### LAND USE

#### TRIP CATEGORIES [PRIMARY: DIVERTED: PASS-BY]

#### ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)

#### HIGHEST PEAK HOUR % (PLUS IN/OUT ratio)

#### TRIP LENGTH [Miles]

**Agriculture (Open Space)**

- **2/acre**

**Airport**

- **60/acre, 100/flight; 70/1000 sq. ft.**
- **6/acre, 2/flight; 6/based aircraft**
- **10/acre**

**Automobile**

- **900/vehicle, 600/acre**
- **100/vehicle/acre**
- **160/vehicle, 600/acre**
- **15/vehicle, 50/acre; 150/vehicle, 900/acre; 60/vehicle/acre**
- **20/vehicle, 600/acre; 20/vehicle/acre; 8/vehicle, 600/vehicle**
- **60/vehicle/acre**

**Church**

- **9/1000 sq. ft., 30/acre**

**Commercial/retail**

- **35/1000 sq. ft., 400/acre**
- **50/1000 sq. ft., 500/acre**
- **150/1000 sq. ft., 2000/acre**
- **90/1000 sq. ft., 6/acre**
- **500/1000 sq. ft., 20/acre**
- **700/1000 sq. ft., 15/acre**
- **850/1000 sq. ft., 150/vehicle fueling space**
- **60/1000 sq. ft., 600/acre**
- **60/1000 sq. ft., 6/acre**
- **6/vehicle, 1000/acre**
- **30/1000 sq. ft., 15/vehicle**
- **40/vehicle, 1000/acre**
- **150/vehicle, 150/acre**
- **900/vehicle**
- **40/1000 sq. ft., 125/one-way/lane**
- **250/1000 sq. ft., 150/vehicle**
- **250/1000 sq. ft., 100/vehicle**
- **60/1000 sq. ft., 600/vehicle**
- **40/1000 sq. ft., 90/vehicle**
- **40/1000 sq. ft., 2000/acre** (commercial only)
- **6/vehicle, 200/acre** (residential only)

**Education**

- **2.4/student, 100/acre**
- **1.2/student, 24/1000 sq. ft., 120/acre**
- **1.3/student, 15/1000 sq. ft., 60/acre**
- **1.4/student, 12/1000 sq. ft., 50/acre**
- **1.6/student, 14/1000 sq. ft., 90/acre**
- **5/student, 80/1000 sq. ft.**

**Financial**

- **150/vehicle, 1000/acre**
- **100/vehicle, 1500/acre**
- **200/vehicle, 100/vehicle**
- **40/vehicle, 1000/acre**
- **60/vehicle, 600/vehicle**
- **60/vehicle, 600/acre**
- **100/vehicle, 100/vehicle**

**Hospital**

- **20/bed, 25,000 sq. ft., 250/acre**

**Industrial**

- **4/1000 sq. ft., 200/acre**
- **8/1000 sq. ft., 90/acre**
- **10/1000 sq. ft., 120/acre**
- **4/1000 sq. ft., 50/acre**
- **5/1000 sq. ft., 60/acre**
- **2/1000 sq. ft., 0.2/vehicle, 30/acre**
- **6/vehicle, 80/acre**

**Landfill**

- **11/5/acre**

**Cemetery**

- **5/acre**

**Church (Synagogue)**

- **9/1000 sq. ft., 30/acre**

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**NOTE:** This listing only represents a guide of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. Always check with local jurisdictions for their preferred or applicable rates.
<table>
<thead>
<tr>
<th>LAND USE TRIP CATEGORIES</th>
<th>ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)</th>
<th>HIGHEST PEAK HOUR % (plus IN/OUT ratio)</th>
<th>TRIP LENGTH (Miles)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>LODGING</td>
<td>10/occupied room, 300/acre* 9/occupied room, 200/acre* 8/occupied room, 100/acre* 7/occupied room*, 6/occupied room* 5/occupied room* 4/occupied room*</td>
<td>6% (6.4) 9% (4.6) 7% (4.6) 6% (6.4)</td>
<td>7.6</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>7/1000 sq. ft.** 6/1000 sq. ft.** 5/1000 sq. ft.** 4/1000 sq. ft.** 3/1000 sq. ft.** 2/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3)</td>
<td>10.0</td>
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<tr>
<td>LODGING</td>
<td>12/1000 sq. ft.** 10/1000 sq. ft.** 8/1000 sq. ft.** 6/1000 sq. ft.** 4/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3)</td>
<td>11.2</td>
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<td>OFFICE</td>
<td>21/1000 sq. ft.** 14/1000 sq. ft.** 7/1000 sq. ft.** 5/1000 sq. ft.** 3/1000 sq. ft.**</td>
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<tr>
<td>RECREATION</td>
<td>800/1000 sq. ft.** 600/1000 sq. ft.** 400/1000 sq. ft.**</td>
<td>6% (8.6) 6% (8.6) 6% (8.6)</td>
<td>5.4</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>12/1000 sq. ft.** 10/1000 sq. ft.** 8/1000 sq. ft.** 6/1000 sq. ft.** 4/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3)</td>
<td>5.4</td>
</tr>
<tr>
<td>RESTAURANT</td>
<td>7/1000 sq. ft.** 5/1000 sq. ft.** 3/1000 sq. ft.** 1/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3)</td>
<td>5.4</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>12/1000 sq. ft.** 10/1000 sq. ft.** 8/1000 sq. ft.** 6/1000 sq. ft.** 4/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3)</td>
<td>5.4</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>5/1000 sq. ft.** 4/1000 sq. ft.** 3/1000 sq. ft.** 2/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3) 9% (1.3)</td>
<td>5.4</td>
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<tr>
<td>RESIDENTIAL</td>
<td>3/1000 sq. ft.** 2/1000 sq. ft.** 1/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3) 9% (1.3)</td>
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<tr>
<td>RESIDENTIAL</td>
<td>1/1000 sq. ft.** 0/1000 sq. ft.**</td>
<td>9% (1.3) 9% (1.3)</td>
<td>5.4</td>
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<tr>
<td>RESIDENTIAL</td>
<td>0/1000 sq. ft.**</td>
<td>9% (1.3)</td>
<td>5.4</td>
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</table>

* Primary source: San Diego Traffic Generators.
* Other sources: ITE Trip Generation Report (6th Edition), Trip Generation Rates (other agencies and publications); various SANDAG & CALTRANS studies, reports and estimates.
* Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers.
* Fitted curve equation: Ln(T) = 0.756 Ln(x) + 3.950
* Fitted curve equation: t = -2.169 Ln(d) + 12.85
* Fitted curve equation: Ln(T) = 0.502 Ln(x) + 6.945
* Fitted curve equation: Ln(T) = 0.502 Ln(x) + 6.945
* C Fitted curve equation: T = total trips, x = 1,000 sq. ft.
* T Trip Reductions - In order to help promote regional "smart growth" policies, and to help reduce San Diego's expanding mass transit system, consider vehicle trip rate reductions (ie level proper documentation and necessary adjustments for peak periods). The following are some examples:

1. A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1 mile.
2. Up to 10% trip reduction for mixed use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).