SRF ASSOCIATES
www.srfa.net
Transportation Planning / Engineering / Design

3495 Winton Place
Building E, Suite 110
Rochester, NY 14623

phone 585.272.4660

November 12, 2020

Acquest Companies
80 Curtwright Drive, Suite 5
Williamsville, NY 14221
Attn: Michael Huntress

RE: Proposed Warehouse, Long Road, Town of Grand Island, NY
Trip Generation Letter

Dear Mr. Huntress:

The purpose of this Technical Letter is to provide a trip generation assessment for the proposed warehouse located along Long Road in the Town of Grand Island, NY. The proposed development consists of a ±1,080,308 SF warehouse building located on the site of the previously proposed Amazon distribution facility. The site will use the access driveways previously proposed for the Amazon distribution facility and all previously proposed traffic mitigation will be constructed as a part of this project.

Data contained in the Trip Generation 10th Edition (2017), published by the Institute of Transportation Engineers (ITE), was used to project and compare the volume of traffic generated by the proposed development. Data published by the ITE is a nationally accepted standard for generating trips for new users. Trip generation calculations are attached. **Table 1** summarizes and compares the volume of projected site trips during the AM and PM peak hours for previously proposed Amazon distribution facility and the proposed warehouse building.

TABLE 1: SITE GENERATED TRIPS

DESCRIPTION	ITE LUC[1]	SIZE/UNITS	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Previously Proposed Warehouse		N/A	668	39	590	600
Currently Proposed Warehouse	155	1,080,308 SF	761	179	506	791
Net Difference in Trip Generation			+93	+140	-84	+191

Notes:
1. "ITE LUC" = ITE Land Use Code.

The proposed warehouse use is projected to generate approximately 93 more entering trips and 140 more exiting trips during the AM peak hour and 84 fewer entering trips and 191 more exiting trips during the PM peak hour than the previously proposed Amazon distribution facility.

It is anticipated that the highway improvements proposed for the Amazon distribution facility will sufficiently accommodate the additional traffic generated by the proposed warehouse building.

Conclusions

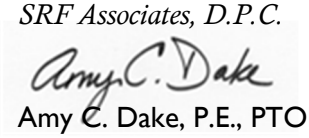
The Proposed warehouse building will use the access driveways previously proposed for the Amazon distribution facility and all previously proposed traffic mitigation will be constructed as a part of this project. The trip generation comparison indicates that the proposed warehouse use is projected to generate approximately 93 more entering trips and 140 more exiting trips during the AM peak hour and 84 fewer entering trips and 191 more exiting trips during the PM peak hour than the previously proposed Amazon distribution facility.

Given the relatively small increases in traffic associated with the proposed warehouse use when compared to the previously proposed Amazon distribution facility, it is anticipated that the highway improvements proposed for the Amazon distribution facility will sufficiently accommodate the additional traffic generated by the proposed warehouse building.

Given these considerations, no further study is warranted or recommended.

If you have any questions or are in the need for additional information, please do not hesitate to contact our office.

Very truly yours,
SRF Associates, D.P.C.



Amy C. Dake, P.E., PTOE
Senior Managing Traffic Engineer

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Scenario - 1

Scenario Name: AM Peak Hour
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
155(1) - High-Cube Fulfillment Center	General Urban/Suburban	1000 Sq. Ft. GFA	1080.3	Weekday, Peak Hour of Adjacent Street Traffic,	Average	761	179	940
Data Source: Trip Gen Manual, 10th Ed +					0.87	81%	19%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
155(1) - High-Cube Fulfillment Center Warehouse - Sort	100	100	1	1	81	19

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
155(1) - High-Cube Fulfillment Center Warehouse - Sort	761	179	0	0	761	179
	940		0		940	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
155(1) - High-Cube Fulfillment Center Warehouse - Sort	761	179	940

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	761	179	940
External Vehicle Trips	761	179	940
New Vehicle Trips	761	179	940

Scenario - 2

Scenario Name: PM Peak Hour
User Group:
Dev. phase: 1
No. of Years to Project Traffic : 0
Analyst Note:
Warning:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
155(1) - High-Cube Fulfillment Center	General Urban/Suburban	1000 Sq. Ft. GFA	1080.3	Weekday, Peak Hour of Adjacent Street Traffic,	Average	506	791	1297
Data Source: Trip Gen Manual, 10th Ed +					1.20	39%	61%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
155(1) - High-Cube Fulfillment Center Warehouse - Sort	100	100	1	1	39	61

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
155(1) - High-Cube Fulfillment Center Warehouse - Sort	506	791	0	0	506	791
	1297		0		1297	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
155(1) - High-Cube Fulfillment Center Warehouse - Sort	506	791	1297

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	506	791	1297
External Vehicle Trips	506	791	1297
New Vehicle Trips	506	791	1297