Appendix B

Transportation Supporting Data and Calculations

Land Use: 130
Industrial Park

Description

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 2000s, 2010s, and the 2020s in California, Georgia, New Jersey, Massachusetts, New York, Ontario (CAN), and Pennsylvania.

Source Numbers

106, 162, 184, 251, 277, 422, 706, 747, 753, 937, 1032, 1070

Industrial Park
(130)

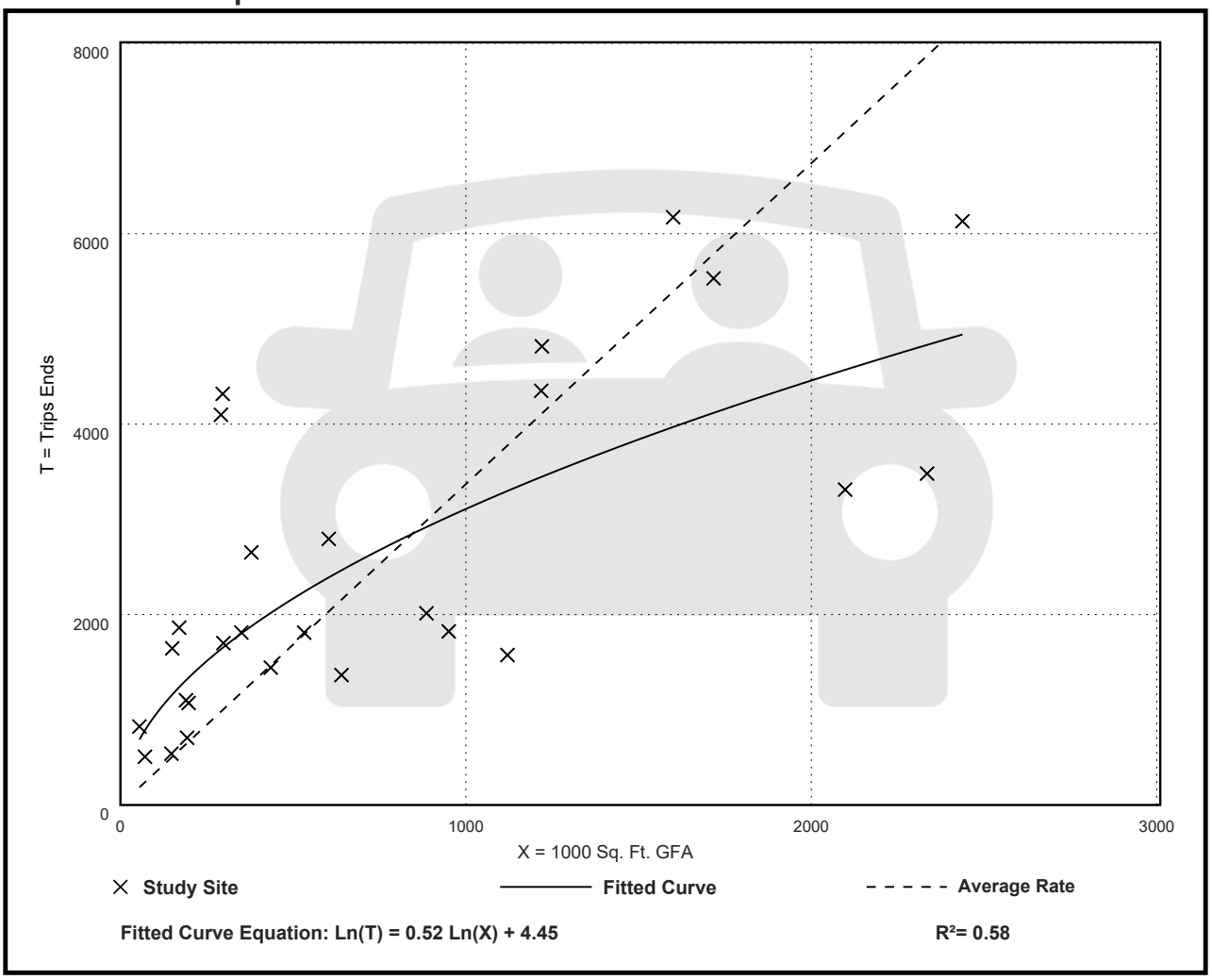
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 762
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.52 Ln(X) + 4.45

R^2= 0.58

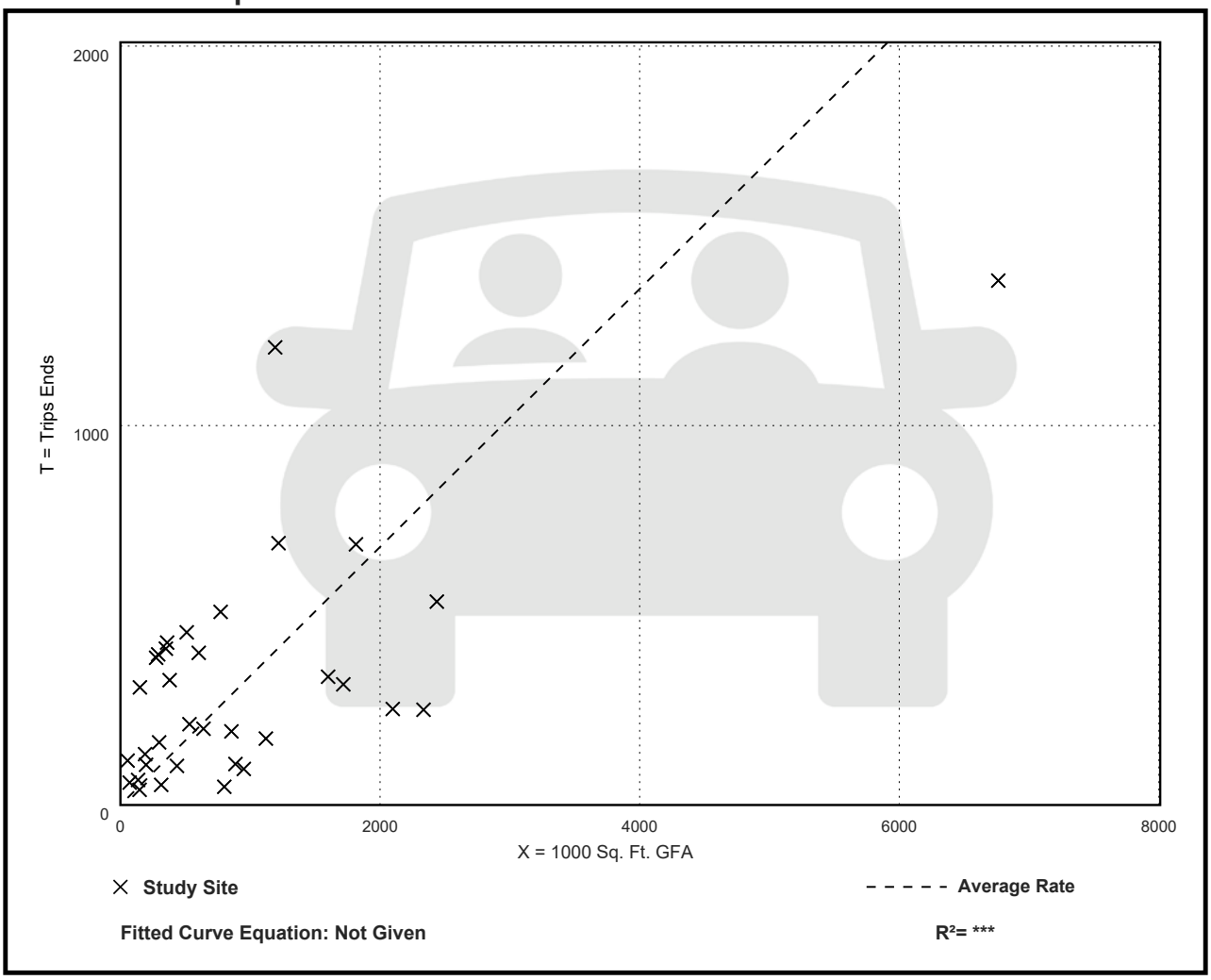
Industrial Park
(130)

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: 34
Avg. 1000 Sq. Ft. GFA: 956
Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.06 - 2.13	0.33

Data Plot and Equation



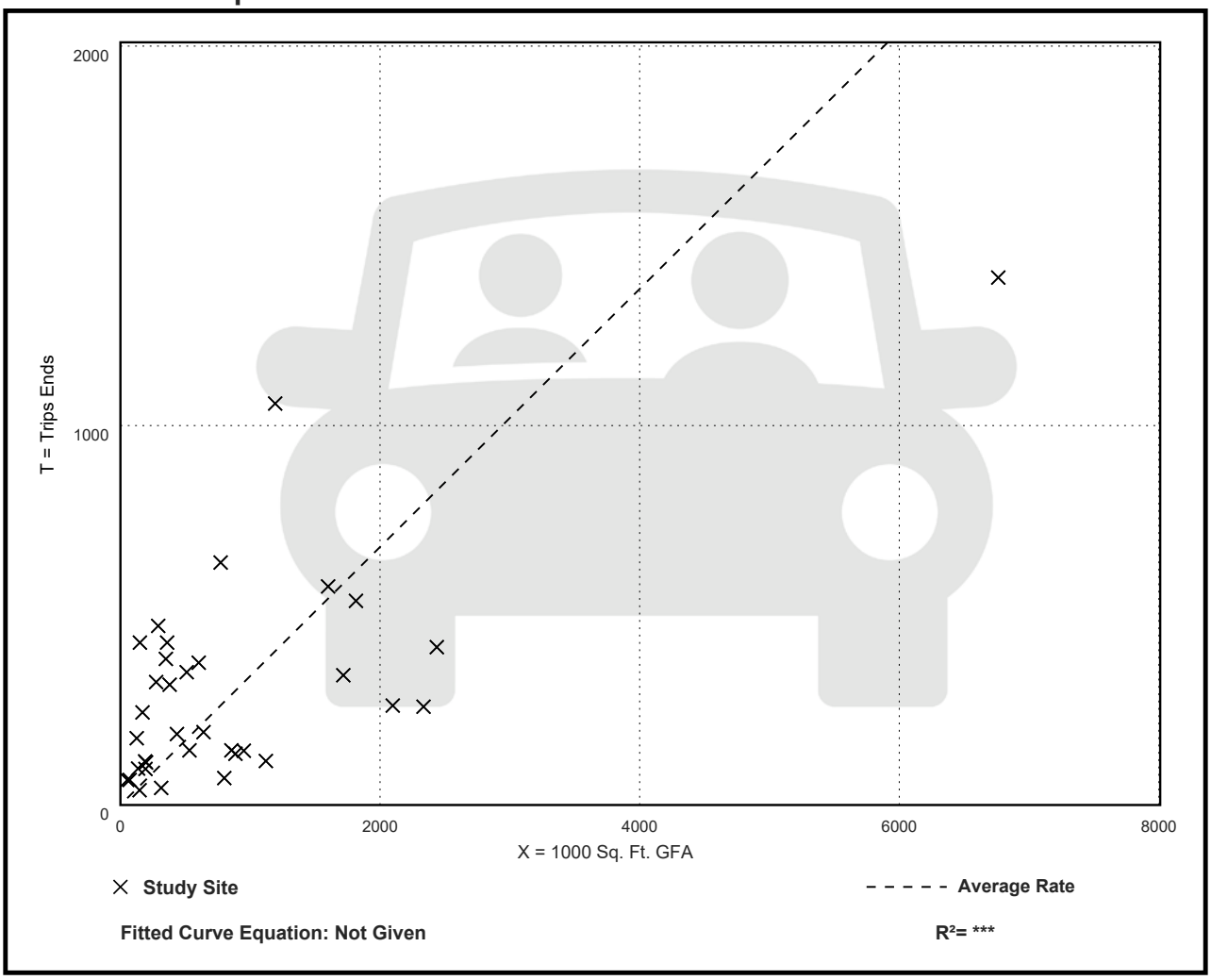
Industrial Park
(130)

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: 35
Avg. 1000 Sq. Ft. GFA: 899
Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.09 - 2.85	0.36

Data Plot and Equation



SOURCE: ITE TRIP GENERATION MANUAL 11th EDITION (2021)

Industrial Park (LU 130)

DAILY	147 KSF	197 KSF	435 KSF	AVGs
TRUCK RATES PER KSF	0.35	0.83	0.53	
TOTAL RATES PER KSF	3.67	5.44	3.32	4.14
Percent Trucks	10%	15%	16%	14%

AM Peak hour	147 KSF	197 KSF	435 KSF	
TRUCK RATES PER KSF	0.03	0.06	0.03	
TOTAL RATES PER KSF	0.27	0.54	0.24	0.35
Percent Trucks	11%	11%	13%	12%

PM Peak hour	147 KSF	197 KSF	435 KSF	
TRUCK RATES PER KSF	0.01	0.07	0.04	
TOTAL RATES PER KSF	0.27	0.57	0.43	0.42
Percent Trucks	4%	12%	9%	8%

Base Year Conditions	Housing Units	Resident	Employees	Service Population	Total Orig Vol From	Total Dest Vol To	Total OD Vol	Total Orig VMT From	Total Dest VMT To	Total OD VMT	Total OD VMT per Service Population
City of Roseville	55,992	140,629	80,350	220,979	594,476	594,476	1,188,952	3,581,152	3,591,458	7,172,610	32.5

Project VMT Under Base Year

TAZ	VMT_FROM	VMT_TO	Total VMT
1502	78951	79416.77	158367.77

Cumulative 2035 No Project	Housing Units	Resident	Employees	Service Population	Total Orig Vol From	Total Dest Vol To	Total OD Vol	Total Orig VMT From	Total Dest VMT To	Total OD VMT	Total OD VMT per Service Population
City of Roseville	75,686	190,491	123,405	313,896	864,540	864,540	1,729,081	5,513,404	5,517,359	11,030,763	35.1

Project VMT Under Cumulative Year

TAZ	VMT_FROM	VMT_TO	Total VMT
1502	8371.3	8371.3	126922.04

List of Resources Used to Develop Transportation Demand Management (TDM) Strategy Effectiveness

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