exceed 100,000 square feet is a pending comparable use. The self-storage facility will consist of indoor, air-conditioned units only and have an architectural design similar to typical office buildings in Collier County.

The Site Development Plans (SDP) project proposes to develop 2 buildings for a total 36,774 sf of indoor self-storage. For purposes of this evaluation, the SDP project build-out year is assumed to be consistent with the Collier County 2022 planning horizon.

ITE does not have a Land Use Code (LUC) for indoor self-storage. For purposes of this analysis, the LUC Mini-Warehouse is used for trip generation calculations. The project provides a highest and best use scenario with respect to the project's proposed trip generation. The development program is illustrated in **Table 1.**

Table 1
Development Program

Development	ITE Land Use	ITE Land Use Code	Total Size	Build-out Year
SDP Proposed Conditions	Mini-Warehouse	151	36,774 sf	2022

A methodology meeting was held with the Collier County Transportation Planning staff on August 19, 2020 by email (refer to **Appendix B: Initial Meeting Checklist**). Connection to subject project is proposed via a right in/right out access drive from northbound Naples Boulevard.

Trip Generation

The project's site trip generation is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The software program Online Traffic Impact Study Software (OTISS), most recent version, is used to create the raw unadjusted trip generation for the project. The ITE rates are used for the trip generation calculations.

Based on ITE recommendations and Collier County Traffic Impact Statement (TIS) guidelines, no reductions for internal capture or pass-by trips have been taken into consideration.

The estimated SDP trip generation is illustrated in **Table 2**.

Table 2
Trip Generation (SDP – Proposed Conditions) - Average Weekday

		24 Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
ITE Land Use	**Size**		**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
151 Mini-Warehouse	36,774 sf	**56**	2	2	**4**	3	3	**6**

Detailed calculations can be found in **Appendix C: Trip Generation Calculations ITE 10th Edition**.

The surrounding roadway network link concurrency analysis is illustrated based on total external traffic generated by the SDP project (refer to **Table 2**). **Table 2** trip generation values are also used for the site access turn lane analyses.

In agreement with the Collier County TIS Guidelines and Procedures, significantly impacted roadways are identified based on the proposed project highest peak hour trip generation (net external traffic) and consistent with the peak hour of the adjacent street traffic. Based on the information contained in the Collier County 2019 Annual Update and Inventory Report (AUIR), the peak hour for the adjacent roadway network is PM. Per the 2019 AUIR, the Peak Direction for Pine Ridge Road is eastbound and the Peak Direction for Airport-Pulling Road is northbound.

Trip Distribution and Assignment

The traffic generated by the development was assigned to the adjacent roadways using the knowledge of the area and as coordinated with Collier County Transportation Planning Staff.

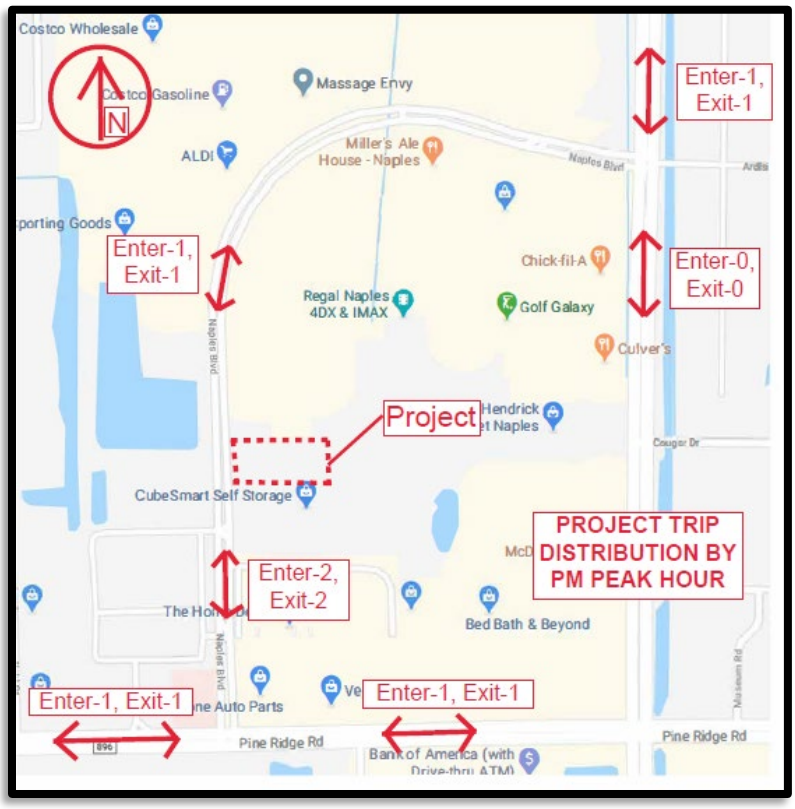
The SDP project generated trip distribution is shown in **Table 3, Project Traffic Distribution for Peak Hour** and is graphically depicted in **Fig. 2 – Project Distribution by Percentage and By PM Peak Hour**.

Table 3
Project Traffic Distribution for Peak Hour

Roadway Link	Collier County Link No.	Roadway Link Location	Distribution of Project Traffic	PM Peak Hr Project Vol.*	
				Enter	Exit
Naples Blvd**	N/A	Project to Airport-Pulling Road	30%	SB-1	NB-1
Naples Blvd**	N/A	Project to Pine Ridge Road	70%	NB-2	SB-2
Airport-Pulling Road	2.2	Orange Blossom Drive to Naples Blvd	25%	SB-1	**NB-1**
Airport-Pulling Road	2.2	Naples Blvd to Pine Ridge Road	5%	**NB-0**	SB-0
Pine Ridge Road	66.0	Shirley Street to Naples Blvd	35%	**EB-1**	WB-1
Pine Ridge Road	66.0	Naples Blvd to Airport-Pulling Road	35%	WB-1	**EB-1**

Note(s): *Peak hour, peak direction traffic volumes are **underlined** and **bold** to be used in Roadway Link Level of Service calculations.
** Not a Collier County monitored roadway.

Fig. 2 – Project Distribution by Percentage and By PM Peak Hour



Background Traffic

Average background traffic growth rates were estimated for the segments of the roadway network in the study area using the Collier County Transportation Planning Staff guidance of a minimum 2% growth rate, or the historical growth rate from annual traffic counts (estimated from 2008 through 2019), whichever is greater. Another way to derive the background traffic is to use the 2019 AUIR volume plus the trip bank volume. **Table 4, Background Traffic without Project (2019 – 2022)** illustrates the application of projected growth rates to generate the projected background (without project) peak hour peak direction traffic volume for the build-out year 2022.

Table 4
Background Traffic without Project (2019 - 2022)

Roadway Link	CC AUIR Link ID #	Roadway Link Location	2019 AUIR Pk Hr, Pk Dir Background Traffic Volume (trips/hr)	Projected Traffic Annual Growth Rate (%/yr)*	Growth Factor	2022 Projected Pk Hr, Peak Dir Background Traffic Volume w/out Project (trips/hr) Growth Factor**	Trip Bank	2022 Projected Pk Hr, Peak Dir Background Traffic Volume w/out Project (trips/hr) Trip Bank***
Airport-Pulling Road	2.2	Orange Blossom Drive to Naples Blvd	2,010	2.00%	1.0612	**2,133**	49	2,059
Airport-Pulling Road	2.2	Naples Blvd to Pine Ridge Road	2,010	2.00%	1.0612	**2,133**	49	2,059
Pine Ridge Road	66.0	Shirley Street to Naples Blvd	2,910	2.00%	1.0612	**3,088**	24	2,934
Pine Ridge Road	66.0	Naples Blvd to Airport-Pulling Road	2,910	2.00%	1.0612	**3,088**	24	2,934

Note(s): *Annual Growth Rate - from 2008 to 2019 AUIR, 2% minimum.
**Growth Factor = (1+Annual Growth Rate) ^{3}. 2022 Projected Volume= 2019 AUIR Volume x Growth Factor.
***2022 Projected Volume= 2019 AUIR Volume + Trip Bank.
The projected 2022 Peak Hour – Peak Direction Background Traffic is the greater of the Growth Factor or Trip Bank calculation, which is **underlined** and **bold** as applicable.

Existing and Future Roadway Network

The existing roadway conditions are extracted from the 2019 Annual Update and Inventory Report (AUIR) and the project roadway conditions are based on the current Collier County 5-Year Work Program. Roadway improvements that are currently under construction or are scheduled to be constructed within the five year Transportation Improvement Plan (TIP) or Capital

Improvement program (CIP) are considered to be committed improvements. As no such improvements were identified in the Collier County 2019 AUIR, the evaluated roadways are anticipated to remain as such through project build-out. The existing and future roadway conditions are illustrated in **Table 5, Existing and Future Roadway Conditions**.

Table 5
Existing and Future Roadway Conditions

Roadway Link	CC AUIR Link ID #	Roadway Link Location	2019 Roadway Condition	Min. Standard LOS	2019 Peak Dir, Peak Hr Capacity Volume	2022 Roadway Condition	2022 Peak Dir, Peak Hr Capacity Volume
Airport-Pulling Road	2.2	Orange Blossom Drive to Naples Blvd	6D	E	3,000 (N)	6D	3,000 (N)
Airport-Pulling Road	2.2	Naples Blvd to Pine Ridge Road	6D	E	3,000(N)	6D	3,000 (N)
Pine Ridge Road	66.0	Shirley Street to Naples Blvd	6D	E	2,800(E)	6D	2,800 (E)
Pine Ridge Road	66.0	Naples Blvd to Airport-Pulling Road	6D	E	2,800(E)	6D	2,800 (E)

Note(s): 2U = 2-lane undivided roadway; 4D, 6D, 8D =4-lane, 6-lane, 8-lane divided roadway, respectively; LOS = Level of Service

Project Impacts to Area Roadway Network-Link Analysis

The Collier County Transportation Planning Services developed Level of Service (LOS) volumes for the roadway links impacted by the project, which were evaluated to determine the project impacts to the area roadway network in the future (2022). The Collier County Transportation Planning Services guidelines have determined that a project will be considered to have a significant and adverse impact if **both** the percentage volume capacity exceeds 2% of the capacity for the link directly accessed by the project and for the link adjacent to the link directly accessed by the project; 3% for other subsequent links **and** if the roadway is projected to operate below the adopted LOS standard. Based on these criteria, this project does not create any significant impacts to the area roadway network.

Based on the data contained within the 2019 AUIR, two of the analyzed links, comprising Pine Ridge Road between Shirley Street and Airport-Pulling Road, are shown to operate with a LOS deficiency in 2019, under background conditions. The other two links are not projected to operate below the adopted LOS standard with or without the project at 2022 future build-out conditions. **Table 6, Roadway Link Level of Service – With Project in the Year 2022** illustrates the LOS impacts of the project on the roadway network closest to the project.

Table 6
Roadway Link Level of Service (LOS) – With Project in the Year 2022

Roadway Link	CC AUIR Link ID #	Roadway Link Location	2019 Peak Dir, Peak Hr Capacity Volume	Roadway Link, Peak Dir, Peak Hr (Project Vol Added)*	2022 Peak Dir, Peak Hr Volume w/Project **	% Vol Capacity Impact By Project	Min LOS exceeded without Project? Yes/No	Min LOS exceeded with Project? Yes/No
Airport-Pulling Road	2.2	Orange Blossom Drive to Naples Blvd	3,000 (N)	NB – 1	2,134	0.03%	No	No
Airport-Pulling Road	2.2	Naples Blvd to Pine Ridge Road	3,000 (N)	NB-0	2,133	0.0%	No	No
Pine Ridge Road	66.0	Shirley Street to Naples Blvd	2,800(E)	EB-1	3,089	0.04%	Yes	Yes
Pine Ridge Road	66.0	Naples Blvd to Airport-Pulling Road	2,800(E)	EB – 1	3,089	0.04%	Yes	Yes

Note(s): *Refer to **Table 3** from this report.
** 2022 Projected Volume= 2022 Background Volume (refer to **Table 4**) + Project Volume.

In agreement with the Collier County Growth Management Plan – Transportation Element – Policy 5.2, project traffic that is 1% or less of the adopted peak hour service volume represents a de minimis impact. As illustrated in **Table 6**, the projected traffic impact is de minimis for the purposes of this application.

The project site is located within the Northwest Transportation Concurrency Management Area (TCMA). The TCMA's designation is provided in Policy 5.6 of the Transportation Element.

In agreement with Policy 5.7 of the Transportation Element, the TCMA concurrency is measured on a system-wide basis such that each TCMA shall maintain 85% of its lane miles at or above the LOS standards. Based on the information contained in 2019 AUIR, the Northwest TCMA percent lane miles meeting standard is 97.1%.

Pine Ridge Road is a hurricane evacuation route. As illustrated in Policy 5.8(d) – Transportation Element, no impact will be de minimis if it exceeds the adopted LOS standard of any affected designated hurricane evacuation routes within a TCMA. Any impact to a hurricane evacuation route within a TCMA shall require a proportionate share congestion mitigation payment provided the remaining LOS requirements of the TCMA are maintained.

In summary, the Pine Ridge Road link from Shirley Street to Airport-Pulling Road is a deficient roadway link, and the Northwest TCMA contains sufficient capacity so that the minimum 85% capacity threshold is maintained. In accordance with the County LDC 6.02.02-L5 in order to be exempt from link specific concurrency, the development will utilize TDM strategy "A",

preferential parking for carpools and vanpools, and TDM strategy "H", bicycle and pedestrian facilities.

Site Access Turn Lane Analysis

Connection to Naples Blvd is proposed via a new right in/right out access drive from northbound Naples Blvd. For details refer to **Appendix A: Project Master Site Plan.**

Naples Blvd is a four-lane north-south urban divided collector under Collier County jurisdiction, and has a posted legal speed of 35 mph in the vicinity of the project. Based on FDOT Standard Plans Index 711-001, with a posted speed of 35 mph, the minimum turn lane length is 155 ft. (which includes a 50 ft. taper) plus required queue.

The Naples Pine Air Motor Storage – trip generation associated with the SDP proposed conditions development (refer to **Table 2**) is to be used for the site access turn lane analyses.

Project access is evaluated for turn lane warrants based on Collier County Right-of-way Manual: (a) two-lane roadways – 40vph for right-turn lane/20vph for left-turn lane; and (b) multi-lane divided roadways – right turn lanes shall always be provided; when new median opening are permitted, they shall always include left turn lanes.

Turn lane lengths required at build-out conditions are analyzed based on the number of turning vehicles in an average one-minute period for right-turning movements, and two-minute period for left-turning movements, within the peak hour traffic. The minimum queue length is 25 ft. and the queue/vehicle is 25 ft.

For more details see **Appendix D: Turning Movement Exhibits**.

Naples Blvd Right-in / Right-out Project Access

The project is expected to generate 2 and 3vph inbound right-turning movements during the AM and PM peak hour, respectively. Based on Collier County requirements, a right turn lane is required. At minimum, the turn lane should be 205 ft. long (to include a minimum 50 ft. of storage due to the nature of the vehicles entering the facility).

U-Turn at the intersection north of the project

The existing northbound left-turn lane is approximately 235 ft. long. The project is expected to generate 2 vph u-turning movements during both the AM and PM peak hours. At minimum, the turn lane should be 180 ft. long (to include a minimum 25 ft. of storage). The existing left-turn lane is adequate to accommodate the additional proposed traffic at this location.

Southbound U-turn at the left-turn lane for the Cube Smart Self Storage

The existing southbound left-turn lane is approximately 180 ft. long. The project is expected to generate 0 and 1 vph u-turning movements during the AM and PM peak hour, respectively. At minimum, the turn lane should be 180 ft. long (to include a minimum 25 ft. of storage). The existing left-turn lane is adequate to accommodate the additional proposed traffic at this location.

Improvement Analysis

Based on the link analysis and trip distribution, the proposed project is not a significant traffic generator for the roadway network at this location. The Pine Ridge Road link from Shirley Street to Airport-Pulling Road is shown to operate with a LOS deficiency under 2022 background conditions.

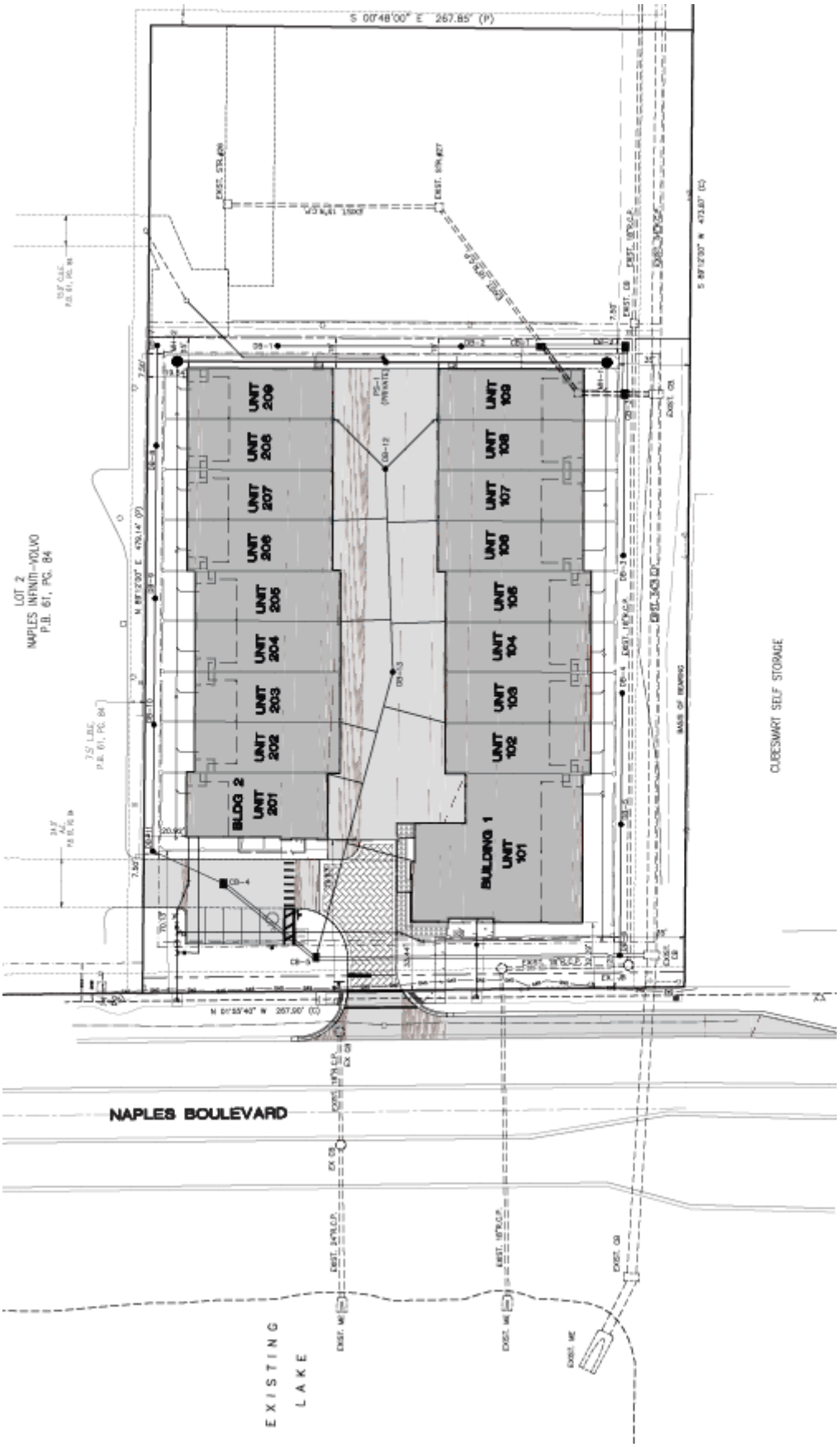
A right-turn lane is required by Collier County for the right-in / right-out entrance into the site. The existing left-turn lanes are adequate to accommodate projected traffic at build-out conditions.

Mitigation of Impact

The developer proposes to pay the appropriate Collier County Road Impact Fee as building permits are issued for the project.

In accordance with Policy 5.8.d of the Transportation Element of the Growth Management Plan, the applicant may be required to provide a proportionate share congestion mitigation payment to the County for future Pine Ridge Road improvements at the time such costs are determined.

Appendix A: Project Master Site Plan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UNIT 209
UNIT 208
UNIT 207
UNIT 206
UNIT 205
UNIT 204
UNIT 203
UNIT 202
BLDG 2
UNIT 201
UNIT 109
UNIT 108
UNIT 107
UNIT 106
UNIT 105
UNIT 104
UNIT 103
UNIT 102
BUILDING 1
UNIT 101
LOT 2
NAPLES INFINITI-VOLVO
P.B. 61, PG. 84
CUBESMART SELF STORAGE
NAPLES BOULEVARD
EXISTING
LAKE

Appendix B: Initial Meeting Checklist (Methodology Meeting)

INITIAL MEETING CHECKLIST

Suggestion: Use this Appendix as a worksheet to ensure that no important elements are overlooked. Cross out the items that do not apply, or N/A (not applicable).

Date: August 19, 2020 Time: N/A

Location: N/A – Via Email

People Attending:
Name, Organization, and Telephone Numbers

1) Cecilia Varga, Collier County Growth Management Division
2) Norman Trebilcock, TCS
3) David Dratnol, TCS

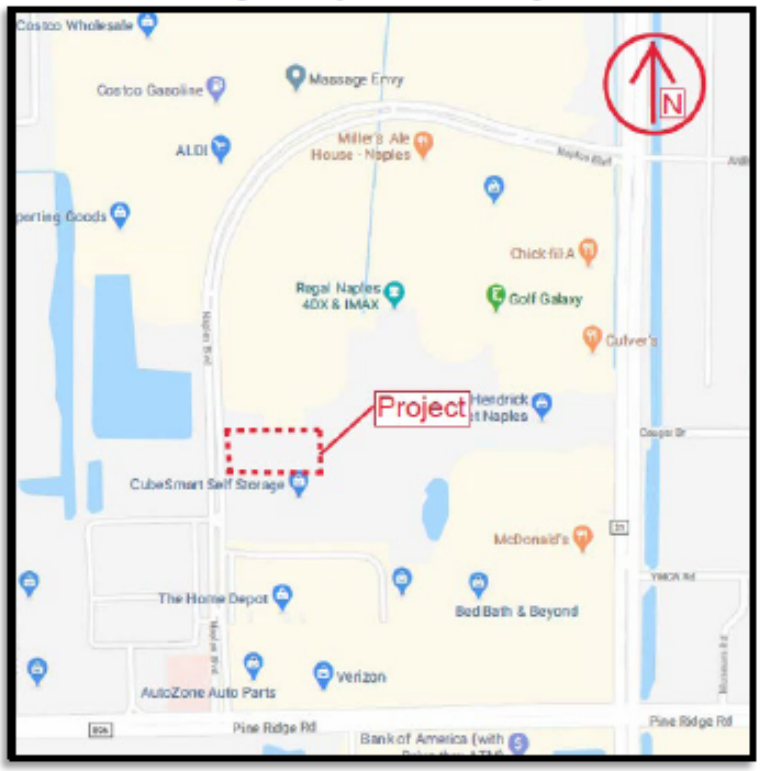
Study Preparer:
Preparer's Name and Title: Norman Trebilcock, AICP, PE
Organization: Trebilcock Consulting Solutions, PA
Address & Telephone Number: 2800 Davis Boulevard, Suite 200, Naples, Fl. 34104; ph 239-566-9551

Reviewer(s):
Reviewer's Name & Title: Cecilia Varga
Organization & Telephone Number: Collier County Transportation Development Review 239-252-2613

Applicant:
Applicant's Name: Hole Montes
Address: 950 Encore Way, Naples, FL 34110
Telephone Number: 239-254-2000

Proposed Development:
Name: Naples Pine Air Motor Storage Site Development Plan (SDP)
Location: East side of Naples Blvd. between Pine Ridge Rd and Airport-Pulling Rd (Refer to **Fig.1**)
Land Use Type: Industrial
ITE Code #: LUC 151 – Mini-Warehouse.
Description: Project proposes 2 buildings consisting of a total 36,774 sf self-storage.
Zoning
Existing: Approved Ordinance No. 7-32. CU has been separately submitted.
Comprehensive plan recommendation: No change
Requested: To allow proposed development.

Fig.1 – Project Location Map



Findings of the Preliminary Study:
Study type: Since estimated project new traffic volume is less than 50 AM or PM 2-way peak hour trips, this study qualifies for a Small Scale TIS – no significant roadway and/or operational impacts within the county right-of-way. This TIS will include AM-PM peak hour trip generation, traffic distribution and assignments, significance test, roadway link analysis and site access points turn lane analysis.
Roadway concurrency analysis – based on PM Peak Hour weekday traffic – 2%/2%/3% criterion.
Site Access Analysis – based on proposed total build-out estimated AM-PM Peak Hour weekday traffic.
Consistent with ITE recommendations and Collier County TIS Guidelines, internal capture and pass-by reductions are not considered for this study.
The project is located in the Northwest TCMA, so the TIS will address GMP 5.5 to 5.8

Study Type: (if not net increase, operational study)

Small Scale TIS	☒	Minor TIS	☐
Major TIS	☐		

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Study Area:
Boundaries: West – Naples Blvd between Pine Ridge Rd and Airport-Pulling Rd
Additional intersections to be analyzed: N/A
Build-out Year: 2022: Planning Horizon Year: 2022
Analysis Time Period(s): Concurrency – PM Peak Hour; Operational – AM-PM Peak Hour.
Future Off-Site Developments: N/A
Source of Trip Generation Rates: ITE 10th Edition
Reductions in Trip Generation Rates:
None: N/A
Pass-by trips (PUD): N/A
Internal trips: N/A
Transit use: N/A
Other: N/A
Horizon Year Roadway Network Improvements: 2022
Methodology & Assumptions:
Non-site traffic estimates: Collier County traffic counts and 2019 AUIR
Site-trip generation: OTISS – ITE 10th Edition
Trip distribution: Engineer's estimate – refer to **Fig. 2.**
Traffic assignment method: project trip generation with background growth
Traffic growth rate: historical 2008 – 2019 growth rate or 2% minimum
Turning movement assignment: Right-in / Right-out onto Naples Blvd

Fig. 2 – Project Trip Distribution by Percentage

Special Features: (from preliminary study or prior experience)
Accidents locations: N/A
Sight distance: N/A
Queuing: N/A
Access location & configuration: N/A
Traffic control: MUTCD
Signal system location & progression needs: N/A
On-site parking needs: N/A
Data Sources: CC 2019 AUIR; CC Traffic Counts
Base maps: N/A
Prior study reports: N/A
Access policy and jurisdiction: N/A
Review process: N/A
Requirements: N/A
Miscellaneous: N/A

Small Scale Study – No Fee	X
Minor Study - $750.00	
Major Study - $1500.00	
Methodology Fee $500	X
Includes 0 intersections	
Additional Intersections - $500.00 each	

All fees will be agreed to during the Methodology meeting and must be paid to Transportation prior to our sign-off on the application.

SIGNATURES

Norman Trebilcock

Study Preparer—Norman Trebilcock

_____
Reviewer(s)

_____
Applicant

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Collier County
Traffic Impact Study Review Fee Schedule

Fees will be paid incrementally as the development proceeds: Methodology Review, Analysis Review, and Sufficiency Reviews. Fees for additional meetings or other optional services are also provided below.

Methodology Review - $500 Fee
Methodology Review includes review of a submitted methodology statement, including review of submitted trip generation estimate(s), distribution, assignment, and review of a "Small Scale Study" determination, written approval/comments on a proposed methodology statement, and written confirmation of a re-submitted, amended methodology statement, and one meeting in Collier County, if needed.

"Small Scale Study" Review - No Additional Fee (Includes one sufficiency review)
Upon approval of the methodology review, the applicant may submit the study. The review includes: a concurrency determination, site access inspection and confirmation of the study compliance with trip generation, distribution and maximum threshold compliance.

"Minor Study Review" - $750 Fee (Includes one sufficiency review)
Review of the submitted traffic analysis includes: optional field visit to site, confirmation of trip generation, distribution, and assignment, concurrency determination, confirmation of committed improvements, review of traffic volume data collected/assembled, review of off-site improvements within the right-of-way, review of site access and circulation, and preparation and review of "sufficiency" comments/questions.

"Major Study Review" - $1,500 Fee (Includes two intersection analysis and two sufficiency reviews)
Review of the submitted traffic analysis includes: field visit to site, confirmation of trip generation, special trip generation and/or trip length study, distribution and assignment, concurrency determination, confirmation of committed improvements, review of traffic volume data collected/assembled, review of traffic growth analysis, review of off-site roadway operations and capacity analysis, review of site access and circulation, neighborhood traffic intrusion issues, any necessary improvement proposals and associated cost estimates, and preparation and review of up to two rounds of "sufficiency" comments/questions and/or recommended conditions of approval.

"Additional intersection Review" - $500 Fee
The review of additional intersections shall include the same parameters as outlined in the "Major Study Review" and shall apply to each intersection above the first two intersections included in the "Major Study Review"

"Additional Sufficiency Reviews" - $500 Fee
Additional sufficiency reviews beyond those initially included in the appropriate study shall require the additional Fee prior to the completion of the review.

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Appendix C: Trip Generation Calculations ITE 10th Edition

Project Information	
Project Name:	Naples Pine Air Motor Storage
No:	
Date:	8/18/2020
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	
Edition:	Trip Gen Manual, 10th Ed

Land Use	Size	Weekday		AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
151 - Mini-Warehouse (General Urban/Suburban)	36.77 1000 Sq. Ft. GFA	28	28	2	2	3	3
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		28	28	2	2	3	3
Total		28	28	2	2	3	3
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		28	28	2	2	3	3

Analysis Name :	Weekday		
Project Name :	Naples Pine Air Motor Storage	**No :**	
Date:	8/18/2020	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	36.77	Weekday	Average 1.51	28 50%	28 50%	56

Analysis Name :	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.		
Project Name :	Naples Pine Air Motor Storage	**No :**	
Date:	8/18/2020	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	36.77	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.1	2 50%	2 50%	4

Analysis Name :	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.		
Project Name :	Naples Pine Air Motor Storage	**No :**	
Date:	8/18/2020	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
151 - Mini-Warehouse (General Urban/Suburban)	1000 Sq. Ft. GFA	36.77	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.17	3 50%	3 50%	6

Appendix D: Turning Movement Exhibits


N
70%
PROJECT SITE
100%
30%
PROJECT TURNING MOVEMENTS BY PERCENTAGE
Naples Blvd
Boulevard Shoppes
Golden Food Service Store
Promenade At Naples
Back in Motion
Edgemont Office Park
The Brace Place Orthodontics
CubeSmart Self Storage
Pelican Nails
Google


N
(AM-2, PM-2)
PROJECT SITE
AM-2, PM-3
PROJECT TURNING MOVEMENTS BY AM AND PM PEAK HOUR
AM-0, PM-1
Entering: AM-2, PM-3
Exiting: (AM-2, PM-2)
Google