FUTURE CONDITIONS

Project Trip Generation

The trip generation estimates for the proposed IRG Greenline Building A and B developments were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition for LUC 150 (Warehousing). Table 4 summarizes the new weekday daily, AM peak hour, and PM peak hour trip generation estimates for the proposed project.

Table 4
Trip Generation Summary

	New Trips Generated (PASSENGER VEHICLES ONLY)			New Trips Generated (TRUCKS ONLY)			Total New Trips Generated (ALL VEHICLES)		
Time Period	In	Out	Total	In	Out	Total	In	Out	Total
Building A									
Daily	398	397	795	99	100	199	497	497	994
AM Peak Hour	81	22	103	21	5	26	102	27	129
PM Peak Hour	20	60	80	5	15	20	25	75	100
Building B									
Daily	382	381	763	95	96	191	477	477	954
AM Peak Hour	80	21	101	20	5	25	100	26	126
PM Peak Hour	19	59	78	5	14	19	24	73	97

As shown in Table 4, Building A is estimated to generate 994 new weekday daily trips with 129 new trips occurring during the AM peak hour (102 entering, 27 exiting) and 100 new trips occurring during the PM peak hour (25 entering, 75 exiting). Building B is estimated to generate 954 new weekday daily trips with 126 net trips occurring during the AM peak hour (100 entering, 26 exiting) and 97 new trips occurring during the PM peak hour (24 entering, 73 exiting). The detailed trip generation estimates are included in Appendix C.

Project Trip Distribution and Assignment

The distribution of the AM and PM peak hour project trips generated by the proposed IRG Greenline Building A and B developments was based on anticipated travel patterns in the area. The distribution of non-truck project trips were based on EMME/2 traffic model distribution plots (provided by the City). The EMME/2 traffic model distribution plots are included in Appendix D.

All truck trips were assigned at the site driveway on Weyerhaeuser Way S where trucks are expected to and from the south on Weyerhaeuser Way S using the SR-18 interchange. Due to the proposed c-curb and median at the site driveway on Weyerhaeuser Way S, trucks will be restricted from making an exiting left-turn and heading northbound on Weyerhaeuser Way S. The assignment of AM and PM peak hour trips generated by the IRG Greenline Building A and B developments at the six study intersections is shown graphically in Figures 5-8.