

ITE TRIP GENERATION (10th Edition) FOR LIHTC DEVELOPMENTS (MCKINNEY, TEXAS)													
LIHTC Development	Location	Land Use	Number of Units	Daily			AM PEAK			PM PEAK			Comments/Note
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	
					50%	50%		26%	74%		61%	39%	
Mill Stream Multi-Family (MF) Development - Pedcor Investments	Wilmeth Road @ Community Ave (NEC)	221 - Multifamily Housing (mid-rise) 3 to 10 levels	240	1306	653	653	86	22	64	106	65	41	Auxiliary lanes (left/right turn lane) may be required with development depending on site layout. No left turn for southbound Community Avenue to the southern driveway on Community Avenue. Community may required to be widened to account for the southbound left turn into the northern main driveway.
Total			240	1306	653	653	86	22	64	106	65	41	

## Multifamily Housing (Mid-Rise) (221)

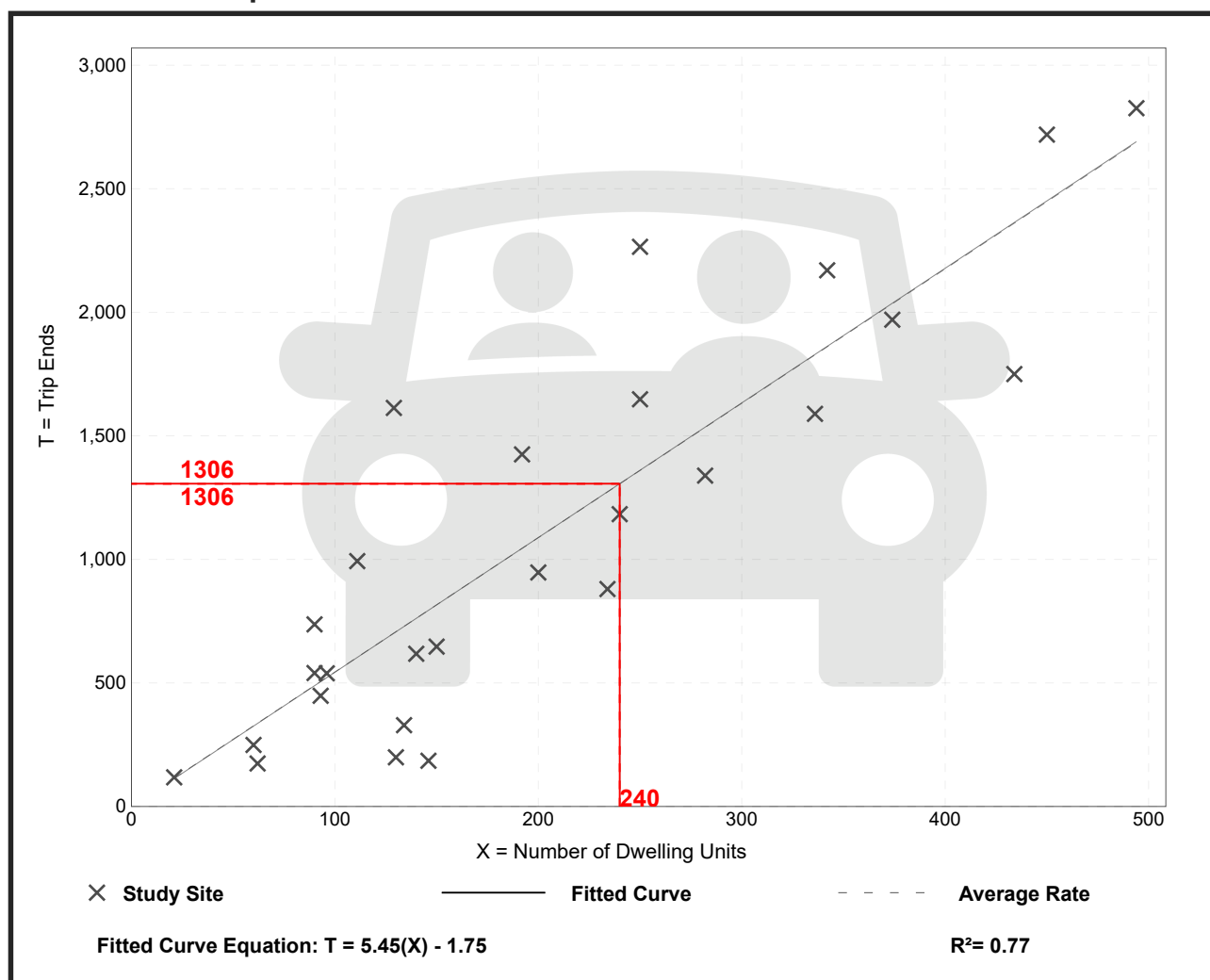
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 27  
Avg. Num. of Dwelling Units: 205  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

### Data Plot and Equation



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## Multifamily Housing (Mid-Rise) (221)

**Vehicle Trip Ends vs: Dwelling Units**

**On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 53

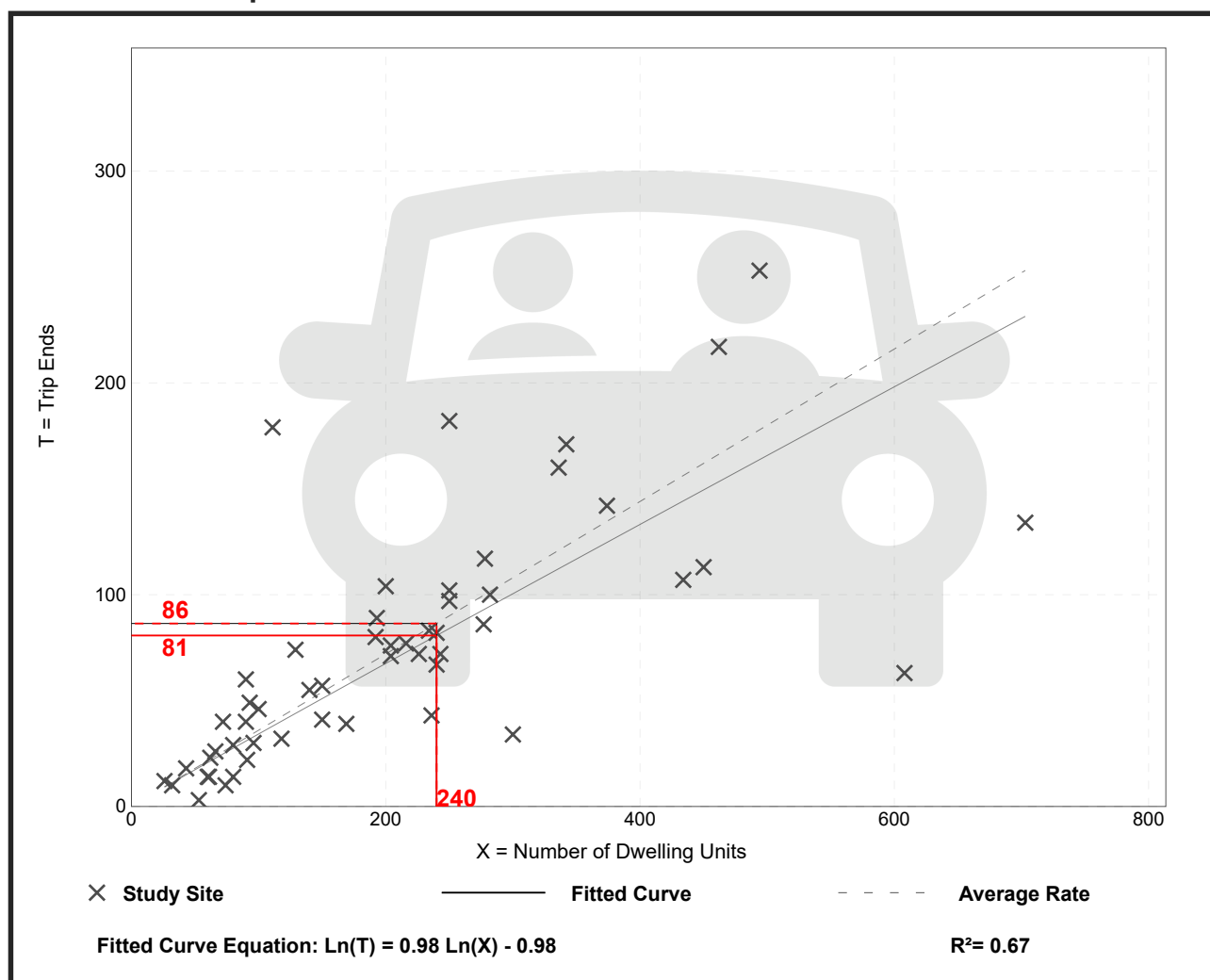
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

### Data Plot and Equation



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## Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 60

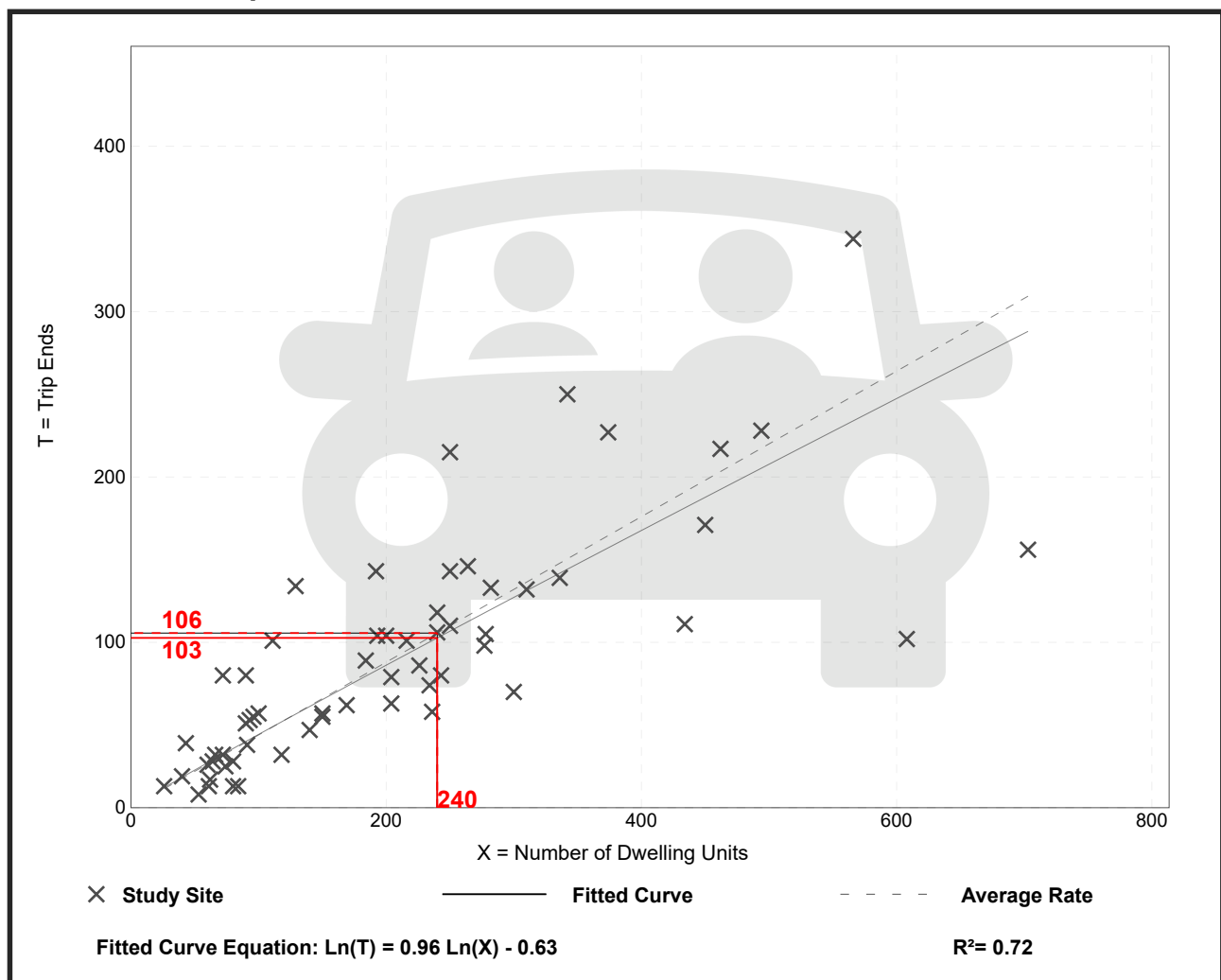
Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

### Data Plot and Equation



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