



*Oxbow Development (October 2024 Threshold)*  
**Trip Generation Data (ITE Trip Generation Manual - 11th Edition)**

COMMENT	USE (ITE CODE)		24 HR VOL	A. M. PEAK HR.		P. M. PEAK HR.	
	DESCRIPTION		GROSS	ENTER	EXIT	ENTER	EXIT
<b>Summary Sheet</b>			Units				
Lot 1	Fast Food Restaurant w/ Drive-Thru Window (934)	3.89	1,817	88	85	67	62
Lot 2	High Turnover (Sit-Down) Restaurant (932)	7.83	839	41	34	43	28
Lot 3	Coffee/Donut Shop w/ Drive Thru Window (937)	0.86	460	38	36	17	17
Lot 7	Fast Food Restaurant w/ Drive-Thru Window (934)	2.98	1,393	68	65	51	47
Lot 8	Drive-In Bank (912)	3	375	16	10	40	41
Lot 4	Fast Food Restaurant w/ Drive-Thru Window (934)	1.00	467	23	22	17	16
<b>Subtotal TRIPS Generated by 2024 Uses -&gt;</b>			<b>5,351</b>	<b>274</b>	<b>252</b>	<b>235</b>	<b>211</b>
<i>Pass-by Trips</i>			<i>33%</i>	<i>1,766</i>	<i>90</i>	<i>83</i>	<i>78</i>
<b>Net New Primary Trips</b>			<b>3,585</b>	<b>184</b>	<b>169</b>	<b>157</b>	<b>141</b>

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USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	3.89	1,817	88	85	67
1,000 S.F.					
62					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = 467.48 (X) + 0  
50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = 44.61 (X) + 0  
51% Enter, 49% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = 33.03 (X) + 0  
52% Enter, 48% Exit

Comments:

Lot 1  
In Out  
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USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
High Turnover (Sit-Down) Restaurant (932)	7.83	839	41	34	43
1,000 S.F.					
28					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = 107.2 (X) + 0  
50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = 9.57 (X) + 0  
55% Enter, 45% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = 9.05 (X) + 0  
61% Enter, 39% Exit

Comments:

Lot 2  
Olive Garden  
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Oxbow Development (October 2024 Threshold)  
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Coffee/Donut Shop w/ Drive Thru Window (937)	0.86 460	38	36	17	17

Units  
1,000 S.F.

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = \frac{533.57}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$T = \frac{85.88}{51\%} (X) + \frac{0}{49\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = \frac{38.99}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

Comments:

Lot 3  
7 Brews  
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Oxbow Development (October 2024 Threshold)  
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
Fast Food Restaurant w/ Drive-Thru Window (934)	2.98 1,393	68	65	51	47
1,000 S.F.					

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

T = 467.48 (X) + 0  
50% Enter, 50% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

T = 44.61 (X) + 0  
51% Enter, 49% Exit

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

T = 33.03 (X) + 0  
52% Enter, 48% Exit

Comments:

Lot 7  
Raising Cane's  
Based on ITE Trip Generation Manual - 11th Edition

Oxbow Development (October 2024 Threshold)  
Trip Generation Data (ITE Trip Generation Manual - 11th Edition)

USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Drive-In Bank (912)	375	16	10	40	41

Units

3 Drive-In Lanes

ITE Trip Generation Equations:

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = \frac{125.03}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$T = \frac{8.54}{61\%} (X) + \frac{0}{39\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = \frac{27.07}{49\%} (X) + \frac{0}{51\%} \text{ Exit}$$

Comments:

Lot 8  
SLFCU  
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USE (ITE CODE)	24 HOUR TWO-WAY VOLUME	A. M. PEAK HOUR		P. M. PEAK HOUR	
	GROSS	ENTER	EXIT	ENTER	EXIT
Units					
<b>Fast Food Restaurant w/ Drive-Thru Window (934)</b>	<b>1.00</b>	467	23	22	17
1,000 S.F.					

**ITE Trip Generation Equations:**

Average Vehicle Trip Ends on a Weekday (24 HOUR TWO-WAY VOLUME)

$$T = \frac{467.48}{50\%} (X) + \frac{0}{50\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7am and 9am (A.M. PEAK HOUR)

$$T = \frac{44.61}{51\%} (X) + \frac{0}{49\%} \text{ Exit}$$

Average Vehicle Trip Ends on a Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4pm and 6pm (P.M. PEAK HOUR)

$$T = \frac{33.03}{52\%} (X) + \frac{0}{48\%} \text{ Exit}$$

Comments:

Lot 4  
Salad and Go  
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# Oxbow Development (SW Corner of St. Joseph's Dr. / Coors Blvd.)

## Projected Turning Movements Worksheet

### St. Joseph's Dr. / Main Driveway

INTERSECTION : E-W Street: **St. Joseph's Dr.** (8)  
 N-S Street: **Main Driveway**  
 Year of Existing Counts 2021  
 Horizon Year 2026  
 Growth Rates

	0.80%			0.80%			0.80%			0.80%		
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Main Driveway)			Southbound (Main Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	59	0	0	0	0	62	0	0	0	55	0	30
Background Traffic Growth	2	0	0	0	0	2	0	0	0	2	0	1
Subtotal	61	0	0	0	0	64	0	0	0	57	0	31
Coors Pavilion Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - A.M.)	61	954	0	0	343	64	0	0	0	57	0	31
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	20.00%	30.00%	25.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	21.03%	1.00%	31.64%	0.00%	0.00%	0.00%
Total Trips Generated	0	34	37	55	47	0	36	2	53	0	0	0
Subtotal AM Pk Hr. BUILD Volumes	61	988	37	55	390	64	36	2	53	57	0	31
Pass-by Trip Adjustments	0	14	7	36	-5	0	2	0	30	0	0	0
Total AM Peak Hour BUILD Volumes	61	1,002	44	91	385	64	38	2	83	57	0	31

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Main Driveway)			Southbound (Main Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volumes	30	0	0	0	0	32	0	0	0	28	0	29
Background Traffic Growth	1	0	0	0	0	1	0	0	0	1	0	1
Subtotal	31	0	0	0	0	33	0	0	0	29	0	30
Coors Pavilion Trips	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal (NO BUILD - P.M.)	31	563	0	0	648	33	0	0	0	29	0	30
Percent Commercial Trips Generated(Entering)	0.00%	0.00%	20.00%	30.00%	25.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Percent Commercial Trips Generated(Exiting)	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	21.03%	1.00%	31.64%	0.00%	0.00%	0.00%
Total Trips Generated	0	28	31	47	41	0	30	1	45	0	0	0
Subtotal PM Pk Hr. BUILD Volumes	31	591	31	47	689	33	30	1	45	29	0	30
Pass-by Trip Adjustments	0	21	2	39	-6	0	3	0	26	0	0	0
Total PM Peak Hour BUILD Volumes	31	612	33	86	683	33	33	1	71	29	0	30

Number of Commercial Trips Generated  
 Entering 184 Exiting 169 A.M. 100% Commercial Development  
 157 141 P.M.

#### Pass-by Trip Calculations:

##### AM Pass-by Trips

Percent Entering  
 Volume Entering  
 Percent Exiting  
 Volume Exiting  
 Net AM Passby Trips

	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Main Driveway)			Southbound (Main Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Entering	0.00%	-11.00%	8.00%	40.00%	-5.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	-10	7	36	-5	0	0	0	0	0	0	0
Percent Exiting	0.00%	29.00%	0.00%	0.00%	0.00%	0.00%	3.00%	0.00%	36.00%	0.00%	0.00%	0.00%
Volume Exiting	0	24	0	0	0	0	2	0	30	0	0	0
Net AM Passby Trips	0	14	7	36	-5	0	2	0	30	0	0	0

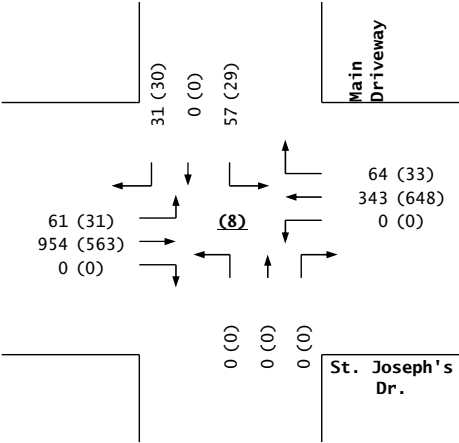
##### PM Pass-by Trips

Percent Entering  
 Volume Entering  
 Percent Exiting  
 Volume Exiting  
 Net PM Passby Trips

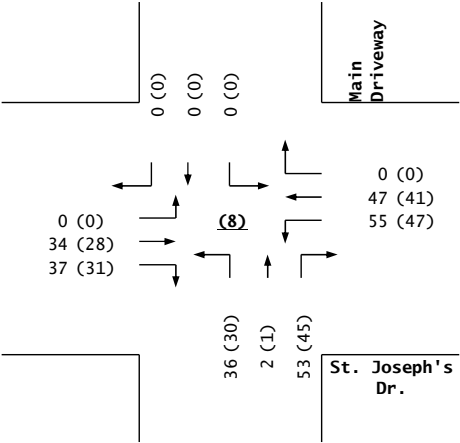
	Eastbound (St. Joseph's Dr.)			Westbound (St. Joseph's Dr.)			Northbound (Main Driveway)			Southbound (Main Driveway)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Percent Entering	0.00%	-4.00%	3.00%	50.00%	-8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Volume Entering	0	-3	2	39	-6	0	0	0	0	0	0	0
Percent Exiting	0.00%	34.00%	0.00%	0.00%	0.00%	0.00%	4.00%	0.00%	37.00%	0.00%	0.00%	0.00%
Volume Exiting	0	24	0	0	0	0	3	0	26	0	0	0
Net PM Passby Trips	0	21	2	39	-6	0	3	0	26	0	0	0

Pass-by Trips  
 Entering 90 Exiting 83 AM  
 78 70 PM

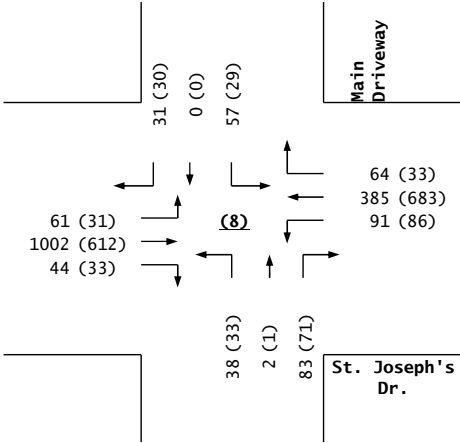
2026  
NO BUILD



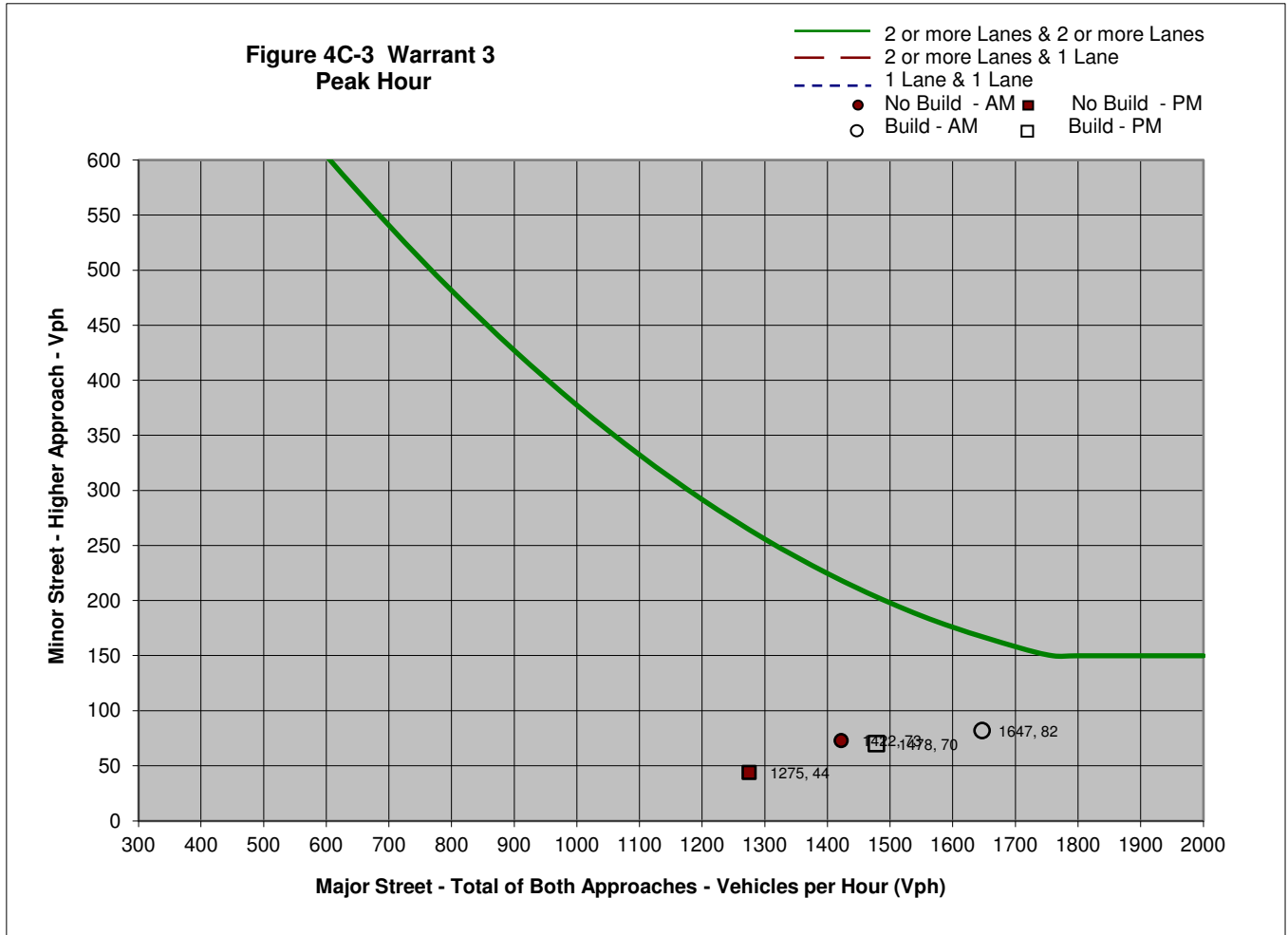
Trips



2026  
BUILD



Project Name		Analysis Year Traffic Volumes					
Oxbow / Coors Pavilion		AM	Major	Minor	PM	Major	Minor
Intersection		No Build	1422	73	No Build	1275	44
St. Josephs Dr. / Main A							
Analysis Year							
2025							
		Build	1647	82	Build	1478	70
Number of Lanes							
Major St.	2						
Minor St.	2						



Comments - Peak Hour Warrant Not Met Analysis based on development of Lot 1 (Fast Food), Lot 2 (Sit-Down Restaurant), Lot 3 (Restaurant), Lot 4 (Fast Food), Lot 7 (Fast Food), and Lot 8 (Credit Union).