LANGAN

Memorandum

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To: AKRF, Inc. – Ashley Ley & A. Auld

From: Alan W. Lothian, Daniel D. Disario, P.E., PTOE

Info: Planning Board

Date: March 28, 2022

Re: Trip Generation Comparison
Lincoln Logistics Brewster (CCFC)
Langan Project No.: 190065201

This memorandum is being provided in response to general comment item 2 on your March 22, 2022 relative to providing a brief comparison of the 9th/10th Edition trip generation with the ITE 11th Edition trip generation.

This trip generation comparison is used to provide support on the continued use of the traffic analysis prepared by JMC for the FEIS, that was reviewed and approved as part of the SEQRA process for the overall warehouse development, formerly known as the Commercial Campus at Fields Corner.

The trip generation relied upon for the traffic analyses in the SEQRA evaluation is greater than what will be generated by the current proposed development, and the conclusions reached in the FEIS remain valid. The project will continue to be subject to the conditions of approval relative to traffic, as summarized in the Planning Board resolutions and SEQRA Findings Statement.

TRIP GENERATION COMPARISON

The FEIS included trip generation projections for the 933,100 sf warehouse development using a variety of data sources, including two versions of the Institute of Transportation Engineer (ITE) *Trip Generation* manuals (9th and 10th Editions).

The reduction in building size to a 921,126 sf warehouse development will inherently result in a reduction of trips compared to what was presented in the FEIS. The attached modified Table 4-1S (from the FEIS) includes the trip generation projections for the proposed 921,126 sf warehouse development using the latest version of the ITE Trip Generation manual (11th Edition) for ITE Code 150 - Warehousing. The table indicates that the 11th Edition trip projections for the total peak hour trips (both for street peak hours and peak hour of the generator) are **less** than the trip projections used for analysis based on the 9th and 10th Editions.

In addition, the 11th Edition peak hour trip generation calculations indicate that the warehouse will ultimately generate less trips than the limits identified in the Findings Statement for the Traffic Monitoring Plan. The peak hours of the generator based on the 11th Edition are anticipated to be 171 **less** trips during the weekday AM peak hour, 214 **less** trips during the weekday evening peak hour, and 75 **less** trips during the Saturday midday peak hour, compared to the trip limits based on the 9th Edition. Therefore, the conclusions in the FEIS will continue to be valid.

Trip Generation Comparison

TABLE 4-1S

PROJECTED PROJECT GENERATED HOURLY VOLUMES COMPARISON

Data Source[1]	Land Use[1]	DEIS					FEIS					Reduction [Volume / Percentage]				
		1,124,575 S.F.					933,100 S.F.					(191,475 S.F.) / (17.0%)				
		Project Generation During Peak Hour of NY 312		Peak Hour of Project Generation			Project Generation During Peak Hour of NY 312		Peak Hour of Project Generation			Project Generation During Peak Hour of NY 312		Peak Hour of Project Generation		
		Peak Weekday AM Hour[5] (7:30-8:30 AM)	Peak Weekday PM Hour[6] (5:00-6:00 PM)	Sensitivity Analysis Peak Weekday AM Hour[7][9]	Sensitivity Analysis Peak Weekday PM Hour[8][9]	Peak Saturday Midday Hour[10]	Peak Weekday AM Hour[5] (7:30-8:30 AM)	Peak Weekday PM Hour[6] (5:00-6:00 PM)	Sensitivity Analysis Peak Weekday AM Hour[7][9]	Sensitivity Analysis Peak Weekday PM Hour[8][9]	Peak Saturday Midday Hour[10]	Peak Weekday AM Hour[5] (7:30-8:30 AM)	Peak Weekday PM Hour[6] (5:00-6:00 PM)	Sensitivity Analysis Peak Weekday AM Hour[7][9]	Sensitivity Analysis Peak Weekday PM Hour[8][9]	Peak Saturday Midday Hour[10]
ITE 9th Edition (2012)	Warehouses[2] (ITE Code 150)	337	360	472	506	146	280	299	364	426	121	(57) / (16.9)	(61) / (16.9)	(108) / (22.9)	(80) / (15.8)	(25) / (17.1)
ITE 10th Edition (2017)	Warehouses[2] (ITE Code 150)	-	-	-	-	-	159	177	205	224	47	(178) / (52.8)	(183) / (50.8)	(267) / (56.6)	(282) / (55.7)	(99) / (67.8)
ITE 10th Edition (2017)	High-Cube Warehouse[3] (ITE Code 154)	-	-	-	-	-	75	93	112	149	112	(262) / (77.7)	(267) / (74.2)	(360) / (76.3)	(357) / (70.6)	(34) / (23.3)
Gap/Matrix Facilities Composite[4]	-	-	-	-	-	-	52	24	117	237	-	(285) / (84.6)	(336) / (93.3)	(355) / (75.2)	(269) / (53.2)	-
Average		**-**	**-**	**-**	**-**	**-**	**142**	**148**	**200**	**259**	**93**	**(195) / (57.9)**	**(212) / (58.9)**	**(272) / (57.6)**	**(247) / (48.8)**	**(53) / (36.3)**

Notes:
(1) Institute of Transportation Engineers has been abbreviated to ITE.
(2) Warehouses (ITE Code 150) is defined by ITE as facilities primarily devoted to the storage of materials, but may also include office and maintenance area.
(3) High-Cube Warehouse (ITE Code 154) is defined by ITE as a building that typically has at least 200,000 gross square feet of floor area, has ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods prior to their distribution.
(4) The Gap/Matrix Facilities Composite is based upon the factored volumes of Gap Distribution Center and Matrix at Business Park that were averaged to provide a typical facility representation.
(5) The number of vehicle trips during this peak hour was calculated utilizing ITE data for a weekday during the peak hour of adjacent street traffic (one hour between 7:00 and 9:00 AM). This study analyzes the peak weekday AM hour of 7:30 - 8:30 AM.
(6) The number of vehicle trips during this peak hour was calculated utilizing ITE data for a weekday during the peak hour of adjacent street traffic (one hour between 4:00 and 6:00 PM). This study analyzes the peak weekday PM hour of 5:00 - 6:00 PM.
(7) The number of vehicle trips during the Sensitivity Analysis AM peak hour was calculated utilizing ITE data for a weekday during the AM peak hour of the generator.
(8) The number of vehicle trips during the Sensitivity Analysis PM peak hour was calculated utilizing ITE data for a weekday during the PM peak hour of the generator.
(9) The Sensitivity Analysis condition has been shown and analyzed to represent if the shift changes (peak hour of the generator) occur during the peak hour of adjacent street traffic, which is extremely conservative.
(10) The number of vehicle trips during this peak hour was calculated utilizing ITE data for a Saturday during the peak hour of the generator. This study analyzes the peak Saturday Midday hour of 12:15 - 1:15 PM, which is likely conservative.

ITE 11th	157	166	193	212	46

ITE 9th Edition Peak Hour of the Generator was used for peak hour trip limits in the Traffic Monitoring Plan as the highest allowable trip generation for 7:30-8:30 AM on a weekday, 5-6 PM on a weekday, and 12:15-1:15 PM on Sat.
Our upper limits based on 11th Edition are anticipated to be 171 less AM, 214 less PM, and 75 less Sat.