

Heikal Group Inc.
106 Fitzwilliam Blvd
London, ON N6H 5H4

Via email: **mostafa@heikal.ca**

Attention: **Mostafa Heikal**

Re: **15117 Medway Road, Arva, ON**
Traffic Impact Memo

Dear Mr. Heikal:

RC Spencer Associates Inc. has been retained to address the potential trips generated by the proposed Medway Sport Centre development, located at 15117 Medway Road, in Arva, Ontario. **Figure 1** illustrates the area plan, with the subject property outlined in red:



Figure 1: Area Plan

The subject site is located north of the City of London, on the south side of Medway Road (County Road 28), just over 600m west of Highbury Avenue (County Road 23) and the hamlet of Ballymote. Highbury Avenue is a north / south arterial roadway; it begins at Highway 7 and runs south through London to St. Thomas. Medway Road is a rural arterial roadway between Vanneck Road and Thorndale.

Leamington: 18 Talbot St. W. – Leamington, ON N8H 1M4

Tecumseh: 1610 Sylvestre Dr. – Tecumseh, ON N9K 0B9

Chatham-Kent: 49 Raleigh St. – Chatham, ON N7M 2M6



Figure 2 (below) illustrates the existing conditions of the subject site; the site is currently occupied by two existing dwellings that will remain when construction is completed.



Figure 2: Aerial Plan of Existing Conditions

A multi-use recreational facility development is proposed for this parcel of land. It will include a day nursery, hotel, general office, entertainment / recreation facility, restaurant, and retail uses. The site plan (provided on **Figure 3**) consists of one large three-storey building that will include each of these land uses, with a combined area of 297,676 sq. ft.; a primary site access at Medway Road will service the development, with a secondary (emergency) access to Medway Road located at the east side of the development. A total of 897 parking spaces will be provided, including 28 accessible spaces. A high-level memo (specifically addressing the potential number of trips generated by the respective land uses) has been requested by the road authority.

Although it is very likely that the subject land uses may result in “internal capture” of trips (whereby one patron may access the site to use the hotel, recreation facility, restaurant, and retail uses, for example), instead of cumulative generation of trips, to be abundantly conservative with the estimates, no trip generation reductions were considered when preparing the trip generation estimates for this proposed development; however, it is the engineers’ opinion that the “on-street impact” of this site could be as much as half of what is estimated herein.

Leamington: 18 Talbot St. W. – Leamington, ON N8H 1M4

Tecumseh: 1610 Sylvestre Dr. – Tecumseh, ON N9K 0B9

Chatham-Kent: 49 Raleigh St. – Chatham, ON N7M 2M6

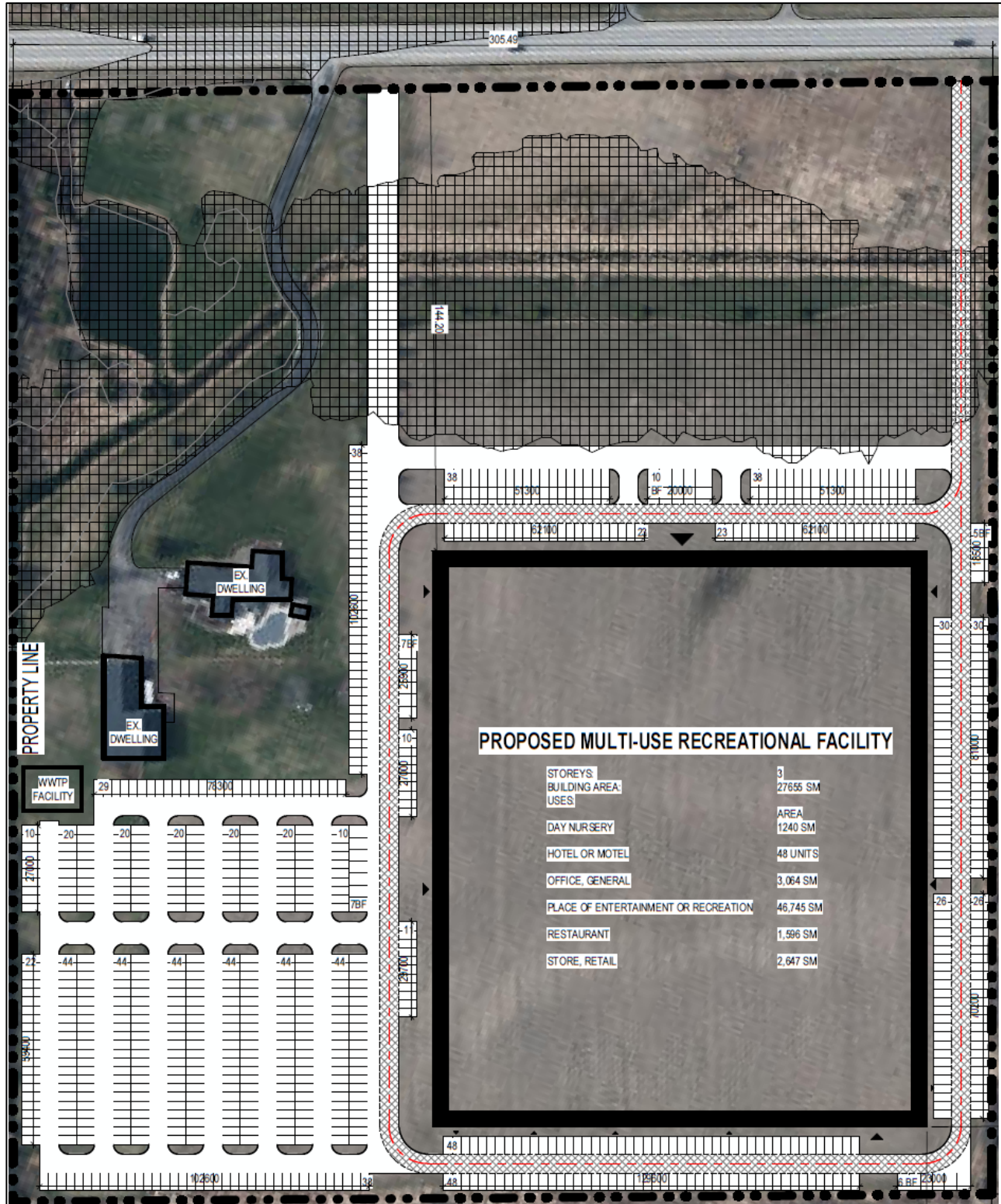


Figure 3: Site Plan

Leamington: 18 Talbot St. W. – Leamington, ON N8H 1M4

Tecumseh: 1610 Sylvestre Dr. – Tecumseh, ON N9K 0B9

Chatham-Kent: 49 Raleigh St. – Chatham, ON N7M 2M6



Professional Engineers
Ontario



Trip Generation and Distribution

For the subject development proposal, trip generation and distribution estimates were calculated with respect to the guidance provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition). It is the engineers' opinion that the following Land Use Codes (LUCs) are the most appropriate for estimating the number of trips generated by the proposed land uses; however, as previously indicated, due to potential "internal capture" trip reductions, it is the engineers' opinion that the "on-street impact" of this site could be as much as half of what is estimated herein.

ITE Land Use Code 822: Strip Retail Plaza (<40k) was used to conservatively estimate the number of trips generated by the 28,492 sq. ft. of store / retail space; this land use code provides average trip generation rates of 3.93 trips per 1,000 sq. ft. GLA in the AM peak hour, with 55% entering and 45% exiting, 6.29 trips per 1,000 sq. ft. GLA in the PM peak hour, with 50% entering and 50% exiting, and 6.63 trips per 1,000 sq. ft. GLA in the Saturday peak hour, with 51% entering and 49% exiting. This land use is estimated to generate 112 trips during the AM peak hour, with 62 entering and 50 exiting, 179 trips during the PM peak hour, with 90 trips entering and 89 trips exiting, and 189 trips during the Saturday peak hour, with 96 entering and 93 exiting.

ITE Land Use Code 932: High Turnover (Sit-Down) Restaurant was used to conservatively estimate the number of trips generated by the 17,179 sq. ft. of restaurant space; this land use code provides average trip generation rates of 8.97 trips per 1,000 sq. ft. GFA in the AM peak hour, with 55% entering and 45% exiting, 9.18 trips per 1,000 sq. ft. GFA in the PM peak hour, with 61% entering and 39% exiting, and 11.10 trips per 1,000 sq. ft. GFA in the Saturday peak hour, with 51% entering and 49% exiting. This land use is estimated to generate 154 trips during the AM peak hour, with 85 entering and 69 exiting, 158 trips during the PM peak hour, with 96 trips entering and 62 trips exiting, and 191 trips during the Saturday peak hour, with 97 entering and 94 exiting.

ITE Land Use Code 710: General Office Building was used to conservatively estimate the number of trips generated by the 32,980 sq. ft. of office space; this land use code provides average trip generation rates of 1.24 trips per 1,000 sq. ft. GFA in the AM peak hour, with 88% entering and 12% exiting, 1.18 trips per 1,000 sq. ft. GFA in the PM peak hour, with 16% entering and 84% exiting, and no trips in the Saturday peak hour. This land use is estimated to generate 41 trips during the AM peak hour, with 36 entering and 5 exiting, and 39 trips during the PM peak hour, with 6 trips entering and 33 trips exiting.

ITE Land Use Code 310: Hotel was used to conservatively estimate the number of trips generated by the 48 room hotel; this land use code provides average trip generation rates of 0.34 trips per room in the AM peak hour, with 52% entering and 48% exiting, 0.47 trips per room in the PM peak hour, with 51% entering and 49% exiting, and 0.47 trips per room in the Saturday peak hour, with 51% entering and 49% exiting. This land use is estimated to generate 16 trips during the AM peak hour, with 8 entering and 8 exiting, 23 trips during the PM peak hour, with 12 trips entering and 11 trips exiting, and 23 trips during the Saturday peak hour, with 12 entering and 11 exiting.



ITE Land Use Code 565: Day Care Centre was used to conservatively estimate the number of trips generated by the 13,347 sq. ft. of day care space; this land use code provides average trip generation rates of 10.88 trips per 1,000 sq. ft. GFA in the AM peak hour, with 53% entering and 47% exiting, 10.75 trips per 1,000 sq. ft. GFA in the PM peak hour, with 47% entering and 53% exiting, and no trips in the Saturday peak hour. This land use is estimated to generate 145 trips during the AM peak hour, with 77 entering and 68 exiting, and 143 trips during the PM peak hour, with 67 trips entering and 76 trips exiting.

ITE Land Use Code 493: Athletic Club was used to conservatively estimate the number of trips generated by the 503,159 sq. ft. of recreation space; this land use code provides average trip generation rates of 1.96 trips per 1,000 sq. ft. GFA in the AM peak hour, with 58% entering and 42% exiting, 3.38 trips per 1,000 sq. ft. GFA in the PM peak hour, with 63% entering and 37% exiting, and 2.63 trips per 1,000 sq. ft. GFA in the Saturday peak hour, with 45% entering and 55% exiting. This land use is estimated to generate 986 trips during the AM peak hour, with 572 entering and 414 exiting, 1,701 trips during the PM peak hour, with 1,071 trips entering and 630 trips exiting, and 1,323 trips during the Saturday peak hour, with 595 entering and 728 exiting.

Accordingly, as calculated in **Appendix A** and summarized in **Table 1**, it can be estimated that the proposed multi-purpose recreational facility development will generate a total of 1,455 trips (840 entering and 615 exiting) in the AM peak hour, a total of 2,243 trips (1,342 entering and 901 exiting) in the PM peak hour, and a total of 1,725 trips (800 entering and 925 exiting) in the Saturday peak hour.

Table 1: Proposed Development Trip Generation and Distribution

Total Trips: Warehousing			
	Trips Entering	Trips Exiting	Total
AM Peak Hour	840	615	1,455
PM Peak Hour	1,342	901	2,243
Saturday Peak Hour	800	925	1,725

Although totals of 1,455, 2,243, and 1,725 trips are generated within the respective weekday AM, weekday PM, and Saturday peak hours, it is the engineers’ opinion that the on-street impact will likely be about half (when considering the potential reductions resulting from “internal capture”). Accordingly, Medway Road can expect to experience a peak hour traffic increase of approximately 12 to 16 trips per minute.

Conclusions & Recommendations

Upon completion of the engineers’ technical review, it was concluded that 1,455, 2,243, and 1,725 vehicle trips will be generated by the subject development proposal; however, when considering the potential on-street trip reductions resulting from “internal capture”, Medway Road can expect to experience a peak hour traffic increase of approximately 12 to 16 trips per minute. A comprehensive Traffic Impact Assessment (including data collection and identification of development-driven geometric and traffic control improvements) should be provided at the Site Plan Control stage.



All of which is respectfully submitted,

RC Spencer Associates Inc.

Aaron D. Blata, M.Eng., P.Eng., PTOE, RSP1
Consulting Engineer, Road Safety Professional &
Professional Traffic Operations Engineer
Associate / Leamington Office Manager

Richard C. Spencer, M.A.Sc., P.Eng., PE
Consulting Engineer &
Fellow ITE Member
President / Windsor Office Manager



Leamington: 18 Talbot St. W. – Leamington, ON N8H 1M4

Tecumseh: 1610 Sylvestre Dr. – Tecumseh, ON N9K 0B9

Chatham-Kent: 49 Raleigh St. – Chatham, ON N7M 2M6



Professional Engineers
Ontario

Appendix A

ITE TRIP GENERATION MANUAL – 12TH EDITION REFERENCES

Strip Retail Plaza (<40k)

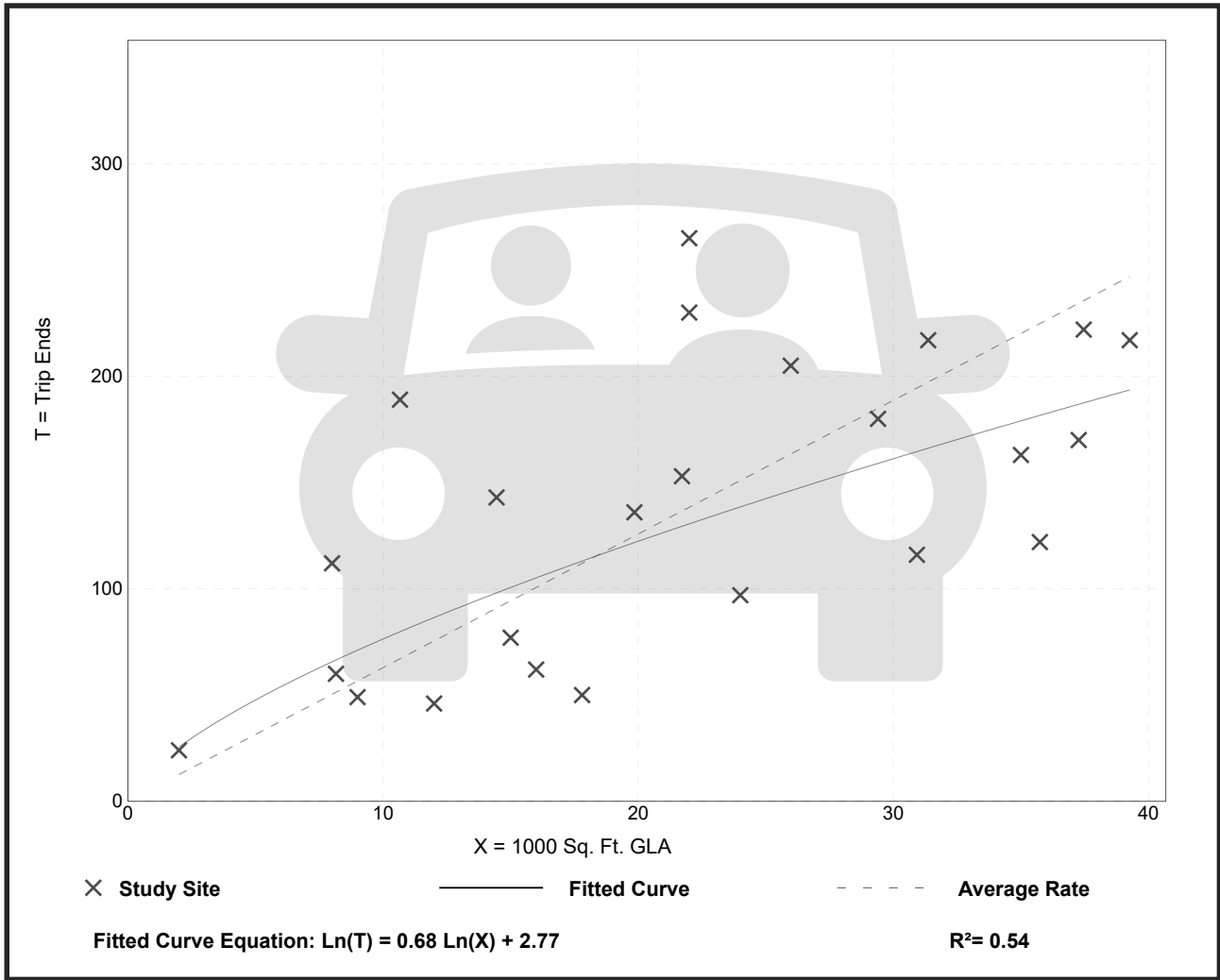
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.29	2.81 - 17.72	3.02

Data Plot and Equation



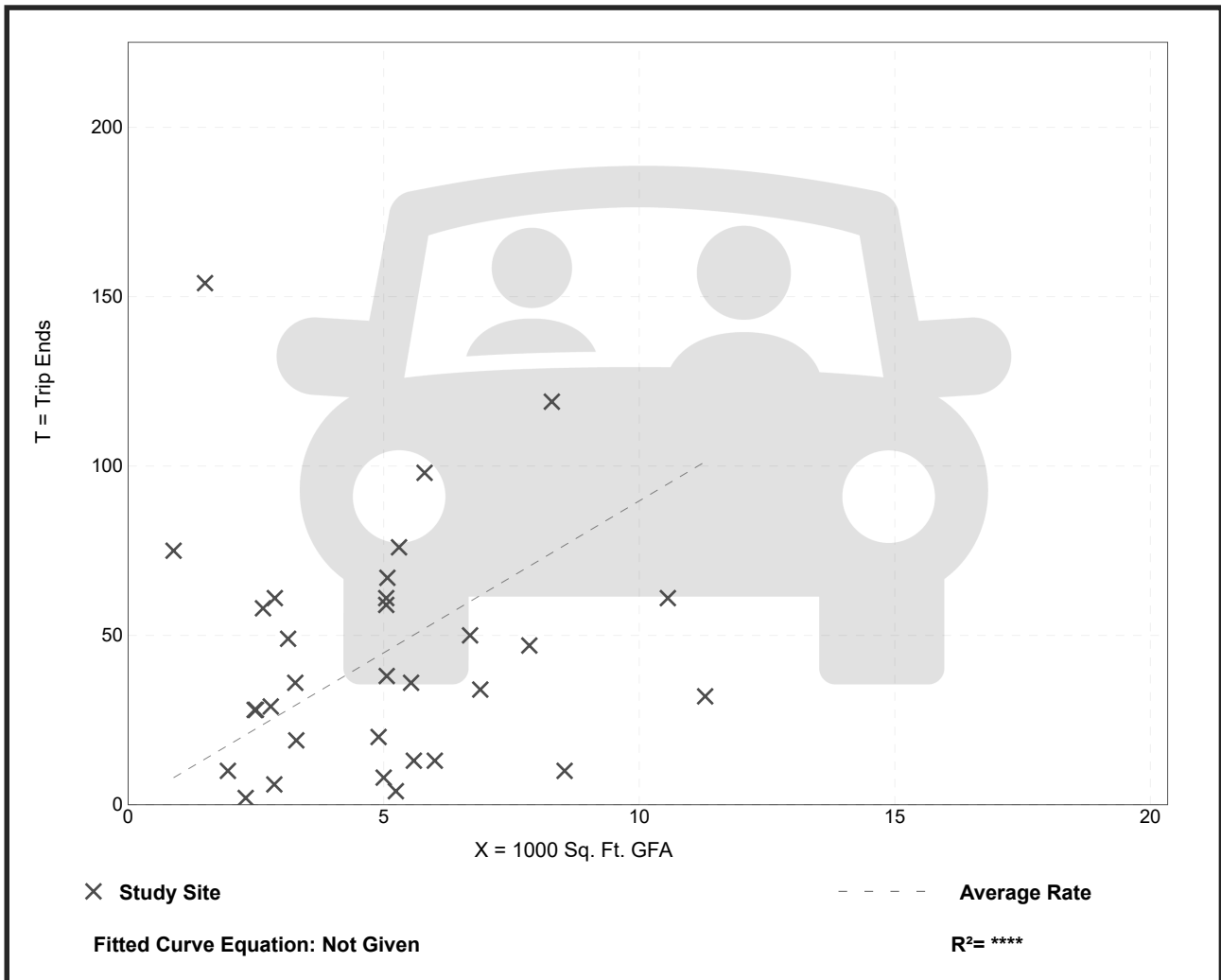
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



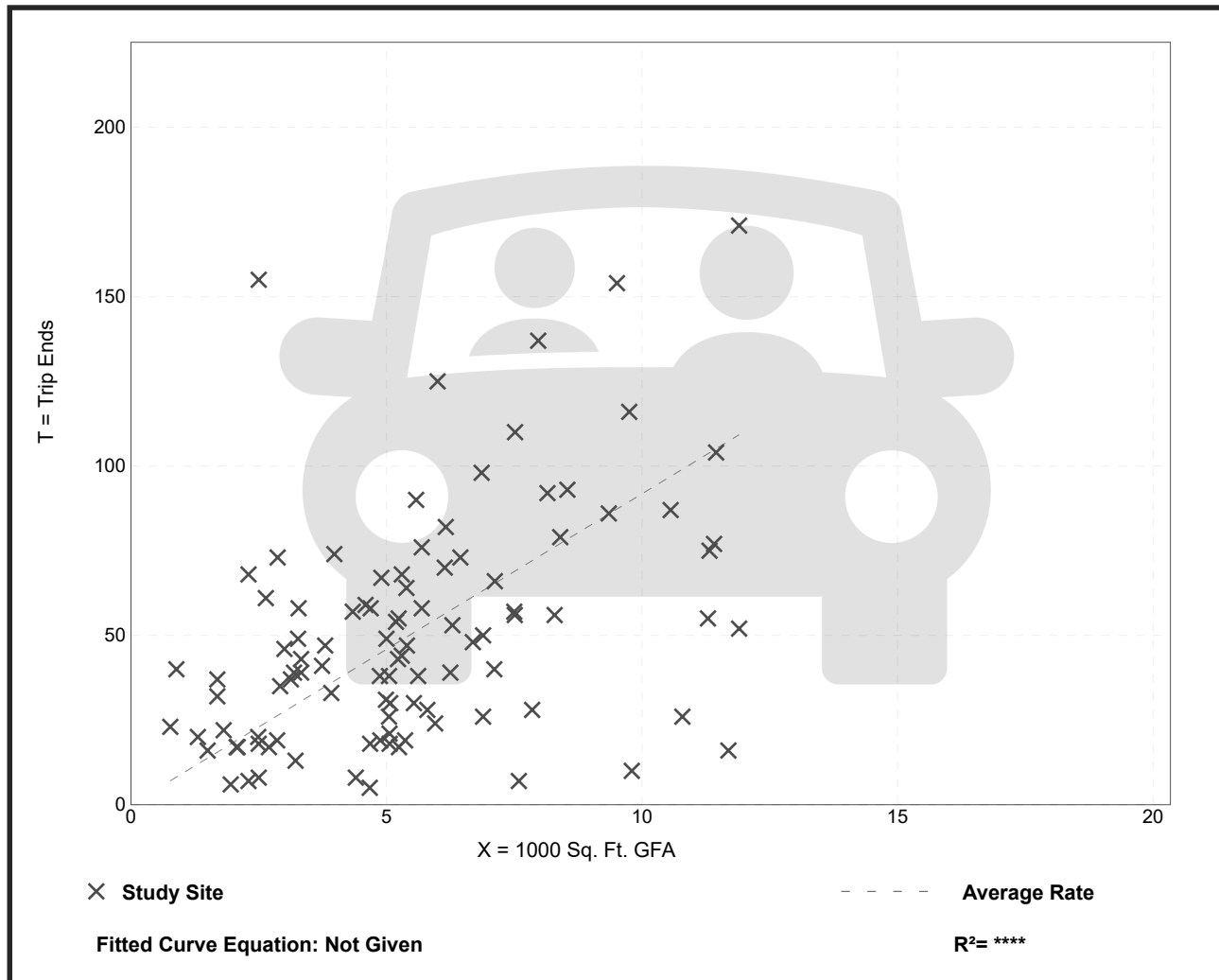
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 100
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.18	0.92 - 62.00	6.36

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

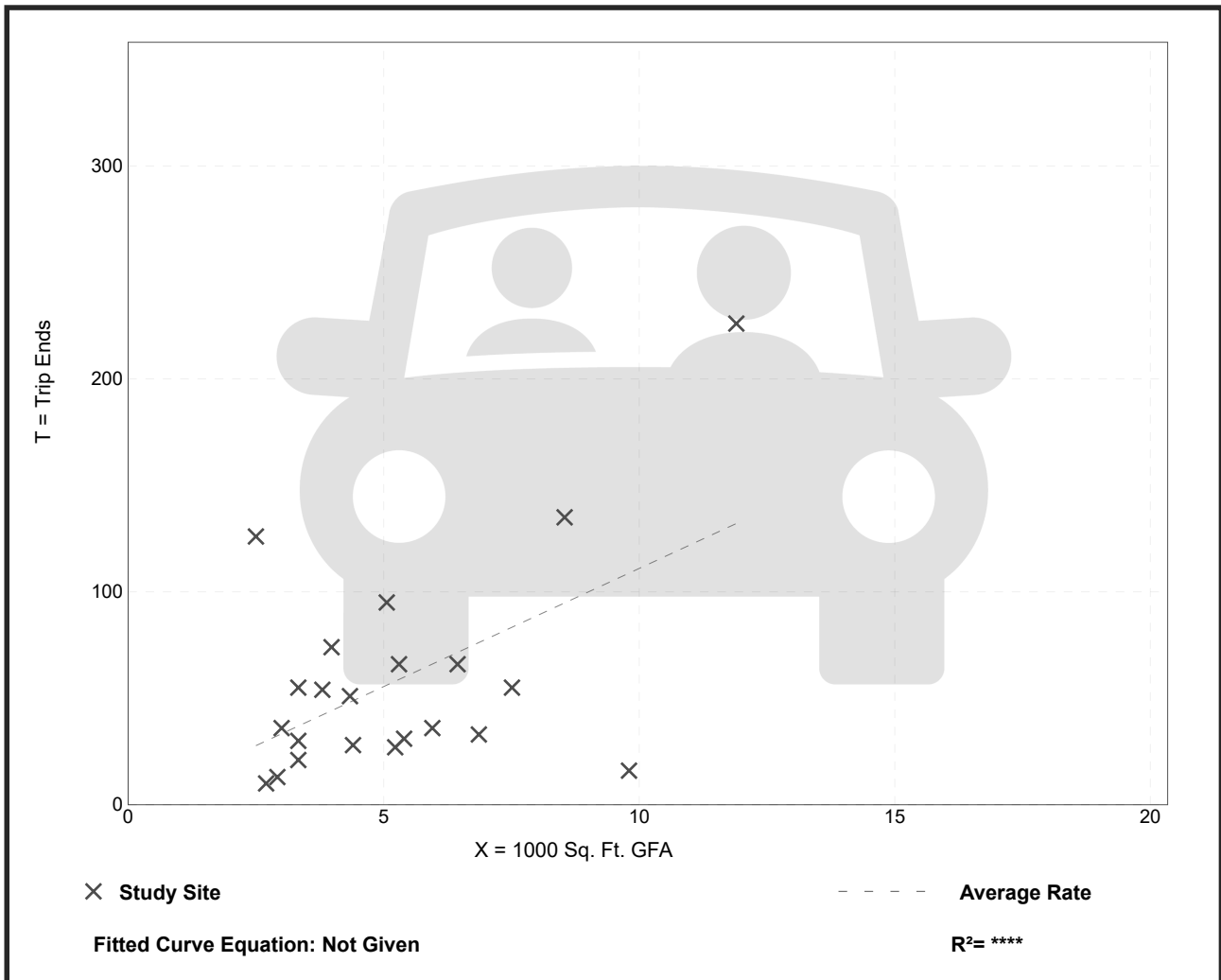
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 22
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.10	1.63 - 50.40	8.34

Data Plot and Equation



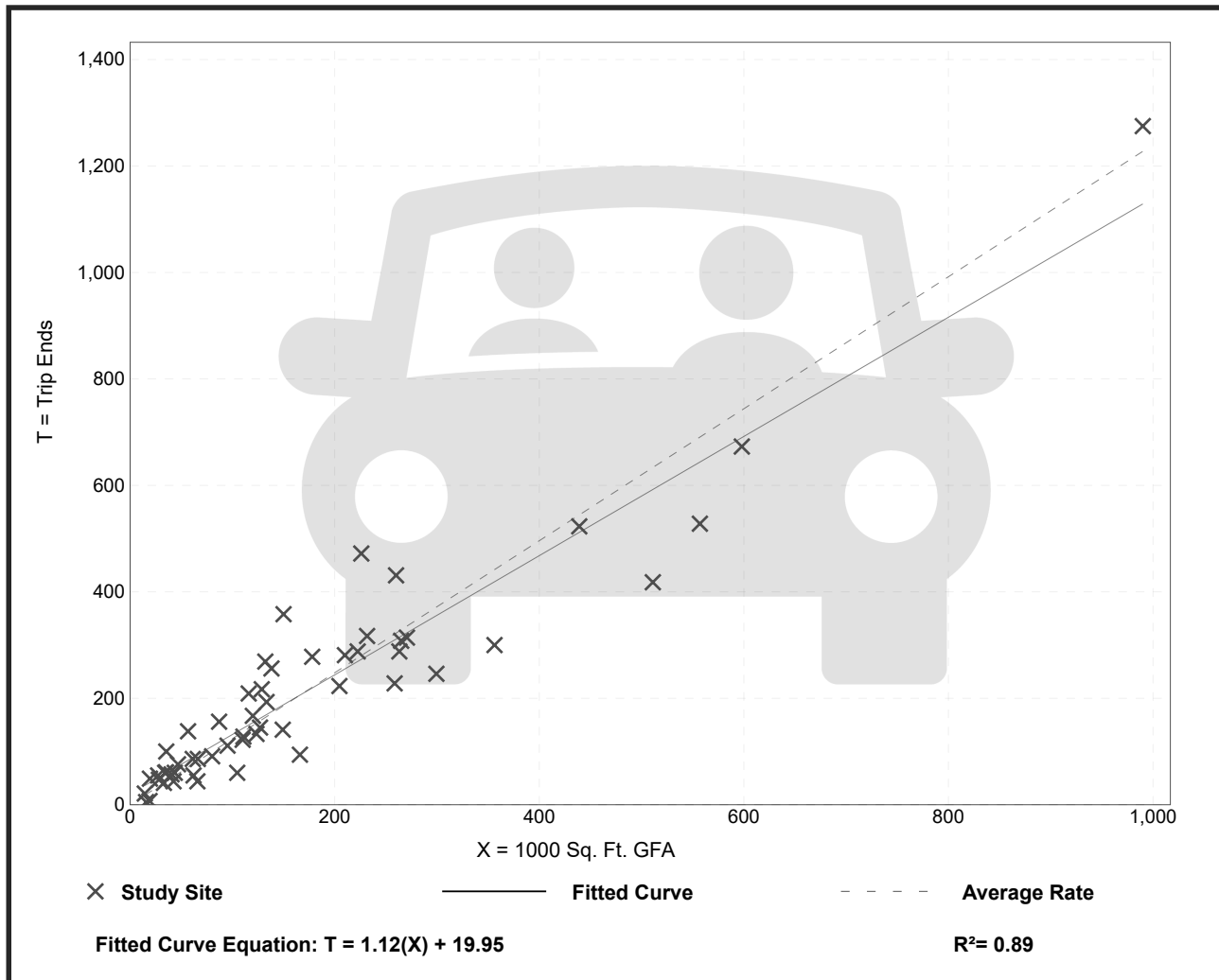
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 54
 Avg. 1000 Sq. Ft. GFA: 170
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.24	0.32 - 2.83	0.40

Data Plot and Equation



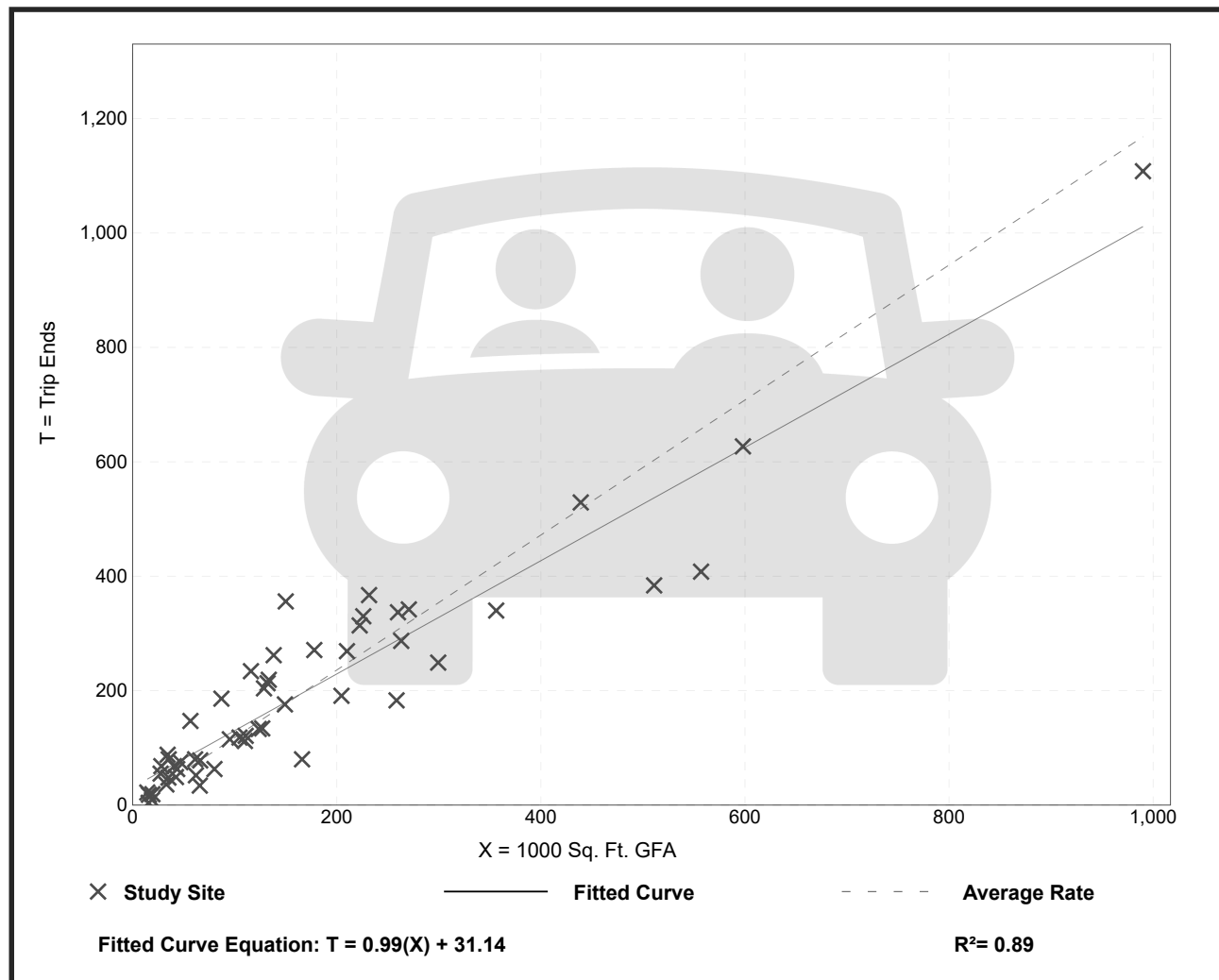
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 53
 Avg. 1000 Sq. Ft. GFA: 166
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.26 - 2.59	0.41

Data Plot and Equation



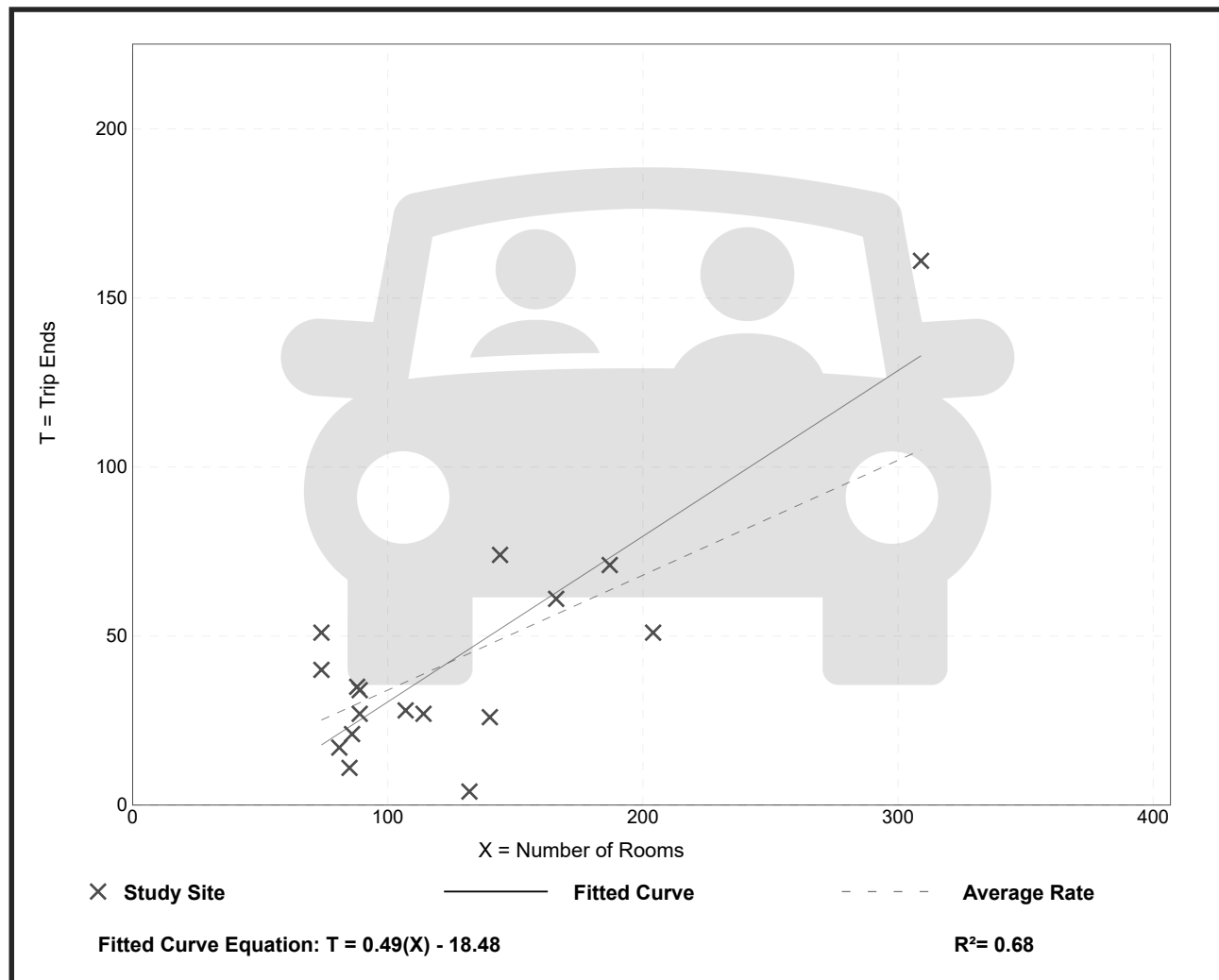
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 17
 Avg. Num. of Rooms: 128
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.34	0.03 - 0.69	0.16

Data Plot and Equation



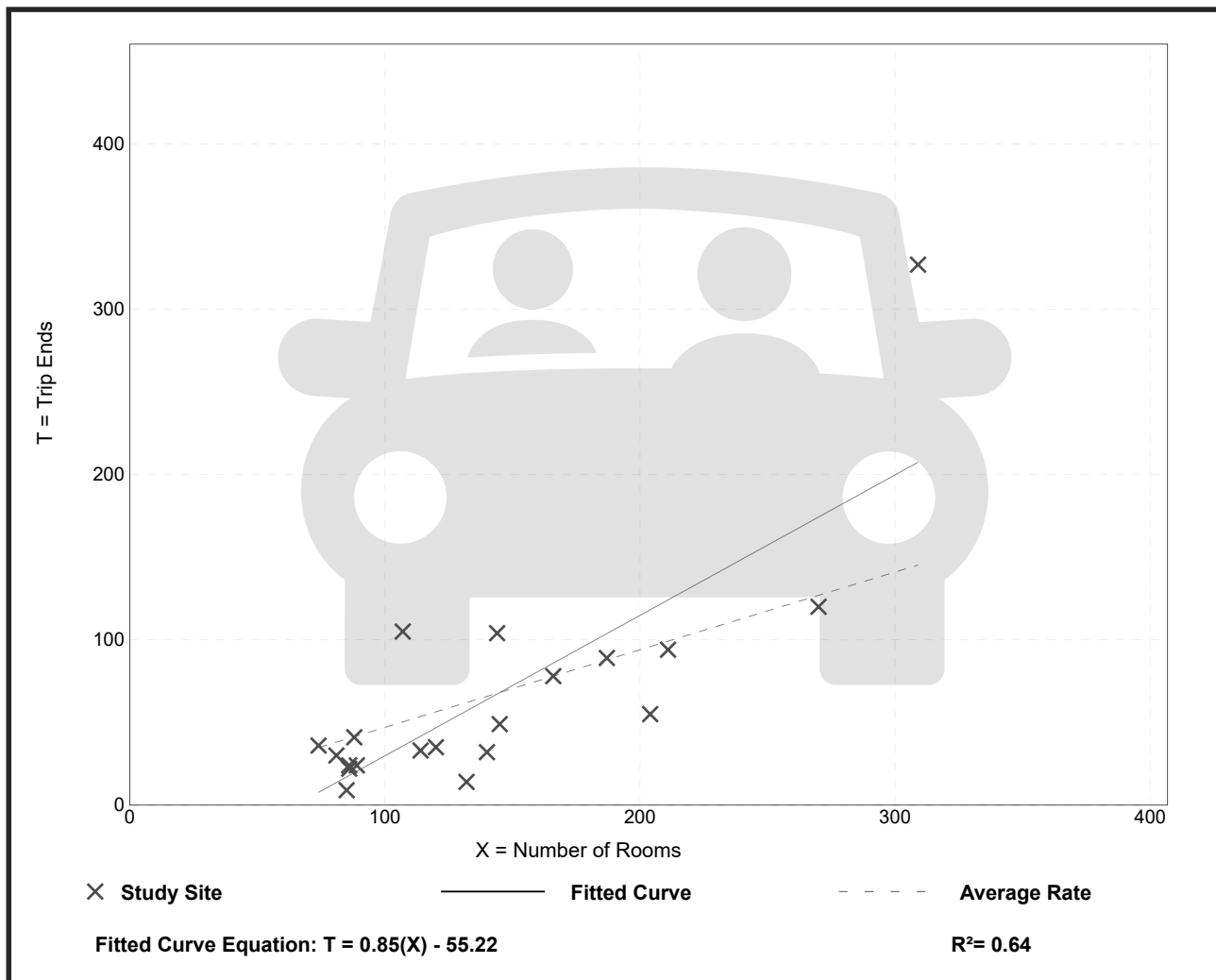
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 20
 Avg. Num. of Rooms: 142
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.11 - 1.06	0.28

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Saturday, Peak Hour of Generator

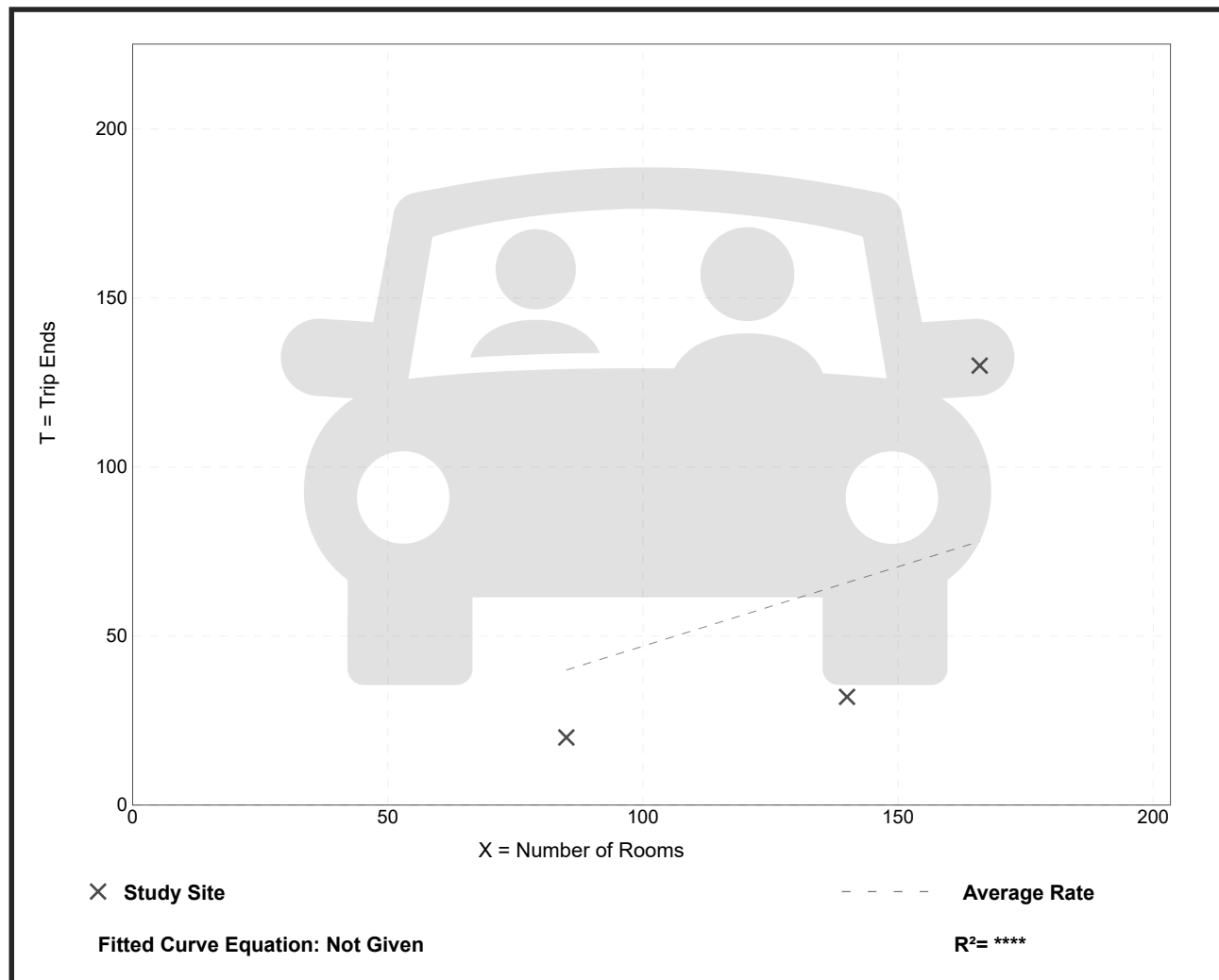
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Rooms: 130
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.47	0.23 - 0.78	0.33

Data Plot and Equation

Caution – Small Sample Size



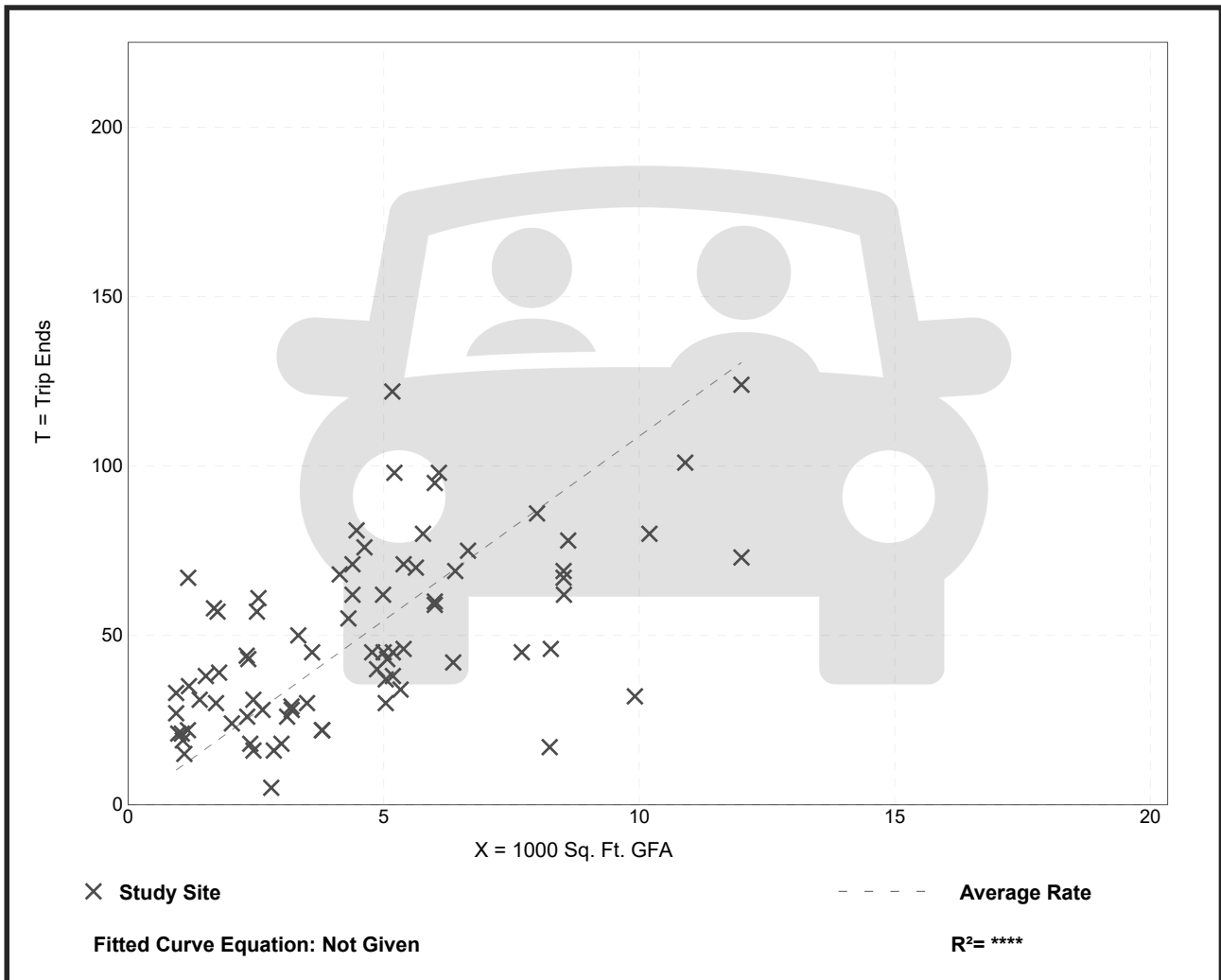
Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 78
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.88	1.79 - 57.02	6.27

Data Plot and Equation



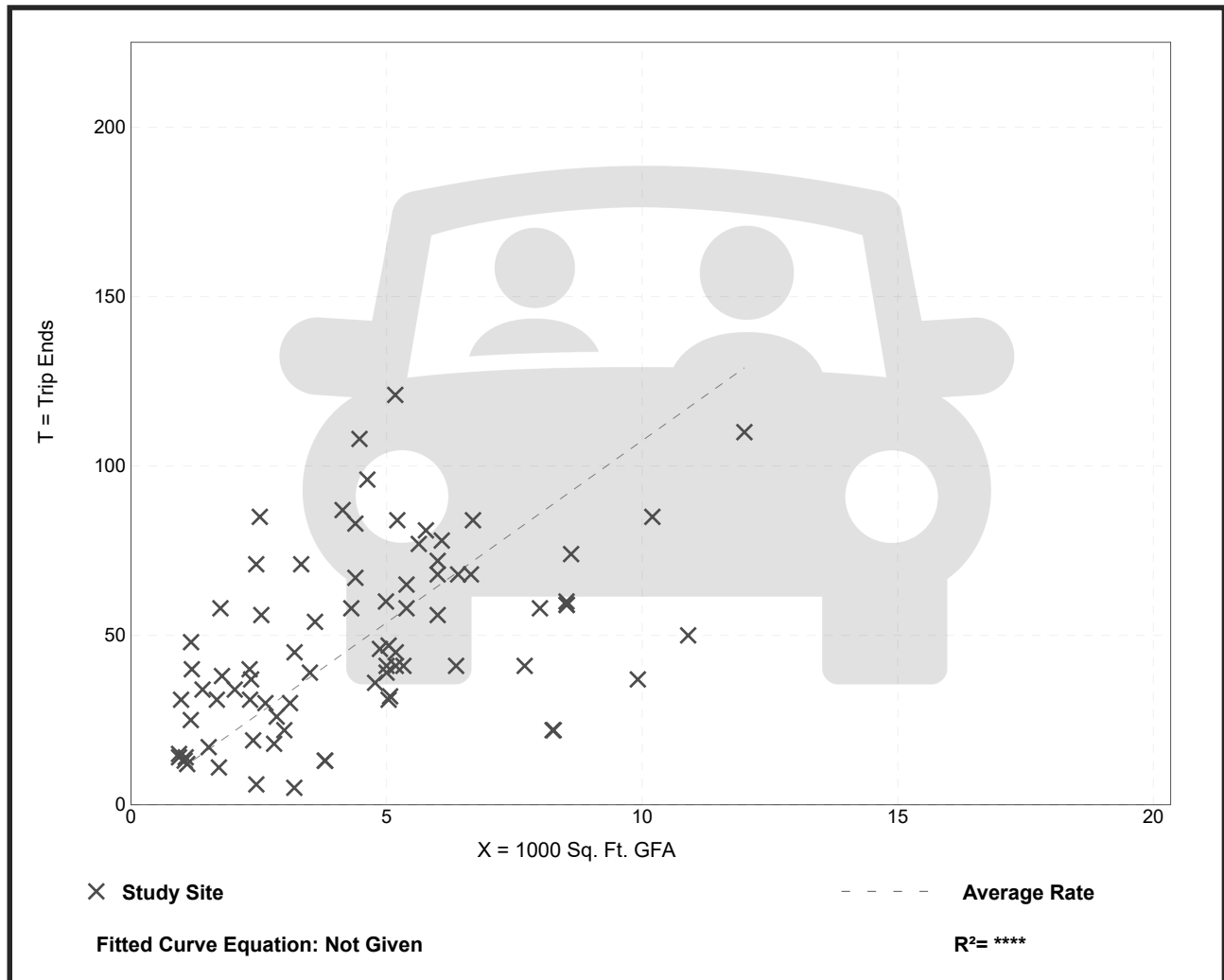
Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 79
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.75	1.56 - 40.85	6.46

Data Plot and Equation



Athletic Club (493)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

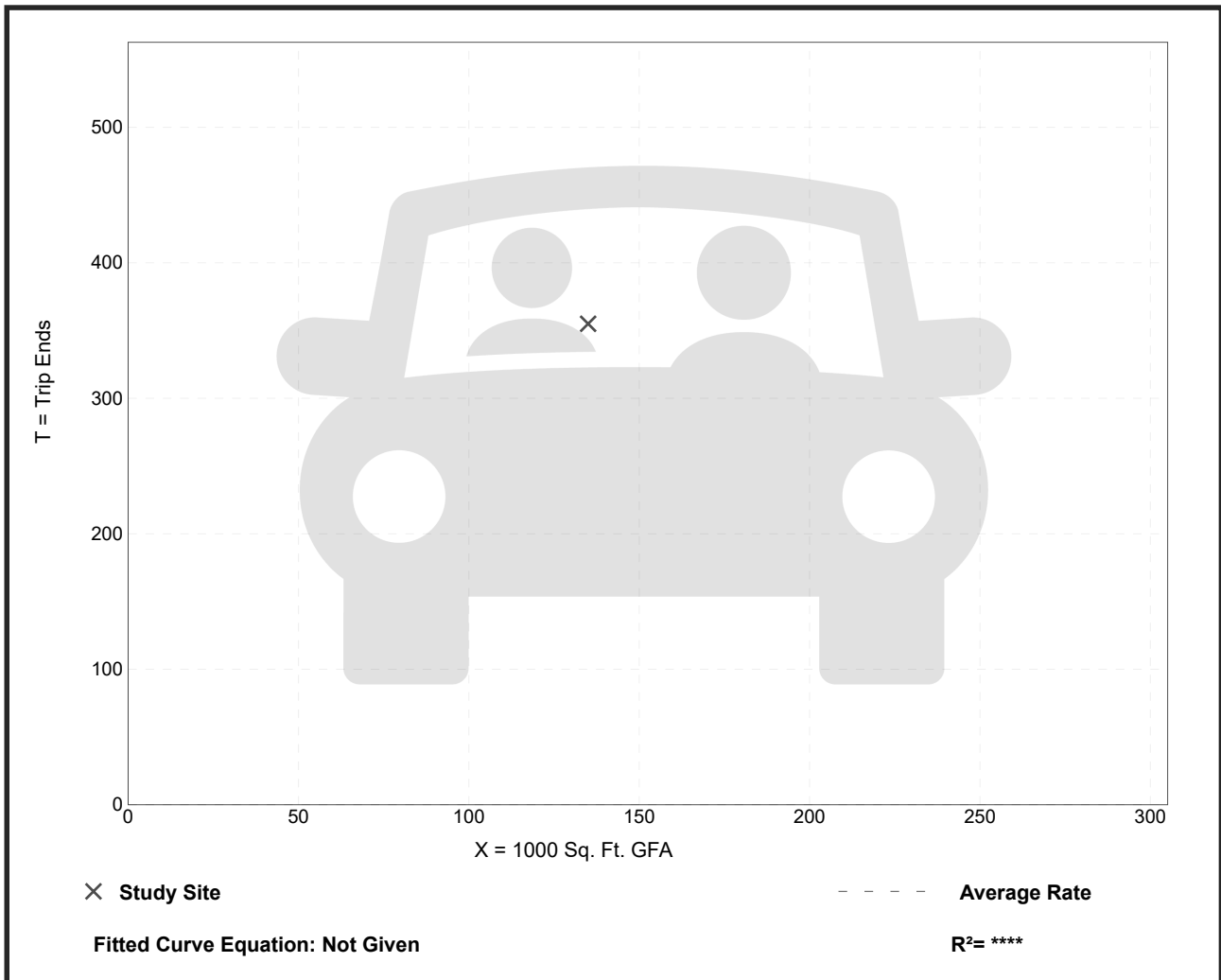
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. 1000 Sq. Ft. GFA: 135
 Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.63	2.63 - 2.63	*

Data Plot and Equation

Caution – Small Sample Size



Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (1): Strip Retail Plaza (<40k) - ITE No. 822

Average Vehicle Trip Ends vs.: 1,000 Sq. Ft. GLA

ITE Trip Generation Data collected on a: Weekday / Saturday

AM Peak Hour:	3.93	= Average Rate	55	% Entering
			45	% Exiting
PM Peak Hour:	6.29	= Average Rate	50	% Entering
			50	% Exiting
Saturday Peak Hour:	6.63	= Average Rate	51	% Entering
			49	% Exiting

Assumed Land Use (1): Strip Retail Plaza (<40k) - ITE No. 822				
	1000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	28.492	112	62	50
PM Peak	28.492	179	90	89
Saturday Peak	28.492	189	96	93

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	62	50
PM Peak	90	89
Saturday Peak	96	93

Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (2): High-Turnover (Sit-Down) Restaurant - ITE No. 932

Average Vehicle Trip Ends vs.: 1,000 Sq. Ft. GFA

ITE Trip Generation Data collected on a: Weekday / Saturday

AM Peak Hour:	8.97	= Average Rate	55	% Entering
			45	% Exiting
PM Peak Hour:	9.18	= Average Rate	61	% Entering
			39	% Exiting
Saturday Peak Hour:	11.10	= Average Rate	51	% Entering
			49	% Exiting

Assumed Land Use (2): High-Turnover (Sit-Down) Restaurant - ITE No. 932				
	1000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	17.179	154	85	69
PM Peak	17.179	158	96	62
Saturday Peak	17.179	191	97	94

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	85	69
PM Peak	96	62
Saturday Peak	97	94

Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (3): General Office Building - ITE No. 710

Average Vehicle Trip Ends vs.: 1,000 Sq. Ft. GFA

ITE Trip Generation Data collected on a: Weekday / Saturday

AM Peak Hour:	1.24	= Average Rate	88	% Entering
			12	% Exiting
PM Peak Hour:	1.18	= Average Rate	16	% Entering
			84	% Exiting
Saturday Peak Hour:	0.00	= Average Rate	0	% Entering
			0	% Exiting

Assumed Land Use (3): General Office Building - ITE No. 710				
	1000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	32.98	41	36	5
PM Peak	32.98	39	6	33
Saturday Peak	32.98	0	0	0

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	36	5
PM Peak	6	33
Saturday Peak	0	0

Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (4): Hotel - ITE No. 310

Average Vehicle Trip Ends vs.: Rooms

ITE Trip Generation Data collected on a: Weekday / Saturday

AM Peak Hour:	0.34	= Average Rate	52	% Entering
			48	% Exiting
PM Peak Hour:	0.47	= Average Rate	51	% Entering
			49	% Exiting
Saturday Peak Hour:	0.47	= Average Rate	51	% Entering
			49	% Exiting

Assumed Land Use (4): Hotel - ITE No. 310				
	Rooms	Trips Generated	Trips Entering	Trips Exiting
AM Peak	48	16	8	8
PM Peak	48	23	12	11
Saturday Peak	48	23	12	11

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	8	8
PM Peak	12	11
Saturday Peak	12	11

Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (5): Day Care Centre - ITE No. 565

Average Vehicle Trip Ends vs.: 1000 Sq. Ft. GFA

ITE Trip Generation Data collected on a: Weekday / Saturday

AM Peak Hour:	10.88	= Average Rate	53	% Entering
			47	% Exiting
PM Peak Hour:	10.75	= Average Rate	47	% Entering
			53	% Exiting
Saturday Peak Hour:	0.00	= Average Rate	0	% Entering
			0	% Exiting

Assumed Land Use (5): Day Care Centre - ITE No. 565				
	1000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	13.347	145	77	68
PM Peak	13.347	143	67	76
Saturday Peak	13.347	0	0	0

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	77	68
PM Peak	67	76
Saturday Peak	0	0

Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (6): Athletic Club - ITE No. 493

Average Vehicle Trip Ends vs.: 1,000 Sq. Ft. GFA

ITE Trip Generation Data collected on a: Weekday / Saturday

AM Peak Hour:	1.96	= Average Rate	58	% Entering
			42	% Exiting
PM Peak Hour:	3.38	= Average Rate	63	% Entering
			37	% Exiting
Saturday Peak Hour:	2.63	= Average Rate	45	% Entering
			55	% Exiting

Assumed Land Use (6): Athletic Club - ITE No. 493				
	1000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	503.159	986	572	414
PM Peak	503.159	1701	1071	630
Saturday Peak	503.159	1323	595	728

Total Trips Generated by Site		
	Trips Entering	Trips Exiting
AM Peak	572	414
PM Peak	1071	630
Saturday Peak	595	728

Proposed Site Development Trip Generation and Distribution

Project: Medway Sport Centre

Site: 15117 Medway Road, Medway, ON

Assumed Land Use (1): Strip Retail Plaza (<40k) - ITE No. 822				
	1,000 Sq. Ft. GLA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	28.49	112	62	50
PM Peak	28.49	179	90	89
Saturday Peak	28.49	189	96	93

Assumed Land Use (2): High-Turnover (Sit-Down) Restaurant - ITE No. 932				
	1,000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	17.18	154	85	69
PM Peak	17.18	158	96	62
Saturday Peak	17.18	191	97	94

Assumed Land Use (3): General Office Building - ITE No. 710				
	1,000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	32.98	41	36	5
PM Peak	32.98	39	6	33
Saturday Peak	32.98	0	0	0

Assumed Land Use (4): Hotel - ITE No. 310				
	Rooms	Trips Generated	Trips Entering	Trips Exiting
AM Peak	48.00	16	8	8
PM Peak	48.00	23	12	11
Saturday Peak	48.00	23	12	11

Assumed Land Use (5): Day Care Centre - ITE No. 565				
	1000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	13	145	77	68
PM Peak	13	143	67	76
Saturday Peak	13	0	0	0

Assumed Land Use (6): Athletic Club - ITE No. 493				
	1,000 Sq. Ft. GFA	Trips Generated	Trips Entering	Trips Exiting
AM Peak	503.16	986	572	414
PM Peak	503.16	1701	1071	630
Saturday Peak	503.16	1323	595	728

Total Trip Generation		
	Trips Entering	Trips Exiting
AM Peak	840	615
PM Peak	1342	901
Sat Peak	800	925