

**Memorandum**

Date: March 30<sup>th</sup>, 2023

To: Mr. Adam Weinstein – Equilibrium Equities

**Re: Five Mile Point Warehouse Discussion**

As we have discussed, the traffic study completed for the proposed Five Mile Point warehouse development utilized the most conservatively high trip generation estimates available from the ITE Trip Generation, using a high cube fulfillment center with small package sorting. Using this land use, the total proposed 463,750 SF of development space was studied generating 326 vehicles entering/77 vehicles exiting during the weekday morning peak hour and 217 vehicles entering/340 vehicles exiting during the weekday evening peak hour.

To understand just how conservative these estimates are, we collected current traffic generation counts at the existing Triumph Business Center on Grossett Drive, which currently has 436,814 SF of occupied space. The counts were collected between March 17<sup>th</sup> and March 24<sup>th</sup>, 2023 and have been summarized in a separate memorandum for your records. Based on the count data, the existing Triumph Business Center is generating an average of 23 vehicles entering/ 12 vehicles exiting during the weekday morning peak hour and 14 vehicles entering / 18 vehicles exiting during the weekday evening peak hour. **The estimates used in the Five Mile Point warehouse traffic study are 14 times the average Triumph entering traffic and 6 times the average Triumph exiting traffic during the morning peak hour. The estimates are 15 times the average Triumph entering traffic and 19 times the average Triumph exiting traffic during the evening peak hour.**

Frances Street, between Crescent Drive and the site, carries less than 60 vehicles in each direction under existing conditions. This low volume level provides substantial excess capacity to accommodate the proposed development even using the high ITE trip generation estimates as discussed above. The recommended all way stop control at the Frances/Crescent intersection will accommodate the proposed development traffic while providing a safety improvement addressing limited sight distances at the intersection. The existing two lane road section is more than sufficient to accommodate the development without the need for additional travel lanes or turn lane at the intersection. For perspective, using the build volumes from the traffic study with the conservatively high trip generation estimate, traffic volumes at the intersection would still need to be nearly doubled to meet established 8 hour warrants for installation of a traffic signal.

The traffic study completed for the Five Mile Point warehouse development provides a worst case potential traffic impact analysis using the highest available estimates from ITE. The actual traffic generated when the development is completed will be significantly lower if final uses on the site are comparable to the existing Triumph Business Center, potentially less than 10% of the values used in the traffic study.

Please let me know if you have any questions or additional concerns.

Prepared by - Gordon Stansbury – GTS Consulting