

Future Land Use Amendment & Rezoning Traffic Analysis

July 17, 2026

Project# 33695

To: Ray Philips

Ocala 52 Partners, LLC

P.O. Box 8388

Fleming Island, FL 32006

From: Arya Arun Nair; Kok Wan Mah, PE

RE: City of Ocala Future Land Use Change/Rezoning Traffic Analysis, Ocala 52 Mixed-Use Development

Introduction

The purpose of this memorandum is to conduct a traffic analysis to support the proposed future land use (FLU) amendment and rezoning of Ocala 52 Mixed-Use Development (Parcel id: 23835-000-00) located on north side of SW 52nd Street, east of SW 60th Avenue on approximately 82.1 acres in Ocala, Florida. Access to the site will include two full access connections to SW 52nd Street as shown in **Figure 1**. The site is being annexed into the city with a proposed change in land use designation from High Residential (County) to Low Intensity (City). The zoning designation is proposed to change from A-1 (County) to PD (City). A portion of the site will be zoned B-2 (Community Business District). Traffic analysis is conducted to compare highest and best use development programs between the current future land use designation, proposed future land use designation, and proposed PD development program.



Figure 1: Site Location

Existing and Proposed Future Land Use

The property is currently located within Marion County but is proposed to be annexed to the City of Ocala. The existing and the proposed future land use and zoning as per Marion County and City of Ocala for the project site and the maximum development intensity allowed in the existing future land use as well as maximum and proposed development for the proposed future land use are summarized in **Table 1** and **Table 2**.

Table 1: Existing Future Land Use and Zoning

Land Use	Area (ac)	Zoning	Use	Maximum Density	Maximum Development
High Residential (HR)	82.10	Agricultural District (A-1)	Residential (Single and Multi-Family Units)	8 DU/ac	658 DU

Table 2: Proposed Future Land Use and Zoning

Land Use	Area (ac)	Zoning	Use	Maximum Density	Maximum Development	Proposed Development
Low Intensity	77.60	Planned Development (PD)	Residential	18 DU/ac	1396 DU	590 DU
Low Intensity	4.50	Community Business (B-2)	Commercial	0.75 FAR	147 KSF	147 KSF

TRIP GENERATION

CURRENT FUTURE LAND USE & ZONING

Trip generation for the maximum development permitted under the current future land use and zoning was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Based on the existing Future Land Use designation and Marion County zoning regulations, the A-1 zoning district with High Residential (HR) land use allows a mix of single-family and multi-family residential units. To provide a conservative estimate of site-generated traffic, all dwelling units were assumed to be single-family residential units at the project location covering a gross area of 82.10 acre, with a maximum of 658 DU for estimating weekday, AM peak hour, and PM peak hour trips. No internal capture or pass-by trip reductions were assumed for this development. The resulting trip generation estimates are summarized in **Table 3**.

Table 3: Trip Generation – Current Future Land Use/Zoning

Land Use	ITE Code	Intensity (DU)	Weekday Daily Trip Ends	AM Peak Period			PM Peak Period		
				In	Out	Total	In	Out	Total
Single Family Detached	210	657	5567	120	326	446	337	207	544

PROPOSED FUTURE LAND USE & ZONING

Trip generation for the maximum development permitted under the proposed future zoning was estimated using the ITE Trip Generation Manual, 12th Edition. Based on the proposed Future Land Use designation for the City of Ocala, the Low Intensity land use category allows a mix of residential and commercial development with a maximum density 18 DU/ac and a floor area ratio (FAR) of 0.75. Under the proposed development plan, a portion of the project site is proposed to be zoned B-2, which would allow up to 147,000 square feet of commercial development. Based on the proposed plan, for trip generation purposes, 100,000 square feet was assumed to be developed under ITE Land Use Code 820 (Shopping Center) and the remaining 47,000 square feet under ITE Land Use Code 931 (Fine Dining Restaurant). The remainder of the site, consisting of approximately 77.6 acres, is proposed to have a mix of single-family and multifamily residential development, with a maximum of 590 dwelling units under the proposed PUD. Internal capture was estimated between the residential and commercial uses in accordance with NCHRP 684. In accordance with the City of Ocala's guidelines, internal capture trips were limited to no more than 20 percent of the total site generated traffic. Therefore, the PM peak-hour internal capture estimate was adjusted to comply with this maximum allowable reduction. Pass-by trip reductions were subsequently applied to the Shopping Center (26%) and Fine Dining Restaurant (44%) land use based on ITE Trip generation Handbook, 3rd Edition. The trip generation results are summarized in **Table 4**. The proposed planned development plan is attached in **Appendix A** and Internal Capture is attached in **Appendix B**.

Table 4: Trip Generation – Proposed Future Land Use/Zoning

Land Use	ITE Code	Intensity	Weekday Daily Trip Ends	AM Peak Period			PM Peak Period		
				In	Out	Total	In	Out	Total
Single Family Detached	210	230 DU	2,122	43	117	160	128	79	207
Multi Family (Mid Rise)	221	360 DU	1,620	33	110	143	85	48	133
Shopping Center	820	100 KSF	3,639	55	33	88	160	166	326
Fine Dining Restaurant	931	47 KSF	3,714	10	9	19	263	118	381
Internal Capture - Single and Multi-Family			78	3	7	10	34	34	68
Internal Capture - Shopping Center			79	6	7	13	33	33	66
Internal Trips - Fine Dining Restaurant			234	0	14	23	106	105	211
Pass-by Trips - Shopping Centre			88	13	7	20	33	35	68
Pass-by Trips - Fine Dining Restaurant			230	4	11	28	132	70	202
Total Net New Trips			10,386	115	244	359	398	236	634

ROADWAY ANALYSIS

Based on the trip generation estimates for the existing and proposed future land use, the net external trip generation impact of the property under the proposed FLU/zoning is higher on weekdays and both the AM and PM peak hours as compared to the existing FLU and zoning. Under the existing future land use scenario, the site is estimated to generate approximately 5,567 weekday daily trips, whereas the proposed future land use is estimated to generate approximately 10,386 net new weekday daily trips. As a result, the proposed future land use would increase traffic demand on the surrounding roadway network.

To study the impact of additional traffic demand with the proposed land use, roadway segment impacts was studied for near term (2030) and horizon year (2050). For the purpose for the analysis, a significance threshold of 3 percent was used to identify roadway segments for analysis. The analysis was based on 2025 AADT data obtained from Florida State Online. Peak-hour directional traffic volumes were developed by applying peak-hour and directional distribution factors to the 2025 AADT volumes. Growth factors were then applied to the existing traffic volumes to project 2030 and 2050 background traffic conditions. Peak-hour directional service volumes were obtained from the Ocala/Marion TPO database. Project trip distribution was determined using the Central Florida Regional Planning Model (CFRPM) in conjunction with local traffic patterns. The corresponding model plot is provided in **Appendix C**.

GROWTH RATE

For the near term (2030) analysis, the annual historic growth rate was reviewed using the FDOT historic annual average daily traffic (AADT) data from Florida Traffic Online, and the FDOT Traffic Trends Analysis Tool. Table 5 depicts the annual growth rate by count station. Based on this review, an annual growth rate of 2.49 percent was applied to the 2025 traffic volumes to develop the 2030 background traffic volumes. The result are summarized in **Table 5**.

For the horizon year (2050) analysis, growth rates were developed based on the Bureau of Economic and Business Research (BEBR) medium-series population projections for Marion County. Based on the projected population growth, an annual growth rate of 1.22 percent was applied to the 2025 traffic volumes to develop the 2050 background traffic volumes.

The roadway analysis for 2030 and 2050 are summarized in **Table 6** and **Table 7**.

Table 5: Historic Growth Rate

Year	360045 - SR-200, 1.487 MI SW OF I-75	368066 - SW 60TH AVE, 700 FT N OF SR-200	360317 - I-75, 0.23 MI N OF WILLIAMS RD/SW 66TH ST	367033 - SW-40 ST, 0.095 MI. E OF SW 46 AV.
2020	36,366	15,300	87,118	7,400
2021	39,595	15,700	102,985	7,600
2022	40,837	15,700	105,000	8,200
2023	42,733	16,900	106,000	8,600
2024	44,005	17,500	110,000	8,900
2025	46,343	17,700	112,000	9,900
Annual Growth	3.99%	1.97%	2.18%	3.08%
Weighted Average				2.49%
Proposed Annual Growth Rate				2.49%

Table 6: 2030 Roadway Analysis

Roadway	Limits	No. of Lanes	Func. Class	PkHr Pk Dir Capacity	2030 - Background PkHr Pk Dir Vol	Project Volume	2030 - PkHr Pk Dir Vol	V/C	Deficient
SR 200	SW 50th Ct to I-75	6	Arterial	2,814	2,703	30	2,703	0.97	No
	I-75 to SW 32nd Ave	6	Arterial	2,814	2,381	12	2,381	0.86	No
SW 60th Ave	SW 50th Ct to I-75	4	Arterial	1,800	1,005	18	1,005	0.58	No
	I-75 to SW 32nd Ave	4	Arterial	1,800	1,022	11	1,022	0.58	No

Table 7: 2050 Roadway Analysis

Roadway	Limits	No. of Lanes	Func. Class	PkHr Pk Dir Capacity	2050 - Background PkHr Pk Dir Vol	Project Volume	2050 - PkHr Pk Dir Vol	V/C	Deficient
SR 200	SW 50th Ct to I-75	6	Arterial	2,814	3,136	30	3,166	1.13	Yes
	I-75 to SW 32nd Ave	6	Arterial	2,814	2,763	12	2,763	0.98	No
SW 60th Ave	SW 50th Ct to I-75	4	Arterial	1,800	1,166	18	1,166	0.65	No
	I-75 to SW 32nd Ave	4	Arterial	1,800	1,185	11	1,185	0.66	No

Based on the analysis, the horizon-year traffic demand is projected to exceed the available roadway capacity along SR 200 between SW 50th Court and I-75. However, the identified deficiencies are due to background traffic growth rather than project-generated traffic. Therefore, the project is not expected to create or substantially contribute to the projected capacity deficiencies along this corridor segment. Planned future capacity improvements along the corridor are expected to accommodate the project's traffic impacts.

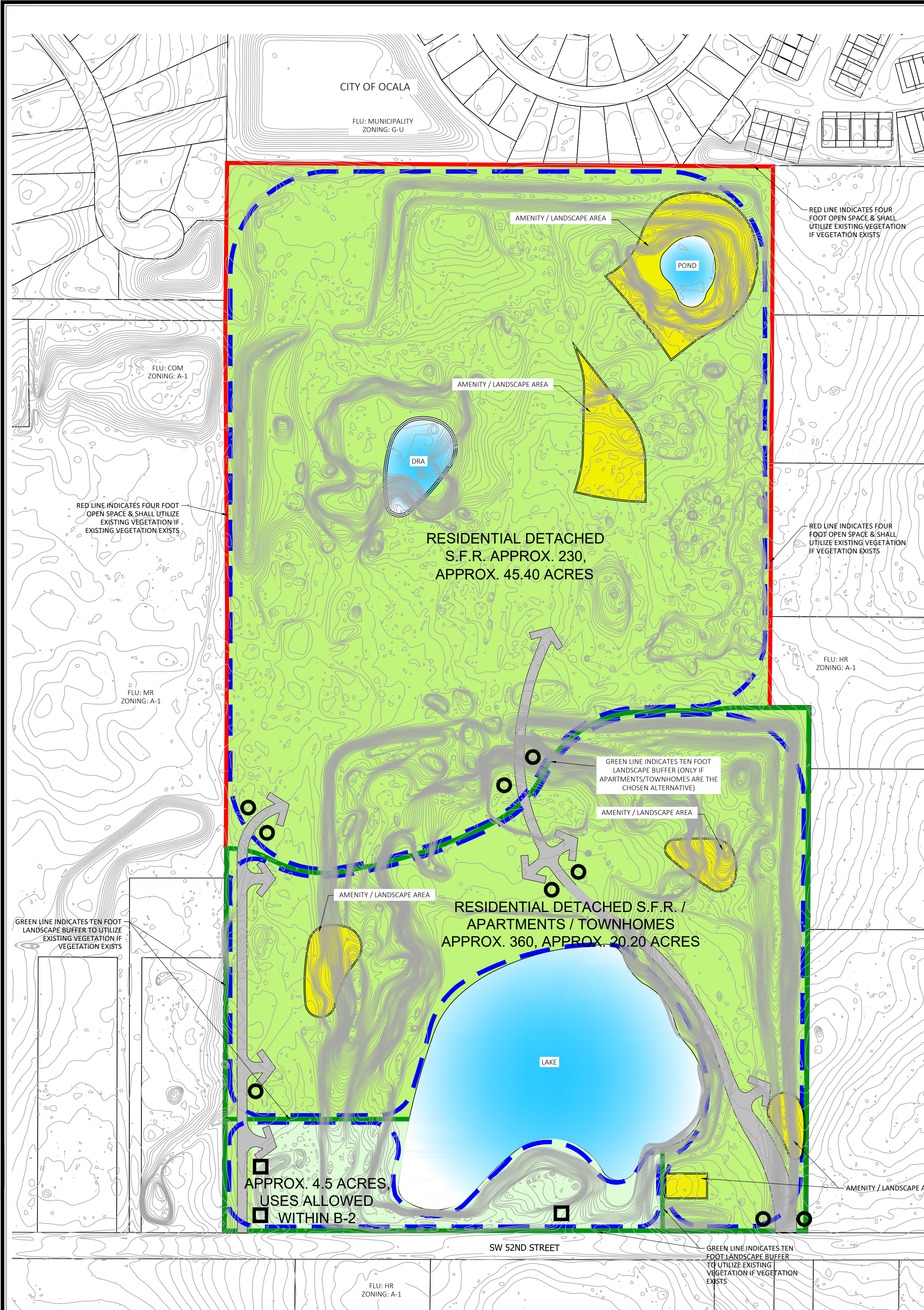
Summary

The purpose of this memorandum is to conduct a traffic analysis for the proposed FLU amendment and rezoning of property located on north side of SW 52nd Street, east of SW 60th Avenue on approximately 82.1 acres in Ocala, Florida. Trip generation analysis was carried out for the existing and proposed future land use on the project site. Based on the trip generation analysis, proposed future land use is expected to generate higher daily and peak-hour trips than the existing future land use designation, resulting in increased traffic demand on the surrounding roadway network.

To evaluate these impacts, roadway analyses were conducted for the 2030 and 2050 analysis years. Roadway segments meeting the 3 percent significance threshold were evaluated using projected background traffic volumes developed from 2025 AADT data, historic traffic growth trends, and BEBR population projections.

Based on the analysis, most roadway segments are expected to continue operating within their capacities under both analysis years. However, for the horizon year (2050), traffic demand is projected to exceed the available capacity along SR 200 between SW 50th Court and I-75. This is due to the background traffic growth rather than project-generated traffic. Therefore, the proposed future land use is not expected to create or substantially contribute to the identified roadway deficiency, and the project traffic is anticipated to be accommodated within the planned capacity improvements that would address background deficiencies.

Appendix A: Site Plan



SITE DATA TABLE

OWNER/DEVELOPER:
OCALA 52 PARTNERS, LLC.
PO BOX 8388
FLEMING ISLAND, FL 32006-0011
PH: (904) 509-2255

PARCEL: 23835-000-00

PROJECT AREA:
TOTAL = 82.10 ± AC.

LAND USE & ZONING:
EXISTING FUTURE LAND USE: HR (COUNTY)
EXISTING ZONING: A-1 (COUNTY)
PROPOSED FUTURE LAND USE: LOW INTENSITY
PROPOSED ZONING: PD (CITY)

REQUIRED:
OPEN SPACE 20.52 ± AC. (25% of 82.10 Ac)
AGGREGATE OPEN SPACE: 2.05 ± AC. (10% of 20.52 Ac)

PROPOSED:
OPEN SPACE: 30.74 ± AC.
AGGREGATE OPEN SPACE: 2.87 ± AC.
BUFFERS: 1.73 ± AC.
TOTAL AS SHOWN: 35.34 ± AC. (43% of 82.10 Ac)

DENSITY:
RESIDENTIAL (77.60 AC) - MINIMUM DENSITY REQUIRED: 232 UNITS 3 UNITS / ACRE
RESIDENTIAL (77.60 AC) - MAXIMUM DENSITY ALLOWED: 1,396 UNITS 18 UNITS / ACRE
PROPOSED NOT TO EXCEED 590 UNITS TOTAL
COMMERCIAL AREA (APPROX. 4.50 AC): LIMITED TO B-2 USES AND DEVELOPMENT STANDARDS.
(FAR NOT TO EXCEED 0.75 AND SQUARE FOOTAGE NOT TO EXCEED 147,000 SF.)

- NOTES:
1. ALL RIGHT-OF-WAY RADII AT INTERSECTIONS TO BE 25'.
 2. PRIVATE ROAD STATUS WITH 40' - 80' RIGHT-OF-WAY WIDTH TOGETHER WITH 10' UTILITY EASEMENT.
 3. ALL LOTS IN THIS SUBDIVISION WILL BE SERVED BY CENTRAL WATER AND SEWER.
 4. ALL LOTS/TRACTS IN THIS SUBDIVISION SHALL USE THE INTERNAL SUBDIVISION ROADWAYS FOR DRIVEWAY/VEHICLE ACCESS.
 5. ALL CONSTRUCTION COVERED BY THESE PLANS SHALL COMPLY WITH THE MATERIAL REQUIREMENTS AND QUALITY CONTROL STANDARDS CONTAINED IN THE CITY OF OCALA LAND DEVELOPMENT CODE.
 6. HOME OWNERS ASSOCIATION IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF BOTH NEW AND REPLACEMENT QUADRANT STREET SIGNS.
 7. WATER/SEWER UTILITIES PROVIDED BY THE CITY OF OCALA UTILITIES DEPARTMENT.
 8. H.O.A. IS RESPONSIBLE FOR THE STORM WATER MAINTENANCE.
 9. ACCESSORY STRUCTURES SHALL CONFORM TO THE BUILDING SETBACKS AS ALLOWED IN RESIDENTIAL ZONING.
 10. ADDITIONAL PERMITS WILL BE REQUIRED FOR SIGNAGE, WHICH MAYBE LOCATED IN BUFFER EASEMENT.
 11. PROPOSED TO BE ANNEXED INTO THE CITY OF OCALA.

- GENERAL NOTES:
1. THE PROJECT MAY BE DEVELOPED IN MULTIPLE PHASES, AT THE DISCRETION OF THE DEVELOPER. THE DEVELOPER SHALL NOTIFY THE CITY OF PROPOSED PHASING CHANGES AT THE TIME OF SITE PLAN SUBMITTAL(S). EACH PHASE MAY INCLUDE TEMPORARY SUPPORT TRAILERS (INCLUDING BUT NOT LIMITED TO SALES, CONSTRUCTION, DEVELOPMENT AND REAL ESTATE OFFICES) WHICH WILL BE REMOVED UPON COMPLETION OF WORK IN EACH APPLICABLE PHASE. INFRASTRUCTURE NECESSARY TO SUPPORT EACH PHASE OF THE PROJECT SHALL BE CONSTRUCTED CONCURRENTLY WITH THAT PHASE AS A CONDITION OF PLATTING AND/OR SITE PLAN APPROVAL.
 2. ALL BUFFERS SHALL ADHERE TO THE CITY OF OCALA LDC STANDARDS FOR ADJOINING USES ON THE EXTERIOR OF THE P.U.D. BOUNDARIES EXCEPT AS OTHERWISE DEFINED WITHIN THE SUBMITTED DOCUMENTS. NO INTERNAL BUFFER SHALL BE REQUIRED AND LEFT UP TO THE DISCRETION OF THE DEVELOPER.
 3. APPLICANT RESERVES THE ABILITY TO REARRANGE OR MODIFY LOCATION OF HOUSING UNIT TYPES PRIOR TO APPROVAL OF FINAL MASTER PLAN. PROVISIONS FOR ADEQUATE BUFFERS WILL BE PROVIDED.
 4. THIS PROJECT MAY BE PLATTED AS FEE-SIMPLE LOTS.
 5. THIS PROJECT IS ENTIRELY WITHIN FLOOD ZONE X AND AE BASED ON FEMA MAP 12083C0514E.
 6. PROPERTY LOCATED IN SECONDARY SPRINGS PROTECTION ZONE.
 7. LANDSCAPE PLANS (TREE PRESERVATION & MITIGATION) WILL BE CONTEMPLATED IN THE IMPROVEMENT PLAN STAGE OF THIS DEVELOPMENT.

- DEVELOPMENT NOTES
1. ROADS, DETENTION AREAS, AND COMMON AREAS WILL BE CONSTRUCTED BY THE DEVELOPER AND WILL BE EVENTUALLY MAINTAINED BY DECLARANT HOA/POA.

ARCHITECTURAL STYLE
NOTES: FACADE COLORS SHALL BE LOW REFLECTANCE, SUBTLE, OR NEUTRAL TONE COLORS. BUILDING TRIM AND ACCENT AREAS MAY FEATURE BRIGHTER COLORS, INCLUDING PRIMARY COLORS.

APARTMENTS TYPICAL SETBACKS

APARTMENTS MINIMUM BUILDING SETBACKS:
BUILDING SEPARATION - 30' MIN.
BUILDING SETBACK FROM E.O.P. - 15' MIN.
BUILDING HEIGHT - 50' MAX.
BUILDING SETBACK FROM PERIMETER - 25' MIN.
INGRESS/EGRESS EASEMENT - 30' + 10' UTILITY EASEMENT TWO SIDES

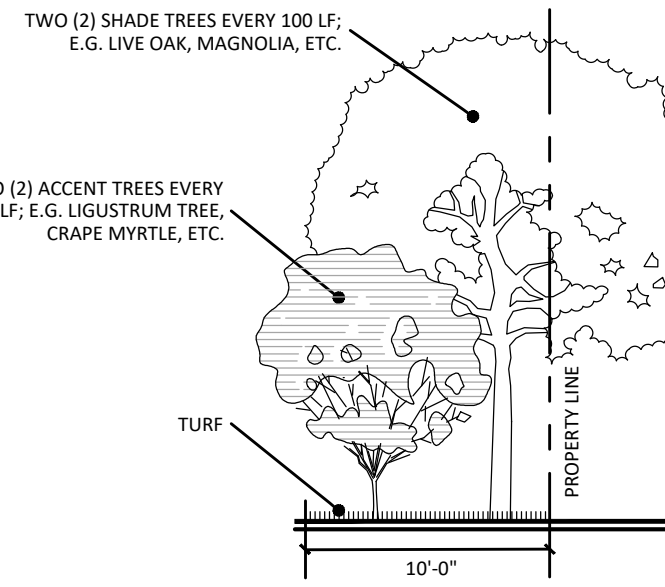
COMMERCIAL:

DEVELOPMENT TO OCCUR AS COMPLIANT TO B-2 / B-2 A DEVELOPMENT STANDARDS.

SIGN LOCATIONS:

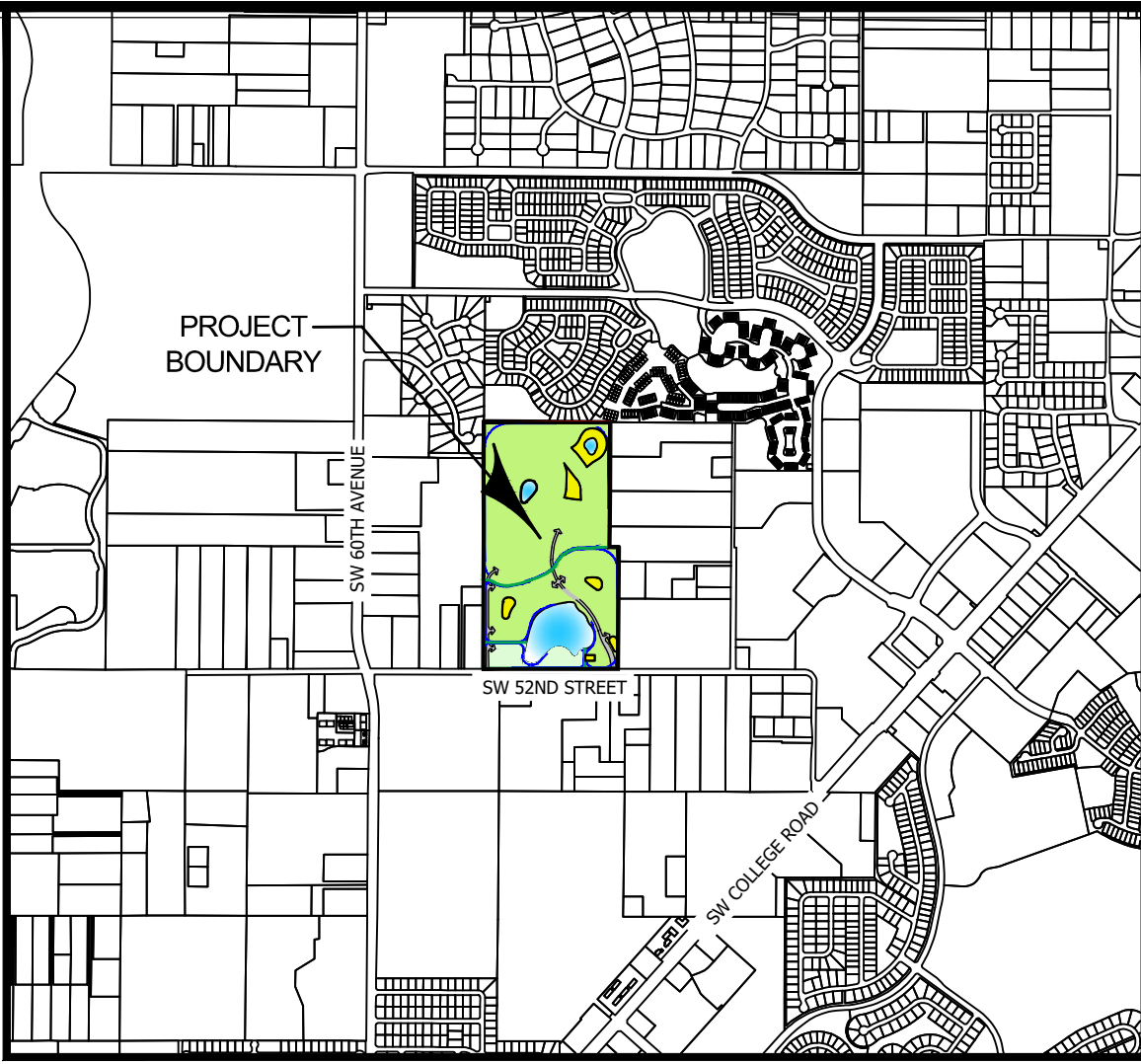
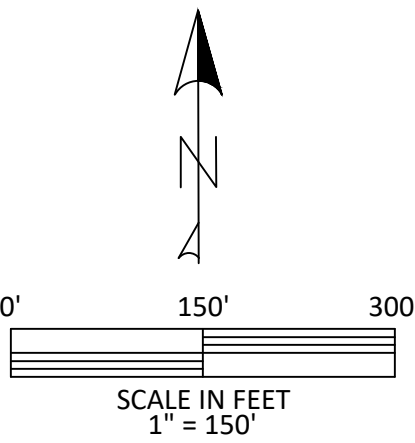
- COMMERCIAL SIGN
- RESIDENTIAL SIGN

*SIGN LOCATIONS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE

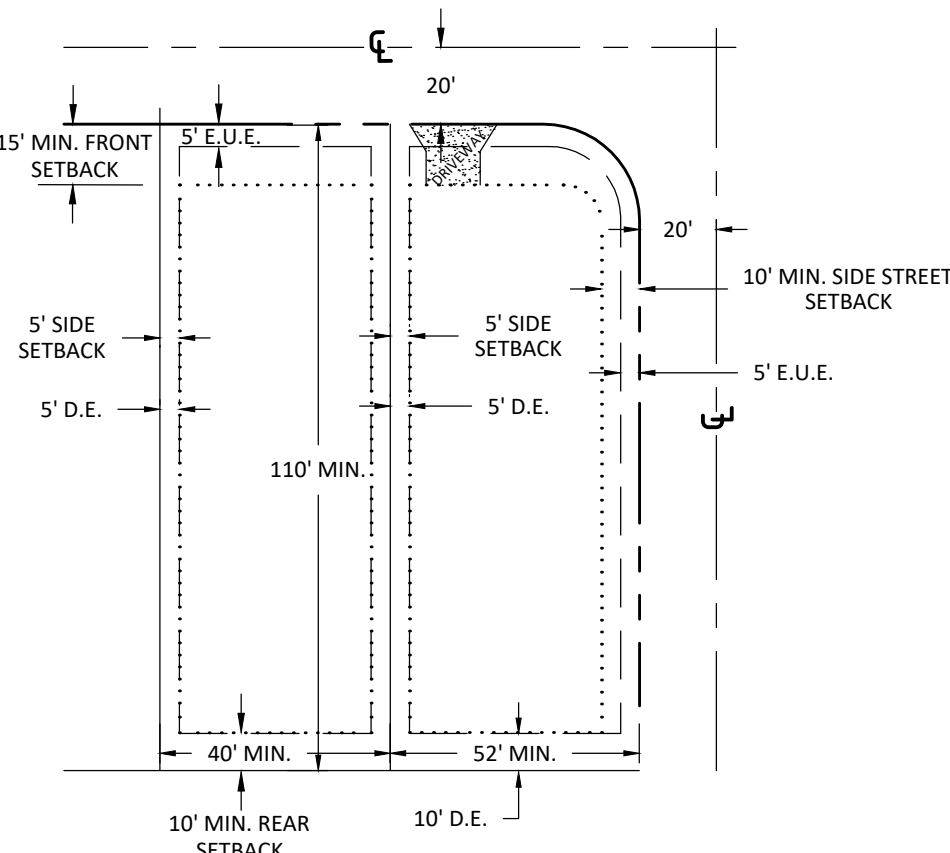


10' LANDSCAPE BUFFER (INDICATED BY GREEN LINE ON PD PLAN)

BUFFER SHALL CONSIST OF A 10-FOOT WIDE LANDSCAPE STRIP WITHOUT BUFFER WALL. THE BUFFER SHALL CONTAIN AT LEAST TWO (2) SHADE TREES AND TWO (2) ACCENT/ORNAMENTAL TREES FOR EVERY 100 LINEAL FEET OR FRACTIONAL PART THEREOF.



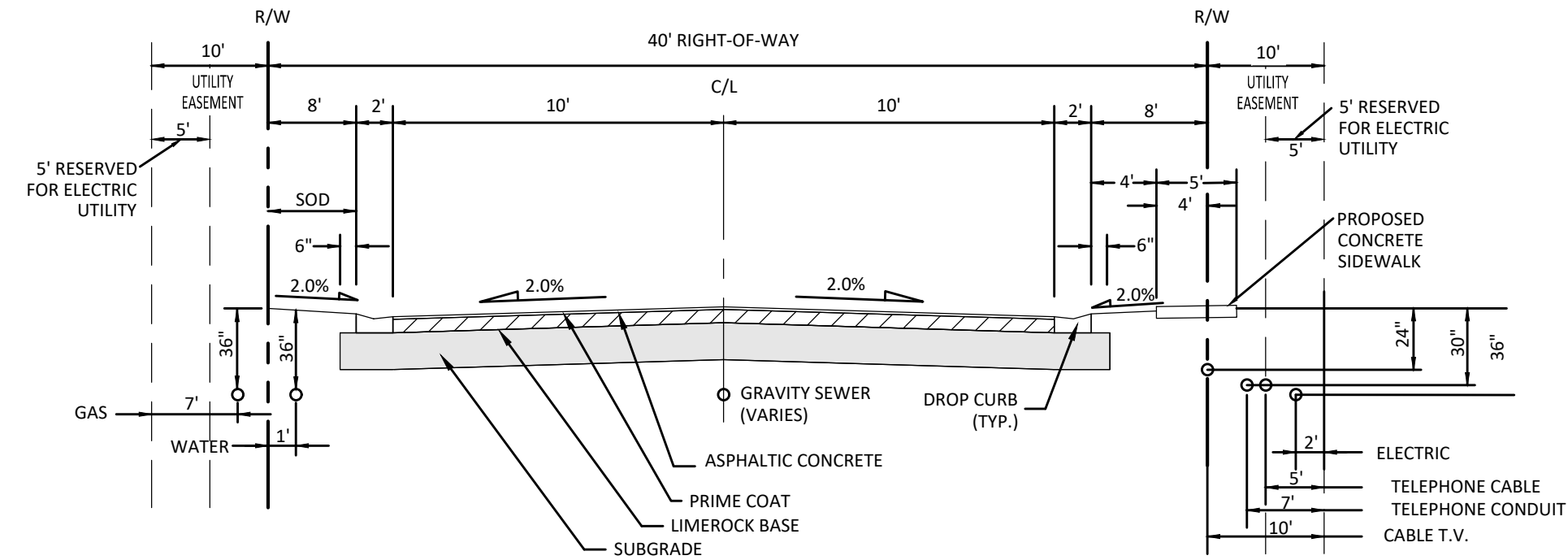
VICINITY MAP
SCALE: 1" = 2000'



S.F.R. TYPICAL LOT DETAIL

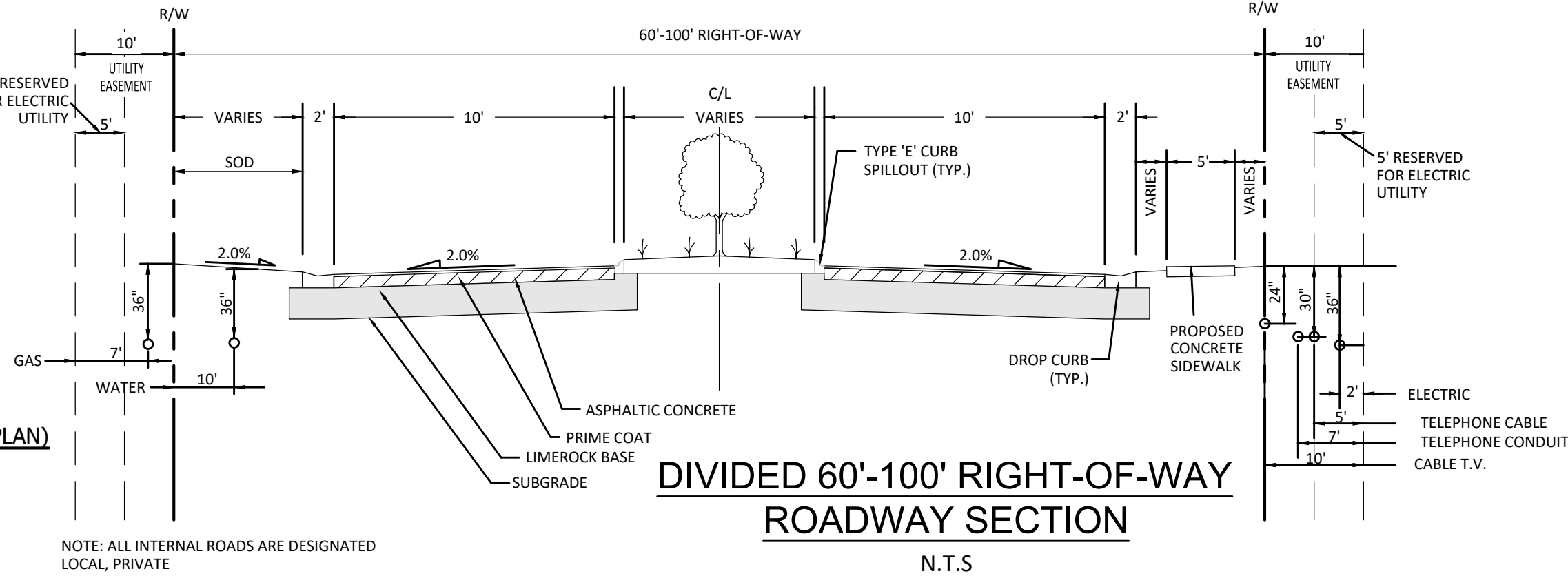
N.T.S.

S.F.R. MINIMUM BUILDING LOT LINE SETBACKS:
FRONT - 15' MIN.
REAR - 10' MIN. (5') ACCESSORY
SIDE - 0'
SIDE STREET - 10'
BUILDING HEIGHT - 35' MAX.



40' PRIVATE LOCAL RIGHT-OF-WAY
ROADWAY SECTION

NOTE: ALL INTERNAL ROADS ARE DESIGNATED LOCAL, PRIVATE



DIVIDED 60'-100' RIGHT-OF-WAY
ROADWAY SECTION

N.T.S.

Tillman & Associates
ENGINEERING, LLC.
CIVIL ENGINEERING - PLANNING - LANDSCAPE ARCHITECTURE - ENVIRONMENTAL
1720 SE 16th Ave. Bldg 100, Ocala, FL 34471
Office: (352) 387-4540 Fax: (352) 387-4545

REVISIONS

DATE

OCALA 52 PARTNERS
CITY OF OCALA, FLORIDA

BUBBLE DIAGRAM

DATE 01/20/2026
DRAWN BY SM
CHKD. BY JH
JOB NO. 25-0119

SHT. 1

NOT VALID UNLESS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER

Appendix B: Internal Capture

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Ocala 52 FLUA	Organization:	Kittelson		
Project Location:	Ocala	Performed By:	Arya Arun Nair		
Scenario Description:	FLUA Internal Capture	Date:	7/7/2026		
Analysis Year:		Checked By:			
Analysis Period:	AM Street Peak Hour	Date:			

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	100	KSF	88	55	33
Restaurant	931	47	KSF	19	10	9
Cinema/Entertainment				0		
Residential	210/221	590	DU	303	76	227
Hotel				0		
All Other Land Uses ²				0		
				410	141	269

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.05	0%	0%	1.05	0%	0%
Retail	1.20	0%	0%	1.20	0%	0%
Restaurant	2.20	0%	0%	2.20	0%	0%
Cinema/Entertainment	2.20	0%	0%	2.20	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.50	0%	0%	1.50	0%	0%
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	2	0
Restaurant	0	3		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	4	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	482	172	310
Internal Capture Percentage	7%	10%	6%
External Vehicle-Trips ⁵	386	130	256
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	18%
Restaurant	41%	20%
Cinema/Entertainment	N/A	N/A
Residential	4%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	Ocala 52 FLUA	Organization:	Kittelson		
Project Location:	Ocala	Performed By:	Arya Arun Nair		
Scenario Description:	FLUA Internal Capture	Date:	7/7/2026		
Analysis Year:		Checked By:			
Analysis Period:	PM Street Peak Hour	Date:			

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	100	KSF	326	160	166
Restaurant	931	47	KSF	381	263	118
Cinema/Entertainment				0		
Residential	210/221	590	DU	340	213	127
Hotel				0		
All Other Land Uses ²				0		
				1,047	636	411

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.05	0%	0%	1.05	0%	0%
Retail	1.20	0%	0%	1.20	0%	0%
Restaurant	2.20	0%	0%	2.20	0%	0%
Cinema/Entertainment	2.20	0%	0%	2.20	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.50	0%	0%	1.50	0%	0%
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

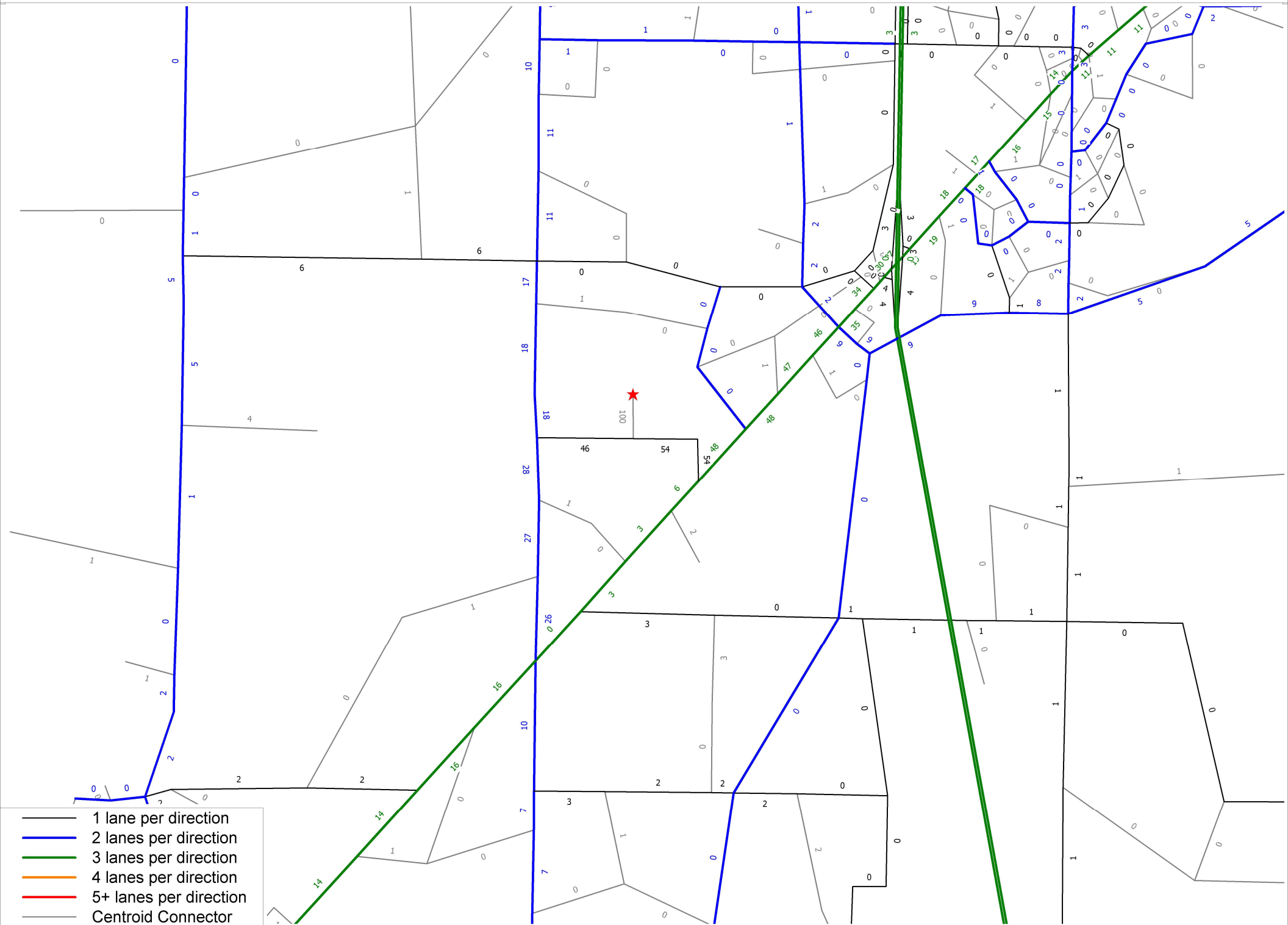
Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		58	0	52	0
Restaurant	0	96		0	37	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	19	29	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,604	1,005	599
Internal Capture Percentage	36%	29%	49%
External Vehicle-Trips ⁵	636	420	216
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	60%	55%
Restaurant	15%	51%
Cinema/Entertainment	N/A	N/A
Residential	38%	34%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Appendix C: Trip Distribution



D:\CFRPM7_52nd_Ocala\CFRPM7\Base\CF_2045\OUTPUT\HWYLOAD_SL_AllDay_A45.NET