

***HIDDEN CREEK
COMMUNITY DEVELOPMENT DISTRICT***

Advanced Meeting Package

Regular Meeting

***Date/Time:
Friday, April 1, 2022
10:00 A.M.***

***Location:
Hilton Garden Inn
4328 Garden Vista Drive
Riverview, Florida***

Note: The Advanced Meeting Package is a working document and thus all materials are considered DRAFTS prior to presentation and Board acceptance, approval or adoption.

Hidden Creek Community Development District

c/o Breeze
1540 International Parkway, Suite 2000
Lake Mary, FL 32745
813-564-7847

Board of Supervisors
Hidden Creek Community Development District

Dear Supervisors:

A Meeting of the Board of Supervisors of the Hidden Creek Community Development District is scheduled for Friday, **April 1, 2022 at 10:00 A.M.** at the **Hilton Garden Inn, 4328 Garden Vista Drive, Riverview, FL**

The advanced copy of the agenda for the meeting is attached along with associated documentation for your review and consideration. Any additional support material will be distributed at the meeting.

The agenda items are for immediate business purposes and for the health and safety of the community. Staff will present any reports at the meeting. If you have any questions, please contact me. I look forward to seeing you there.

Sincerely,

Patricia Thibault

Patricia Thibault
District Manager
813-564-7847

CC: Attorney
Engineer
District Records

District: **HIDDEN CREEK COMMUNITY DEVELOPMENT DISTRICT**

Date of Meeting: Friday, April 1, 2022

Time: 10:00 A.M.

Location: Hilton Garden Inn
4328 Garden Vista Drive
Riverview, Florida

Dial In: 312 626 6799
Meeting ID: 835 5785 5157
Passcode: 321464

Agenda

For the full agenda packet, please contact: patricia@breezehome.com

- I. Roll Call**
- II. Audience Comments** – *(limited to 3 minutes per individual on agenda items)*
- III. Administrative Items**
 - A. Consideration of Road Maintenance Cost Sharing Agreement **Exhibit 1**
- IV. Staff Reports**
 - A. District Manager
 - B. District Attorney
 - C. District Engineer
- V. Audience Comments – New Business** – *(limited to 3 minutes per individual)*
- VI. Supervisor Requests**
- VII. Adjournment**

EXHIBIT 1.

ROAD MAINTENANCE COST SHARING AGREEMENT

THIS AGREEMENT is made effective as of the 1st day of April, 2022, by and between the Hidden Creek Community Development District, a special-purpose unit of local government created and existing pursuant to Chapter 190, Florida Statutes (“**District**”) and Southshore Bay Club, LLC, a Florida limited liability company (“**Southshore Bay Club**”).

RECITALS:

A. District is the owner of lands within the District, including a portion of the District’s major roadway, Lagoon Shore Boulevard (the “**District Road**”) and Southshore Bay Club is the owner of the lagoon property located on the District Road.

B. District is responsible for the maintenance of the District Road.

C. Southshore Bay Club and District desire to proportionally share in the future cost of the roadway milling and resurfacing maintenance of the District Road, for the benefit of all residents of the District and Southshore Bay Club owners.

D. District possesses experience arranging for and maintaining the District Road.

F. Southshore Bay Club has sufficient funds available to contribute to the future roadway milling and resurfacing maintenance of the District Road.

G. District and Southshore Bay Club desire to enter into an agreement whereby the Southshore Bay Club contributes funds toward the future roadway milling and resurfacing maintenance of the District Road, and the District is principally responsible for maintaining the District Road.

H. The District’s engineer has determined the proportionate share of the future roadway milling and resurfacing maintenance costs that Southshore Bay Club should contribute as provided in **Exhibit “A”**, attached hereto and incorporated herein.

NOW THEREFORE, in consideration of the above-stated recitals and other good and valuable consideration, the receipt and sufficiency of which is acknowledged by each of the parties hereto, District and Southshore Bay Club agree as follows:

1. Recitals Confirmed. The parties confirm that the above stated recitals are true and correct.

2. District Road Maintenance Contribution. The parties acknowledge that it is in the best interest of the residents and property owners in the District and Southshore Bay Club to maintain the District Road. Commencing with the District’s 2022/2023 Fiscal Year, Southshore Bay Club shall contribute to the District, for the maintenance of the District Road, an amount equal to ten percent (10%) of the District’s future roadway milling and resurfacing maintenance costs, as set forth in the District’s adopted budget for each fiscal year. The District shall be responsible for contracting for the maintenance of the District Road.

3. Term and Termination. The initial term of this Agreement shall be fifteen (15) years from the Effective Date (the “**Initial Term**”). After the Initial Term, this Agreement shall automatically renew for additional five (5)-year terms unless terminated as provided herein. After the Initial Term, the District and Southshore Bay Club shall each have the right to terminate this Agreement upon not less than one hundred eighty (180) days written notice before the District’s next fiscal year with or without cause. Upon termination, the District and Southshore Bay Club shall account to each other with respect to all matters outstanding as of the date of termination.

4. Negotiation at Arm’s Length. This Agreement has been negotiated fully between the parties as an arm’s length transaction. The Parties participated fully in the preparation of this Agreement and received the advice of counsel. In the case of a dispute concerning the interpretation of any provision of this Agreement, all Parties are deemed to have drafted, chosen and selected the language, and the doubtful language will not be interpreted or construed against any Party.

5. Amendment. Amendments to and waivers of the provisions contained in this Agreement may be made only by an instrument in writing which is executed by both of the parties hereto.

6. Authority to Contract. The execution of this Agreement has been duly authorized by the appropriate body or official of all parties hereto, each party has complied with all the requirements of law, and each party has full power and authority to comply with the terms and provisions of this instrument.

7. Notices. All notices, requests, consents and other communications hereunder (“**Notices**”) shall be in writing and shall be delivered, mailed by Federal Express or First Class Mail, postage prepaid, to the parties, as follows:

A. If to Southshore Bay Club

Southshore Bay Club, LLC
2502 N. Rocky Point Drive, Suite 1050
Tampa, Florida 33607

B. If to District:

Hidden Creek Community
Development District
1540 International Parkway, Ste. 2000
Lake Mary, Florida 32746

With a copy to:
Straley Robin Vericker P.A.
1510 W. Cleveland St.
Tampa, Florida 33606

8. Applicable Law. This Agreement and the provisions contained herein shall be construed, interpreted and controlled according to the laws of the State of Florida with venue in Hillsborough County, Florida.

9. Enforcement. A default by either party under this Agreement shall entitle the other party to all remedies available at law or in equity, which shall include, but not be limited to, the right of damages, injunctive relief and specific performance.

10. Interest and Attorneys' Fees. Any payment due from Southshore Bay Club to District shall bear interest at the highest permissible rate of interest under the laws of the State of Florida, from the date such payment is due pursuant to this Agreement. In the event either party is required to enforce this Agreement or any provision hereof through court proceedings or otherwise, the prevailing party shall be entitled to recover from the non-prevailing party all fees and costs incurred, including but not limited to reasonable attorneys' fees incurred prior to or during any litigation or other dispute resolution, and including fees incurred in appellate proceedings.

11. Assignment. This Agreement may not be assigned, in whole or in part, by either party without the prior written consent of the other. Any purported assignment without such approval shall be void.

12. Limitations on Governmental Liability. Nothing in this Agreement shall be deemed as a waiver of immunity or limits of liability of Southshore Bay Club beyond any statutory limited waiver of immunity or limits of liability which may have been adopted by the Florida Legislature in Section 768.28, Florida Statutes or other statute, and nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing any claim which would otherwise be barred under the Doctrine of Sovereign Immunity or by operation of law.

13. Binding Effect; No Third Party Beneficiaries. The terms and provisions hereof shall be binding upon and shall inure to the benefit of District and Southshore Bay Club. This Agreement is solely for the benefit of the formal parties herein and no right or cause of action shall accrue upon or by reason hereof, to or for the benefit of any third party not a formal party hereto. Nothing in this Agreement expressed or implied is intended or shall be construed to confer upon any person or corporation other than the parties hereto any right, remedy or claim under or by reason of this Agreement or any provisions or conditions hereof; and all of the provisions, representations, covenants and conditions herein contained shall inure to the sole benefit of and shall be binding upon the parties hereto and their respective representatives, successors and assigns.

14. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to its subject matter and all antecedent and contemporaneous negotiations, undertakings, representations, warranties, inducements and obligations are merged into this Agreement and superseded by its delivery. No provision of this Agreement may be amended, waived or modified unless the same is set forth in writing and signed by each of the parties to this Agreement, or their respective successors or assigns.

15. Execution in Counterparts. This instrument may be executed in any number of counterparts, each of which, when executed and delivered, shall constitute an original, and such counterparts together shall constitute one and the same instrument. Signature and acknowledgment pages, if any, may be detached from the counterparts and attached to a single copy of this document to physically form one document.

16. Public Records. As required under Section 119.0701, Florida Statutes, Southshore Bay Club shall (a) keep and maintain public records required by the District in order to perform the service, (b) upon request from the District's custodian of public records, provide the District with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided by law, (c) ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the Southshore Bay Club does not transfer the records to District, (d) meet all requirements for retaining public records and transfer, at no cost, to the District all public records in possession of the Southshore Bay Club upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the District in a format that is compatible with the information technology systems of the District.

IF SOUTHSHORE BAY CLUB HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO SOUTHSHORE BAY CLUB'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 813-564-7847, PATRICIA @BREEZEHOME.COM, OR AT 1540 INTERNATIONAL PARKWAY, STE. 2000, LAKE MARY, FLORIDA, 32746.

IN WITNESS WHEREOF, District and Southshore Bay Club have each caused their duly authorized officers to execute this Agreement as of the date and year first above-written.

**HIDDEN CREEK COMMUNITY
DEVELOPMENT DISTRICT**

By: _____
Michael Lawson
Chairman of the Board of Supervisors

SOUTHSHORE BAY CLUB, LLC

By: _____
Name: _____
Title: _____



Stantec Consulting Services Inc.
777 S Harbour Island Boulevard, Suite 600
Tampa FL 33602-5729

March 7, 2022

Project/File: 215611773

Hidden Creek Community Development District

Attn: Board of Supervisors

1540 International Parkway

Suite 2000

Lake Mary, FL 32746

Dear Board of Supervisors,

Reference: Hidden Creek CDD

As the District Engineer for the Hidden Creek Community Development District, based on our review of the enclosed Transportation Assessment College Avenue prepared by Lincks & Associates, Inc. dated August 3, 2021, we recommend that Southshore Bay Club, LLC contributes ten percent (10%) as its share towards the future roadway milling and resurfacing maintenance costs of Lagoon Shore Boulevard.

Please contact me if you have any questions or need additional information.

Regards,

A handwritten signature in blue ink, appearing to read "Tonja L. Stewart".

Tonja L. Stewart, P.E.

Senior Project Manager, Civil Engineering

Phone: (813) 223-9500

tonja.stewart@stantec.com

TRANSPORTATION ASSESSMENT

COLLEGE AVENUE

Prepared For

METRO DEVELOPMENT GROUP

Prepared By



LINCKS & ASSOCIATES, INC.

Engineers - Planners

Tampa, Florida

TRANSPORTATION ASSESSMENT
COLLEGE AVENUE

Prepared For
METRO DEVELOPMENT GROUP

Prepared By
LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised August, 2021
January, 2021

Project No. 19182

Steven J. Henry, P.E.
P.E. No. 51555

Date



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INTRODUCTION

The purpose of this report is to provide the Transportation Assessment in conjunction with the modification of the Planned Development (PD) zoning for the property located west of West Lake Drive and south of SR 674 in Hillsborough County, Florida, as shown in Figure 1. The subject property is currently zoned PD to allow 940 residential dwelling units with up to 450 multi-family dwelling units. For the purpose of the analysis the following land uses were evaluated:

- 490 Single Family Homes
- 225 Townhomes
- 225 Multi-Family Dwelling Units

The developer proposes to modify the PD to allow the following land uses:

- 305 Single Family Homes – Traditional
- 340 Townhomes – Traditional
- 135 Single Family Detached Age – Restricted
- 60 Single Family Attached Age – Restricted
- Crystal Lagoon

This assessment will provide a trip generation comparison of the current approved land uses to the proposed development plan.

ESTIMATED DAILY PROJECT TRAFFIC

The trip generation utilized in this report was estimated based on data contained in the ITE Trip Generation Manual, 10th Edition, 2017. As shown in Table 1, the approved land uses are estimated to generate 7,371 daily trip ends. Whereas, the land uses within the proposed development plan would generate 6,878 daily trip ends for a net decrease of 493 daily trip ends, as shown in Table 1.



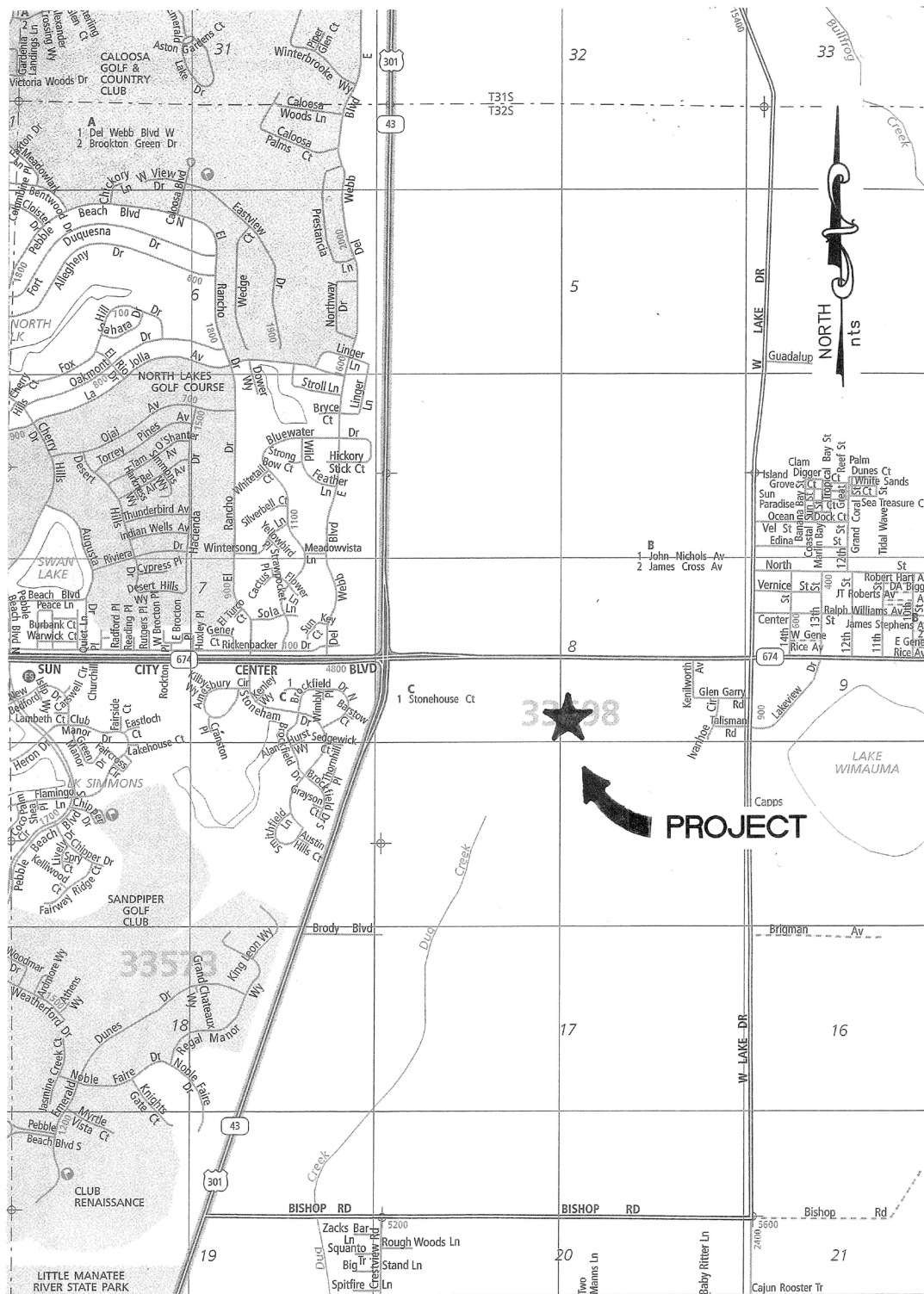


FIGURE 1
PROJECT LOCATION





TABLE 1
PROJECT TRAFFIC COMPARISON

Scenario	Land Use	ITE LUC	Size	Daily Trip Ends (1)	AM Peak Hour Trip Ends (1)			PM Peak Hour Trip Ends (1)		
					In Out Total			In Out Total		
					In	Out	Total	In	Out	Total
Approved	Single Family	210	490 DU's	4,487	88	265	353	294	173	467
	Townhomes	220	225 DU's	1,660	24	79	103	77	45	122
	Multi-Family	221	225 DU's	1,224	20	56	76	59	37	96
			Sub-total	7,371	132	400	532	430	255	685
Proposed	Single Family - Traditional	210	305 DU's	2,901	55	166	221	186	110	296
	Townhomes - Traditional	220	340 DU's	2,530	35	118	153	111	65	176
	Single Family Detached - Age - Restricted	251	135 DU's	576	17	34	51	37	24	61
	Single Family Attached - Age - Restricted	252	60 DU's	222	4	8	12	9	7	16
	Crystal Lagoon	482	286 Spaces	649	16	7	23	17	63	80
			Sub-total	6,878	127	333	460	360	269	629
			Difference	493	5	67	72	70	<14>	56

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

Based on data contained in the ITE Trip Generation Manual, 10th Edition, 2017, the approved land uses are estimated to generate 532 trip ends during the AM peak hour with 132 inbound and 400 outbound. Whereas, the land uses within the proposed development plan are estimated to generate 460 trip ends during the AM peak hour with 127 inbound and 333 outbound, which results in a net decrease of 72 AM peak hour trip ends, as shown in Table 1.

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

Based on data contained in the ITE Trip Generation Manual, 10th Edition, 2017, the approved land uses are estimated to generate 685 trip ends during the PM peak hour with 430 inbound and 255 outbound. Whereas, the land uses within the proposed development plan are estimated to generate 629 trip ends during the PM peak hour with 360 inbound and 269 outbound, which results in a net decrease of 56 PM peak hour trip ends, as shown in Table 1.

CONCLUSION

As shown in Table 1, the land uses based on the proposed development plan would generate less traffic than the approved land uses. Therefore, a detailed analysis is not required.



APPENDIX



LINCKS & ASSOCIATES, INC.

APPROVED PD



LINCKS & ASSOCIATES, INC.

ALLISON COURT, 17, TOWNERS RD, SOUTH, ALBERTA

LEGAL DESCRIPTION:

Legal Description for 1010 11 27th (Request for Report Drawing Only):
Lots 15 through 26, Narva's Block 14, according to the Forest Woods Acrey Add'l Plats 1A, 1B, and
Culinary Plant 1st Extension Plat thereof as recorded in Plat Book 130, Page 148, of the Public Records of
Tulsa County, Florida.

[illegible][illegible]

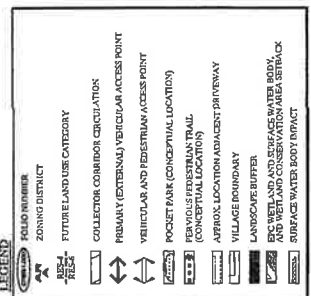
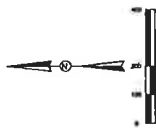
General Development Plan
COLLEGE AVENUE
STATE ROAD 674

Hillsborough County, Florida
17-1296
 DATE: 08/13/2014
 REVISED: 02-28-2015
 ADVISED: 02-09-2016
 RECEIVED: 02-09-2016
 RECEIVED: 07-27-2016
 RECEIVED: 08-23-2017
 JAN 17 2014
 RECEIVED

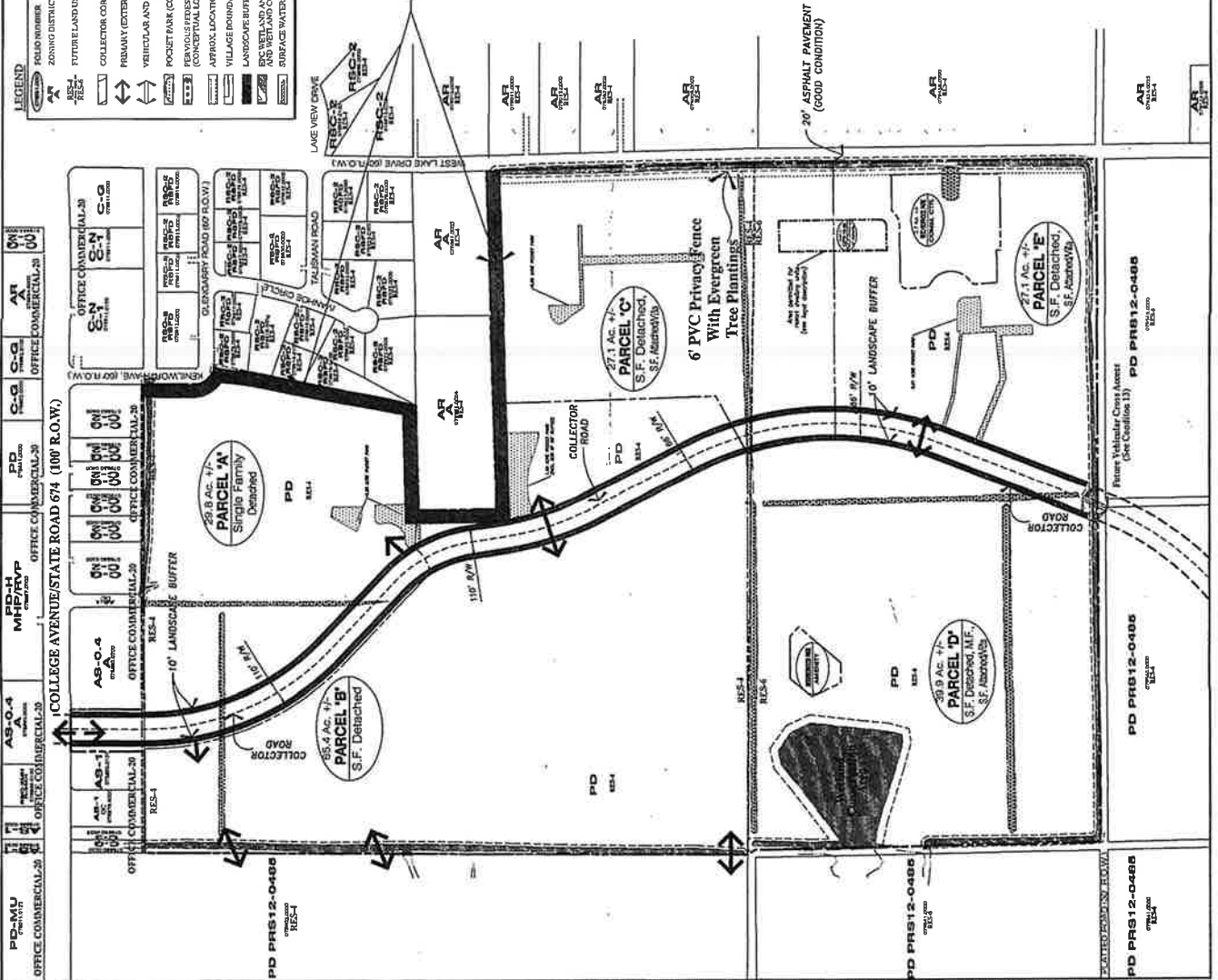
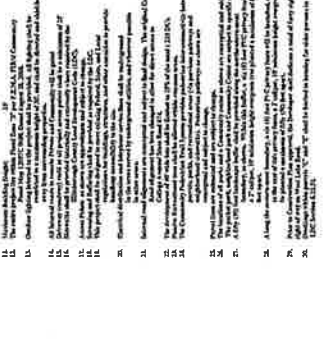


HAMILTON
ENGINEERING & SURVEYING INC.

3400 W. LOACH STREET
TAMPA, FL 33606
US 772-3 CA 84474
TEL 813 876-3338
FAX 813 876-3330



**Minimum 50' Landscape Buffer
With Evergreen Tree Plantings**



HILLSBOROUGH COUNTY, FLORIDA

ZONING REQUEST: PD 10 PD

PETITIONER'S NAME: MM 17-1296 WM (PD 05-0218)

ZIP HEARING DATE: November 30, 2017

DECIDING DATE: January 23, 2018

This is to certify that the Site Development Plan has been reviewed by the Board of County Commissioners and the following action taken:

☒ APPROVED WITH CONDITIONS AS NOTED and attached to submitted site plan

DATE: 2/8/2018
 DATE: 2/8/2018

Sandra Williams
 CLERK, BOARD OF COUNTY COMMISSIONERS

Pat Frank
 ATTEST: DEPUTY CLERK
 CLERK OF THE CIRCUIT COURT

BOARD OF COUNTY COMMISSIONERS
 HILLSBOROUGH COUNTY, FLORIDA
 DOCUMENT NO. 18-0199

FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MM 17-1296 WM
 MEETING DATE: January 23, 2018
 DATE TYPED: January 23, 2018

Approval - Approval, subject to the conditions listed below, is based on the general site plan submitted October 31, 2017

- The project shall be permitted a maximum of 940 dwelling units. Of the total units permitted, a maximum of 450 units may be developed as multi-family/vanhome units subject to the conditions contained herein. Dwellings within Parcel C and E shall be limited to Housing for Older Persons in accordance with the LDC Section 6.11.51.
- Resort Dwelling Units may be permitted within Parcel E. The maximum number of Resort Dwelling Units shall be limited to 12 and shall be developed in accordance with the LDC Sections 3.21.63 and 3.21.64 B through H.
- Single-family conventional development shall be developed in accordance with the following:

Minimum lot size	4,000 square feet
Minimum lot width	40 feet
Front yard setback	20 feet (1)
Rear yard setback	15 feet
Side yard setback	5 feet
Maximum building height	15 feet

 (1) One front yard functioning as a side yard shall be permitted at 10 feet
- A maximum of 25% of the total single-family detached units shall consist of lots less than 5,000 square feet in size with a lot width of less than 50 feet. Said lots shall be located a minimum of 150 feet from property boundaries. Prior to Preliminary Plan approval for a Development Parcel, the developer shall provide documentation of the total number of single-family detached conventional units approved and the percentage of lots less than 5,000 square foot lots.
- Single-family attached/villa uses shall be developed with the following:

Minimum lot size	2,500 square feet per unit
Minimum lot width	35 feet
Front yard setback	15 feet (1)
Rear yard setback	15 feet
Minimum building separation	10 feet
Maximum building height	35 feet
Maximum lot coverage	65%

 (1) Corner lots shall allow a 10 feet front yard setback for the front yard serving as a side yard
- Multi-family uses shall be developed in accordance with the following:

Front yard setback	20 feet
Rear yard setback	15 feet
Side yard setback	10 feet
Minimum building separation	20 feet
Maximum building height	35 feet

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FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MM 17-1296 WM
 MEETING DATE: January 23, 2018
 DATE TYPED: January 23, 2018

- Townhome uses shall be developed in accordance with the following:

Minimum lot width	16 feet
Front yard setback	20 feet (1)
Rear yard setback	15 feet
Minimum building separation	20 feet
Maximum building height	35 feet (2)

 (1) Corner lots shall allow a 10 foot front yard setback for the front yard serving as a side yard
 (2) An additional setback from the PD boundaries of 2 feet for every 1 foot of building height over 20 feet in height shall be required
- Access to the proposed access as shown on the site plan (to the west of the north/south collector which is currently SR 674 and SR 674/675) and SR 675/676 (to the east side of the north/south collector) may be available, subject to the agreement of both property owners.
- For installation the north/south collector road, screening shall consist of a six foot fence or landscaping consistent with Section 6.06.06 C.4. Screening is not required in those areas where open space and/or retention ponds with a minimum width of 30 feet abut the north/south collector road. This landscaping shall be maintained by the homeowners association or similar entity.
- A 6-foot PVC fence shall be provided along the eastern project boundary adjacent to West Lake Drive to show on the site plan. To the east of said fence, the developer shall install landscaping including Evergreen trees 10-feet tall at time of planting, with a minimum 2-inch caliper, planted on 50-foot centers. This landscaping shall be maintained by the homeowners association or similar entity. A 20-foot buffer with a Type II screen shall be provided along the remainder of the northern project boundary.
- A 50-foot wide buffer shall be provided along the northern boundary adjacent to AR zoned property as well as along the eastern project boundary adjacent to residential zoning/entertainment Drive as shown on the site plan. Within said buffer the applicant shall provide a 6-foot PVC fence with landscaping located to the eastern side of the fence to include Evergreen trees 10-feet tall at time of planting, with a minimum 2-inch caliper, planted on 50-foot centers. This landscaping shall be maintained by the homeowners association or similar entity. A 20-foot buffer with a Type II screen shall be provided along the remainder of the northern project boundary.
- Parcels shall be located as generally shown on the site plan. Prior to Preliminary Site Plan approval for Parcels 1 or 2, the developer shall determine the type and location of housing for said parcels.
- Two neighborhood parks and a community center shall be provided in the location as generally shown on the site plan and shall contain the minimum acreage of land as shown on the plan.
- A minimum of 3 acres of uplands shall be allocated for pocket parks within the project, and each pocket park shall contain a minimum of one-half acre. Four pocket parks shall be located as shown on the site plan. Where pocket parks are contiguous with the required 50-foot landscape buffer a maximum of 20 percent of said buffer may extend towards meeting the

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FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MM 17-1296 WM
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- minimum pocket park acreage. Prior to Preliminary Plan approval, the location and size of any additional pocket parks shall be shown on the site plan.
- The developer shall provide a pedestrian system of sidewalks and/or unimproved pathways, a minimum of 5 feet wide, throughout the project with direct connections from the pedestrian paths/avenues to the neighborhood parks, retention areas as shown on the site plan, community center, pocket parks, and among each Parcel within the project. The pedestrian paths/avenues system shall be indicated on the plan prior to Preliminary Plan approval.
- The location of trees that qualify as Grand Oaks must be identified on the submitted Preliminary Plan at part of the Site Development process. Site design features to avoid the removal of and/or adverse impacts to these trees are to be displayed on the submitted Preliminary Plan.
- Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approval is necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.
- Prior to Commencement approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the left and right turn lanes needed to serve development traffic. The turn lane shall be constructed in PMM and/or Hillsborough County standards using FHWA standard lanes 201.6.335 and an approach to be applied over the entire portion of roadway where a left turn lane is provided. The Developer shall construct the following turn lanes at this expense:
 - Dual Northbound left, Northbound right on internal collector roadway at SR 674.
 - Eastbound right turn lane and Westbound left turn lane on SR 674 at project entrance.
 - If warranted, a Northbound left on West Lake Road at internal collector roadway project drive on Westlake Boulevard.
 - If warranted, Eastbound exclusive left turn lane, through lane, and right turn lane on internal collector roadway at West Lake Road, unless the study shows that the through-right can accommodate project traffic, then the exclusive right shall not be required.
- All cross-access shall be paved in the project boundary and designed to County standards. All bicycle/pedestrian cross access shall be a hard pavement surface with a mulch, gravel, or pervious concrete. It is preferable that a wooden boardwalk, ramp, or the connection. The bicycle/pedestrian connection cannot be grass, dirt, or sand.
- Prior to Commencement Plan approval, the Developer shall dedicate a total of forty-eight (48) feet of right-of-way on West Lake Road. The right-of-way shall be dedicated to being the standard right-of-way up to Transportation Technical Manual Standards for a 40 mph rural collector roadway. Right-of-way shall be measured from the centerline of the existing ROW.

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FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MM 17-1296 WM
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- This would likely result in the conveyance and dedication of an additional eighteen (18) feet of ROW.
- As an alternative to the Master Roadway Plan depicted on the General Site Plan, the developer shall have the ability to design an alternative internal roadway system which encompasses a combination of collector roads, local roads and/or a grid system. In order to exercise this alternative, the developer shall submit an alternative Master Roadway Plan identifying the internal roadways necessary, at a minimum, to provide north/south connectivity from SR 674 to the southern project boundary and providing connection with the collector roadway on the property that is subject to PWS 12-0385 as shown on the certified general site plan. The alternative Master Roadway Plan shall be reviewed in accordance with the requirements of the Land Development Code and the Transportation Technical Manual. The alternative Master Roadway Plan shall be submitted prior to approval of any development permits, including, but not limited to, preliminary site plan approval. However this requirement does not apply to the approval plans as of May 30, 2012 for Parcel 1. The alternative Master Roadway Plan is subject to review and approval by the Administrator. Should an alternative roadway plan be approved, the developer shall submit a revised General Site Plan within 60 days of approval.
- When warranted and approved by FHWA, a traffic signal shall be installed at the intersection of the internal collector roadway and SR 674 by the Developer, or by the County with funds paid by the Developer. Until such signal is warranted, the Developer may, at their election, install signal design and all or a portion of the signal installation in the scope of other improvements to SR 674 which may be required. If such option is elected, the Developer shall only be responsible for funding the remainder of the work to complete the signal installation. If such signal has not been warranted and/or has not been approved by FHWA at the time the Developer has received certificates of occupancy for seventy-five percent (75%) of the units authorized by this zoning, the Developer shall pay such funds as would be required to install such signal prior to receiving further certificates of occupancy. Prior to site plan certification, a notation shall be added to the site plan that when warranted, such signal will be installed by the Developer, or by the County with funds paid by the Developer. All signals must be approved by the Hillsborough County Public Works Department and traffic signals on the State Highway System must also have the approval of FHWA. The placement and design of the signal shall be subject to approval by Hillsborough County Public Works Department and the FHWA.
- The type, location, size and number of signs permitted shall be as set forth in Part 7.03.00 of the Land Development Code with the following exception(s):
 - Ground Signs shall be limited to Monument Signs
 - Hillboards, pennants and banners shall be prohibited
- Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
- If the rules and/or graphics on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the

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FINAL CONDITIONS OF APPROVAL

PETITION NUMBER: MM 17-1296 WM
 MEETING DATE: January 23, 2018
 DATE TYPED: January 23, 2018

- LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan approval.
- The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

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TRIP GENERATION
APPROVED LAND USES



LINCKS & ASSOCIATES, INC.

PERIOD SETTING

Analysis Name :	New Analysis	No :	
Project Name :	West Lake - Approved	City:	
Date:	1/16/2021	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	490	Weekday	Best Fit (LOG) $\ln(T) = 0.92\ln(X) + 2.71$	2244 50%	2243 50%	4487
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	225	Weekday	Best Fit (LIN) $T = 7.56 (X) + -40.86$	830 50%	830 50%	1660
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	Dwelling Units	225	Weekday	Best Fit (LIN) $T = 5.45 (X) + -1.75$	612 50%	612 50%	1224

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	2244	0 %	2243
220 - Multifamily Housing (Low-Rise)	0 %	830	0 %	830
221 - Multifamily Housing (Mid-Rise)	0 %	612	0 %	612

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 2243 Demand Exit: 0 % (0)

Entry 2244 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

220 - Multifamily Housing (Low-Rise)

Demand Entry: 0 % (0) **Entry** 830

Demand Exit: 0 % (0) **Exit** 830

210 - Single-Family Detached Housing

Exit 2243 Demand Exit: 0 % (0)

Entry 2244 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) **Entry** 612

Demand Exit: 0 % (0) **Exit** 612

220 - Multifamily Housing (Low-Rise)

221 - Multifamily Housing (Mid-Rise)

Exit 830	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry 612
Entry 830	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit 612

210 - Single-Family Detached Housing

	Total Trips	Internal Trips			External Trips
		220 - Multifamily Housing (Low-Rise)	221 - Multifamily Housing (Mid-Rise)	Total	
Entry	2244 (100%)	0 (0%)	0 (0%)	0 (0%)	2244 (100%)
Exit	2243 (100%)	0 (0%)	0 (0%)	0 (0%)	2243 (100%)
Total	4487 (100%)	0 (0%)	0 (0%)	0 (0%)	4487 (100%)

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips			External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	Total	
Entry	830 (100%)	0 (0%)	0 (0%)	0 (0%)	830 (100%)
Exit	830 (100%)	0 (0%)	0 (0%)	0 (0%)	830 (100%)
Total	1660 (100%)	0 (0%)	0 (0%)	0 (0%)	1660 (100%)

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	Total	
Entry	612 (100%)	0 (0%)	0 (0%)	0 (0%)	612 (100%)
Exit	612 (100%)	0 (0%)	0 (0%)	0 (0%)	612 (100%)
Total	1224 (100%)	0 (0%)	0 (0%)	0 (0%)	1224 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	4487	0	0	4487
220 - Multifamily Housing (Low-Rise)	1660	0	0	1660
221 - Multifamily Housing (Mid-Rise)	1224	0	0	1224

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

Weekday

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3686
Total Exiting	3685
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3686
Total Exiting Non-Pass-by Trips	3685

PERIOD SETTING

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Date:	1/16/2021	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	490	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) $T = 0.71 (X) + 4.8$	88 25%	265 75%	353
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	225	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.95\ln(X) + -0.51$	24 23%	79 77%	103
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	Dwelling Units	225	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.98\ln(X) + -0.98$	20 26%	56 74%	76

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	88	0 %	265
220 - Multifamily Housing (Low-Rise)	0 %	24	0 %	79
221 - Multifamily Housing (Mid-Rise)	0 %	20	0 %	56

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit	265	Demand Exit:	0 % (0)
Entry	88	Demand Entry:	0 % (0)

Balanced:
0

Balanced:
0

220 - Multifamily Housing (Low-Rise)

Demand Entry:	0 % (0)	Entry	24
Demand Exit:	0 % (0)	Exit	79

210 - Single-Family Detached Housing

Exit	265	Demand Exit:	0 % (0)
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Balanced:

221 - Multifamily Housing (Mid-Rise)

Demand Entry:	0 % (0)	Entry	20
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0
 Entry 88 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) Exit 56

220 - Multifamily Housing (Low-Rise)

Exit 79 Demand Exit: 0 % (0)

Entry 24 Demand Entry: 0 % (0)

221 - Multifamily Housing (Mid-Rise)

Balanced: 0 Demand Entry: 0 % (0) Entry 20

Balanced: 0 Demand Exit: 0 % (0) Exit 56

210 - Single-Family Detached Housing

	Total Trips	Internal Trips			External Trips
		220 - Multifamily Housing (Low-Rise)	221 - Multifamily Housing (Mid-Rise)	Total	
Entry	88 (100%)	0 (0%)	0 (0%)	0 (0%)	88 (100%)
Exit	265 (100%)	0 (0%)	0 (0%)	0 (0%)	265 (100%)
Total	353 (100%)	0 (0%)	0 (0%)	0 (0%)	353 (100%)

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips			External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	Total	
Entry	24 (100%)	0 (0%)	0 (0%)	0 (0%)	24 (100%)
Exit	79 (100%)	0 (0%)	0 (0%)	0 (0%)	79 (100%)
Total	103 (100%)	0 (0%)	0 (0%)	0 (0%)	103 (100%)

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	Total	
Entry	20 (100%)	0 (0%)	0 (0%)	0 (0%)	20 (100%)
Exit	56 (100%)	0 (0%)	0 (0%)	0 (0%)	56 (100%)
Total	76 (100%)	0 (0%)	0 (0%)	0 (0%)	76 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	353	0	0	353
220 - Multifamily Housing (Low-Rise)	103	0	0	103
221 - Multifamily Housing (Mid-Rise)	76	0	0	76

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	132
Total Exiting	400
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	132
Total Exiting Non-Pass-by Trips	400

PERIOD SETTING

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Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	490	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.96\ln(X) + 0.2$	294 63%	173 37%	467
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	225	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.89\ln(X) + -0.02$	77 63%	45 37%	122
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	Dwelling Units	225	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.96\ln(X) + -0.63$	59 61%	37 39%	96

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	294	0 %	173
220 - Multifamily Housing (Low-Rise)	0 %	77	0 %	45
221 - Multifamily Housing (Mid-Rise)	0 %	59	0 %	37

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 173 Demand Exit: 0 % (0)

Entry 294 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

220 - Multifamily Housing (Low-Rise)

Demand Entry: 0 % (0) Entry 77

Demand Exit: 0 % (0) Exit 45

210 - Single-Family Detached Housing

Exit 173 Demand Exit: 0 % (0)

Balanced:

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) Entry 59

0
Entry 294 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) **Exit** 37

220 - Multifamily Housing (Low-Rise)

Exit 45 Demand Exit: 0 % (0)

Balanced:
0

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) **Entry** 59

Entry 77 Demand Entry: 0 % (0)

Balanced:
0

Demand Exit: 0 % (0) **Exit** 37

210 - Single-Family Detached Housing

	Total Trips	Internal Trips			External Trips
		220 - Multifamily Housing (Low-Rise)	221 - Multifamily Housing (Mid-Rise)	Total	
Entry	294 (100%)	0 (0%)	0 (0%)	0 (0%)	294 (100%)
Exit	173 (100%)	0 (0%)	0 (0%)	0 (0%)	173 (100%)
Total	467 (100%)	0 (0%)	0 (0%)	0 (0%)	467 (100%)

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips			External Trips
		210 - Single-Family Detached Housing	221 - Multifamily Housing (Mid-Rise)	Total	
Entry	77 (100%)	0 (0%)	0 (0%)	0 (0%)	77 (100%)
Exit	45 (100%)	0 (0%)	0 (0%)	0 (0%)	45 (100%)
Total	122 (100%)	0 (0%)	0 (0%)	0 (0%)	122 (100%)

221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	Total	
Entry	59 (100%)	0 (0%)	0 (0%)	0 (0%)	59 (100%)
Exit	37 (100%)	0 (0%)	0 (0%)	0 (0%)	37 (100%)
Total	96 (100%)	0 (0%)	0 (0%)	0 (0%)	96 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	467	0	0	467
220 - Multifamily Housing (Low-Rise)	122	0	0	122
221 - Multifamily Housing (Mid-Rise)	96	0	0	96

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	430
Total Exiting	255
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	430
Total Exiting Non-Pass-by Trips	255

TRIP GENERATION
PROPOSED LAND USES



PERIOD SETTING

Analysis Name :	New Analysis	No :	
Project Name :	West Lake - Proposed	City:	
Date:	1/16/2021	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	305	Weekday	Best Fit (LOG) $\ln(T) = 0.92\ln(X) + 2.71$	1451 50%	1450 50%	2901
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	340	Weekday	Best Fit (LIN) $T = 7.56(X) + -40.86$	1265 50%	1265 50%	2530
251 - Senior Adult Housing - Detached (General Urban/Suburban)	Dwelling Units	135	Weekday	Average 4.27	288 50%	288 50%	576
252 - Senior Adult Housing - Attached (General Urban/Suburban)	Dwelling Units	60	Weekday	Average 3.7	111 50%	111 50%	222
482 - Water Slide Park (General Urban/Suburban)	Parking Spaces	286 ⁽⁰⁾	Weekday	Average 2.27	325 ⁽¹⁾ 50%	324 ⁽¹⁾ 50%	649 ⁽¹⁾

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	1451	0 %	1450
220 - Multifamily Housing (Low-Rise)	0 %	1265	0 %	1265
251 - Senior Adult Housing - Detached	0 %	288	0 %	288
252 - Senior Adult Housing - Attached	0 %	111	0 %	111
482 - Water Slide Park	0 %	325	0 %	324

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 1450 Demand Exit: 0 % (0)

220 - Multifamily Housing (Low-Rise)

Balanced: Demand Entry: 0 % (0) **Entry** 1265

Entry	1451	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	1265
210 - Single-Family Detached Housing					251 - Senior Adult Housing - Detached						
Exit	1450	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	288
Entry	1451	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	288
210 - Single-Family Detached Housing					252 - Senior Adult Housing - Attached						
Exit	1450	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	111
Entry	1451	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	111
210 - Single-Family Detached Housing					482 - Water Slide Park						
Exit	1450	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	325
Entry	1451	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	324
220 - Multifamily Housing (Low-Rise)					251 - Senior Adult Housing - Detached						
Exit	1265	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	288
Entry	1265	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	288
220 - Multifamily Housing (Low-Rise)					252 - Senior Adult Housing - Attached						
Exit	1265	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	111
Entry	1265	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	111
220 - Multifamily Housing (Low-Rise)					482 - Water Slide Park						
Exit	1265	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	325
Entry	1265	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	324
251 - Senior Adult Housing - Detached					252 - Senior Adult Housing - Attached						
Exit	288	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	111
Entry	288	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	111
251 - Senior Adult Housing - Detached					482 - Water Slide Park						
Exit	288	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	325
Entry	288	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	324
252 - Senior Adult Housing - Attached					482 - Water Slide Park						
Exit	111	Demand Exit:	0 %	(0)	Balanced:	0	Demand Entry:	0 %	(0)	Entry	325
Entry	111	Demand Entry:	0 %	(0)	Balanced:	0	Demand Exit:	0 %	(0)	Exit	324
210 - Single-Family Detached Housing											
	Total Trips	Internal Trips						External Trips			

		220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	482 - Water Slide Park	Total	
Entry	1451 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1451 (100%)
Exit	1450 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1450 (100%)
Total	2901 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2901 (100%)

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips					External Trips
		210 - Single-Family Detached Housing	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	482 - Water Slide Park	Total	
Entry	1265 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1265 (100%)
Exit	1265 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1265 (100%)
Total	2530 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2530 (100%)

251 - Senior Adult Housing - Detached

	Total Trips	Internal Trips					External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	252 - Senior Adult Housing - Attached	482 - Water Slide Park	Total	
Entry	288 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	288 (100%)
Exit	288 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	288 (100%)
Total	576 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	576 (100%)

252 - Senior Adult Housing - Attached

	Total Trips	Internal Trips					External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	482 - Water Slide Park	Total	
Entry	111 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	111 (100%)
Exit	111 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	111 (100%)
Total	222 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	222 (100%)

482 - Water Slide Park

	Total Trips	Internal Trips					External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	Total	
Entry	325 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	325 (100%)
Exit	324 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	324 (100%)
Total	649 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	649 (100%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	2901	0	0	2901
220 - Multifamily Housing (Low-Rise)	2530	0	0	2530
251 - Senior Adult Housing - Detached	576	0	0	576
252 - Senior Adult Housing - Attached	222	0	0	222
482 - Water Slide Park	649	0	0	649

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

251 - Senior Adult Housing - Detached (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

252 - Senior Adult Housing - Attached (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

482 - Water Slide Park (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	3440
Total Exiting	3438
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3440
Total Exiting Non-Pass-by Trips	3438

PERIOD SETTING

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Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	305	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) $T = 0.71 (X) + 4.8$	55 25%	166 75%	221
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	340	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.95\ln(X) + -0.51$	35 23%	118 77%	153
251 - Senior Adult Housing - Detached (General Urban/Suburban)	Dwelling Units	135	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.76\ln(X) + 0.21$	17 33%	34 67%	51
252 - Senior Adult Housing - Attached (General Urban/Suburban)	Dwelling Units	60	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.2	4 33%	8 67%	12
482 - Water Slide Park (General Urban/Suburban)	Parking Spaces	286 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.08	16 ⁽¹⁾ 70%	7 ⁽¹⁾ 30%	23 ⁽¹⁾

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	55	0 %	166
220 - Multifamily Housing (Low-Rise)	0 %	35	0 %	118
251 - Senior Adult Housing - Detached	0 %	17	0 %	34
252 - Senior Adult Housing - Attached	0 %	4	0 %	8
482 - Water Slide Park	0 %	16	0 %	7

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 166 Demand Exit: 0 % (0)

Entry 55 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

220 - Multifamily Housing (Low-Rise)

Demand Entry: 0 % (0) Entry 35

Demand Exit: 0 % (0) Exit 118

210 - Single-Family Detached Housing

Exit 166 Demand Exit: 0 % (0)

Entry 55 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

251 - Senior Adult Housing - Detached

Demand Entry: 0 % (0) Entry 17

Demand Exit: 0 % (0) Exit 34

210 - Single-Family Detached Housing

Exit 166 Demand Exit: 0 % (0)

Entry 55 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

252 - Senior Adult Housing - Attached

Demand Entry: 0 % (0) Entry 4

Demand Exit: 0 % (0) Exit 8

210 - Single-Family Detached Housing

Exit 166 Demand Exit: 0 % (0)

Entry 55 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

482 - Water Slide Park

Demand Entry: 0 % (0) Entry 16

Demand Exit: 0 % (0) Exit 7

220 - Multifamily Housing (Low-Rise)

Exit 118 Demand Exit: 0 % (0)

Entry 35 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

251 - Senior Adult Housing - Detached

Demand Entry: 0 % (0) Entry 17

Demand Exit: 0 % (0) Exit 34

220 - Multifamily Housing (Low-Rise)

Exit 118 Demand Exit: 0 % (0)

Entry 35 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

252 - Senior Adult Housing - Attached

Demand Entry: 0 % (0) Entry 4

Demand Exit: 0 % (0) Exit 8

220 - Multifamily Housing (Low-Rise)

Exit 118 Demand Exit: 0 % (0)

Entry 35 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

482 - Water Slide Park

Demand Entry: 0 % (0) Entry 16

Demand Exit: 0 % (0) Exit 7

251 - Senior Adult Housing - Detached

Exit 34 Demand Exit: 0 % (0)

Entry 17 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

252 - Senior Adult Housing - Attached

Demand Entry: 0 % (0) Entry 4

Demand Exit: 0 % (0) Exit 8

251 - Senior Adult Housing - Detached

Exit 34 Demand Exit: 0 % (0)

Entry 17 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

482 - Water Slide Park

Demand Entry: 0 % (0) Entry 16

Demand Exit: 0 % (0) Exit 7

252 - Senior Adult Housing - Attached**482 - Water Slide Park**

Exit	8	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	16
Entry	4	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	7

210 - Single-Family Detached Housing

	Total Trips	Internal Trips				Total	External Trips
		220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	482 - Water Slide Park		
Entry	55 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	55 (100%)
Exit	166 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	166 (100%)
Total	221 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	221 (100%)

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	482 - Water Slide Park		
Entry	35 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	35 (100%)
Exit	118 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	118 (100%)
Total	153 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	153 (100%)

251 - Senior Adult Housing - Detached

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	252 - Senior Adult Housing - Attached	482 - Water Slide Park		
Entry	17 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	17 (100%)
Exit	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	34 (100%)
Total	51 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	51 (100%)

252 - Senior Adult Housing - Attached

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	482 - Water Slide Park		
Entry	4 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (100%)
Exit	8 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	8 (100%)
Total	12 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	12 (100%)

482 - Water Slide Park

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached		
Entry	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Exit	7 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	7 (100%)

Total	23 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	23 (100%)
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EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	221	0	0	221
220 - Multifamily Housing (Low-Rise)	153	0	0	153
251 - Senior Adult Housing - Detached	51	0	0	51
252 - Senior Adult Housing - Attached	12	0	0	12
482 - Water Slide Park	23	0	0	23

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

251 - Senior Adult Housing - Detached (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

252 - Senior Adult Housing - Attached (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

482 - Water Slide Park (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	127
Total Exiting	333
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0

Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	127
Total Exiting Non-Pass-by Trips	333

PERIOD SETTING

Analysis Name :	New Analysis	No :	
Project Name :	West Lake - Proposed	City:	
Date:	1/16/2021	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	305	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.96\ln(X) + 0.2$	186 63%	110 37%	296
220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)	Dwelling Units	340	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.89\ln(X) + -0.02$	111 63%	65 37%	176
251 - Senior Adult Housing - Detached (General Urban/Suburban)	Dwelling Units	135	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.78\ln(X) + 0.28$	37 61%	24 39%	61
252 - Senior Adult Housing - Attached (General Urban/Suburban)	Dwelling Units	60	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.26	9 56%	7 44%	16
482 - Water Slide Park (General Urban/Suburban)	Parking Spaces	286 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.28	17 ⁽¹⁾ 21%	63 ⁽¹⁾ 79%	80 ⁽¹⁾

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	186	0 %	110
220 - Multifamily Housing (Low-Rise)	0 %	111	0 %	65
251 - Senior Adult Housing - Detached	0 %	37	0 %	24
252 - Senior Adult Housing - Attached	0 %	9	0 %	7
482 - Water Slide Park	0 %	17	0 %	63

INTERNAL TRIPS

210 - Single-Family Detached Housing

Exit 110 Demand Exit: 0 % (0)

Entry 186 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

220 - Multifamily Housing (Low-Rise)

Demand Entry: 0 % (0)

Entry 111

Demand Exit: 0 % (0)

Exit 65

210 - Single-Family Detached Housing

Exit 110 Demand Exit: 0 % (0)

Entry 186 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

251 - Senior Adult Housing - Detached

Demand Entry: 0 % (0)

Entry 37

Demand Exit: 0 % (0)

Exit 24

210 - Single-Family Detached Housing

Exit 110 Demand Exit: 0 % (0)

Entry 186 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

252 - Senior Adult Housing - Attached

Demand Entry: 0 % (0)

Entry 9

Demand Exit: 0 % (0)

Exit 7

210 - Single-Family Detached Housing

Exit 110 Demand Exit: 0 % (0)

Entry 186 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

482 - Water Slide Park

Demand Entry: 0 % (0)

Entry 17

Demand Exit: 0 % (0)

Exit 63

220 - Multifamily Housing (Low-Rise)

Exit 65 Demand Exit: 0 % (0)

Entry 111 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

251 - Senior Adult Housing - Detached

Demand Entry: 0 % (0)

Entry 37

Demand Exit: 0 % (0)

Exit 24

220 - Multifamily Housing (Low-Rise)

Exit 65 Demand Exit: 0 % (0)

Entry 111 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

252 - Senior Adult Housing - Attached

Demand Entry: 0 % (0)

Entry 9

Demand Exit: 0 % (0)

Exit 7

220 - Multifamily Housing (Low-Rise)

Exit 65 Demand Exit: 0 % (0)

Entry 111 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

482 - Water Slide Park

Demand Entry: 0 % (0)

Entry 17

Demand Exit: 0 % (0)

Exit 63

251 - Senior Adult Housing - Detached

Exit 24 Demand Exit: 0 % (0)

Entry 37 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

252 - Senior Adult Housing - Attached

Demand Entry: 0 % (0)

Entry 9

Demand Exit: 0 % (0)

Exit 7

251 - Senior Adult Housing - Detached

Exit 24 Demand Exit: 0 % (0)

Entry 37 Demand Entry: 0 % (0)

Balanced:
0

Balanced:
0

482 - Water Slide Park

Demand Entry: 0 % (0)

Entry 17

Demand Exit: 0 % (0)

Exit 63

252 - Senior Adult Housing - Attached**482 - Water Slide Park**

Exit	7	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	Entry	17
Entry	9	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	Exit	63

210 - Single-Family Detached Housing

	Total Trips	Internal Trips				Total	External Trips
		220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	482 - Water Slide Park		
Entry	186 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	186 (100%)
Exit	110 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	110 (100%)
Total	296 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	296 (100%)

220 - Multifamily Housing (Low-Rise)

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached	482 - Water Slide Park		
Entry	111 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	111 (100%)
Exit	65 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	65 (100%)
Total	176 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	176 (100%)

251 - Senior Adult Housing - Detached

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	252 - Senior Adult Housing - Attached	482 - Water Slide Park		
Entry	37 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	37 (100%)
Exit	24 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	24 (100%)
Total	61 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	61 (100%)

252 - Senior Adult Housing - Attached

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	482 - Water Slide Park		
Entry	9 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	9 (100%)
Exit	7 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	7 (100%)
Total	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)

482 - Water Slide Park

	Total Trips	Internal Trips				Total	External Trips
		210 - Single-Family Detached Housing	220 - Multifamily Housing (Low-Rise)	251 - Senior Adult Housing - Detached	252 - Senior Adult Housing - Attached		
Entry	17 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	17 (100%)
Exit	63 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	63 (100%)

Total	80 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	80 (100%)
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EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	296	0	0	296
220 - Multifamily Housing (Low-Rise)	176	0	0	176
251 - Senior Adult Housing - Detached	61	0	0	61
252 - Senior Adult Housing - Attached	16	0	0	16
482 - Water Slide Park	80	0	0	80

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

220 - Multifamily Housing (Low-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

251 - Senior Adult Housing - Detached (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

252 - Senior Adult Housing - Attached (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

482 - Water Slide Park (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	360
Total Exiting	269
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0

Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	360
Total Exiting Non-Pass-by Trips	269