



THE PRESERVE AT KELLER OAKS – KELLER, TX Planned Development – Project Narrative

The Preserve at Keller Oaks is an approximately 39.381-acre planned development located east of US-377 and north of Harmonson Road in the City of Keller. The subject property is currently zoned Commercial District (C) and PD-1406 SF-36. The proposed rezoning establishes a cohesive mixed-use and residential development that thoughtfully integrates with surrounding land uses while remaining consistent with the City’s long-range planning framework.

The concept plan provides for 3.66 acres of commercial development along the US-377 frontage and 59 single-family residential lots developed under the SF-15 base zoning category. Of the 59 lots, 20 measure 96 feet in width by a minimum depth of 145 feet, and the remaining 39 lots measure 106 feet in width by a minimum depth of 145 feet. The minimum lot size within the development is 15,000 square feet, and the average lot size is 18,177 square feet.

The development also contains a 0.63 acre commercial strip between the planned development and the commercial development to the south. The purpose of this strip is to provide a landscape buffer between commercial and residential uses. The UDC requires a 30 foot landscape buffer between commercial and residential uses. By incorporating this strip, the setbacks to the commercial developer to the south will remain unchanged and will not affect his ability to develop the property as planned prior to this rezoning being requested.

Approximately 15 percent of the site is designated as open space. This open space has been intentionally concentrated in areas of dense, mature tree cover in order to preserve significant groves of large trees that enhance the natural character of the property. The preservation of these wooded areas provides both aesthetic and environmental benefits and contributes to long-term

value for future homeowners. The open space areas will also incorporate five-foot-wide trail systems designed to interconnect the neighborhood internally and provide access to the City's master trail system located east of the development, thereby strengthening pedestrian connectivity and reinforcing the community-oriented design of the project.

The proposed zoning creates a deliberate and compatible transition between adjacent land uses. To the south, the Harmonson Farms subdivision consists of typical 100-foot by 125-foot lots, or approximately 12,500 square feet. Moving northward, lot sizes transition through the Preserve at Keller Oaks, where the average lot size is 18,177 square feet, and continue to the SF-20 estate lots to the north that are 20,000 square feet and larger. This graduated progression of lot sizes establishes a seamless relationship between existing neighborhoods and the proposed development. In addition, the plan provides a logical transition from the commercial zoning along the US-377 frontage into 15,000-square-foot residential lots and ultimately into 20,000-plus-square-foot estate lots within and beyond the development. This careful layering of land uses promotes compatibility while preserving the integrity of surrounding residential properties.

In discussions with the Board of Directors of the Harmonson Farms HOA, the Board conveyed overwhelming support for the project, recognizing the value it will bring not only to the City but also to adjacent homeowners. The custom home builders to the north have likewise indicated support for the proposed lot sizes, noting that the average lot size is approximately 28 percent larger than that included in a previous rezoning concept for the property.

The City's Future Land Use Plan designates this site as Mixed Use along the US-377 frontage and Medium Density Single Family behind the mixed-use designation. Medium Density Single Family is defined as lot sizes ranging from 15,000 to 35,999 square feet. With a minimum lot size of 15,000 square feet and an average lot size of 18,177 square feet, the Preserve at Keller Oaks is consistent with the City's adopted Future Land Use Plan and represents a carefully designed, environmentally sensitive development aligned with the long-term vision for this corridor.

There is a proposed emergency access gate at the southern entrance to the development on Homestead Drive. In multiple meetings with the neighbors to the south in Harmonson Farms, there are concerns regarding the traffic going south to the elementary school. With multiple

walking trail locations leading to the elementary school, the future homeowners should not have any issues getting to the school with the restricted vehicular access. In discussions with the fire marshall, this is not a concern for the fire department as there are two other points of unrestricted access and in emergency situations this access point will still be accessible.

Keller – The Preserve at Keller Oaks

Design Standards

Zoning Case No. ZONE-2602-0001

Skorburg Company – March 25th, 2026

The following design standards shall apply to **The Preserve at Keller Oaks** development:

Planned Development Phasing

A. The residential and commercial components of the planned development shall be allowed to be constructed independently of each other (in no particular order). As such, Building Permits and Certificates of Occupancy for the commercial and residential components shall be permitted by the City of an independent basis.

Land Uses

A. *Commercial District*: The commercial district shall comply with the standards as outlined below.

- a. The approximately 0.63 acres of commercial, as shown on the concept plan, shall remain as Commercial District (C) zoning classification of Keller's Unified Development Code. The developer of the residential tract shall only be allowed to construct streets, sidewalks, utilities, rights of ways, and landscaping within the 0.63 acre strip of commercial.
- b. The Portion of the property designated as approximately 3.66 acre Commercial Tract in the Concept Plan, shall be developed and used in accordance with the standards applicable to the Commercial District (C) zoning classification of Keller's Unified Development Code, except as indicated below. All lawful uses permitted under the Commercial District (C) zoning classification shall be allowed, subject to a specific use permit (SUP) approval for all proposed uses, which shall include a detailed site plan with detailed plans, elevations, building materials, and proposed uses, except that the following land uses shall not be permitted, notwithstanding any statement to the contrary in the Zoning Ordinance, as it exists or may be amended:
 1. Manufacturing Facilities
 2. Automotive Sales – New
 3. Automotive Sales - Used
 4. Contractor's Shop and/or Storage Yard
 5. Landfill
 6. Laundromat

7. Concrete/ Asphalt Batching Plant, Permanent
8. Sexually-Oriented Business
9. Cemeteries
10. Concrete Batch Plant or Construction Yards
11. Automotive Repair
12. Car Wash
13. Assisted Living
14. Recycling Center
15. Electrical Power Plant
16. Sewage Treatment Plant/Pumping Station
17. Funeral Parlor
18. Trailer Rental
19. Water Treatment Plant

B. *Single-Family District*: All single-family lots shall comply with the SF-15 District, Single-Family Detached Residential, 15,000 square-foot lots, with the following clarifications and revisions:

1. Minimum lots size shall be 15,000 sf.
2. Minimum lot width shall be 96', although no more than 20 lots shall be less than 106' lot width. On cul-de-sacs and/or elbows, the minimum lot width shall be 80'. Minimum lot width shall be established at the front building line.
3. Minimum lot depth shall be 145 feet deep.
4. Minimum Front Setbacks shall be 30 feet.
5. Minimum Side Yard Setbacks shall be 8'. Minimum separation between structures shall be 16'. Minimum side yard on a corner lot adjacent to a street shall be 15'.
6. Minimum Rear Yard Setback shall be 15', except along the southern boundary (lots 41-50) where it shall be 40'.
7. Minimum House Size: The homes on all lots shall have a minimum conditioned area of:

One story- 2,600 s.f.

Two story- 3,200 s.f.
8. Maximum Height shall be 2 ½ story/ 35' for the main building. Homes on Lots 41-50 of the Detailed Site Plan shall be restricted to one story in height.

9. Maximum Lot Coverage shall be 45% for main building and 55% for main building and accessory buildings.

10. Exterior wall materials for residences

- a. 100% masonry on the front elevation (brick, stone or cementitious siding).
- b. 80% overall masonry per elevation.

11. Roofing materials and pitch

- a. 5:12 minimum primary roof pitch. Roof materials shall be constructed of at least 40-year shingles. Three-tab shingles are prohibited.

12. Garage door materials and decorative design

- a. Raised panel, wood or decorative garage door(s) with opener.

13. Driveway approaches shall be no wider than 20'.

14. Driveway surface materials (concrete, pavers, etc.)

- a. Finished concrete, broom finish with smooth border at joints, pavers, or stamped and/or stained concrete.

15. Landscaping and irrigation requirements for individual lots:

- a. All lots shall have full irrigation systems.
- b. All front yards shall be fully landscaped, with a minimum of either two (2) minimum 3" Canopy trees, or one (1) minimum 3" caliper Canopy and 2" caliper Understory tree (chosen from the below mentioned Exhibit A- Quality Tree lists for Large and Understory Trees), and 10 shrubs.
- c. Canopy Trees shall be a minimum of 3" caliper at installation and shall be chosen from the list of tree species in the "Keller, Texas - Code of Ordinances; PART III - UNIFIED DEVELOPMENT CODE, Article Ten - TREE PRESERVATION, Section 10.02 – Tree Preservation Exhibits, Exhibit A- Quality Trees, Large Trees."

16. There shall be a minimum 8' wall built with the development adjacent to the future Commercial tract (behind lots 1-6), from the northern boundary, and wrapping along the south side of Lot 1, to the front setback line. The fence design along the southern boundary shall be determined in concert with the adjacent existing homeowners, to either retain/repair the existing fence, or build an up to an 8' pre-stained cedar, with metal poles, top cap, top side trim, new fence. All other lot lines adjacent to open space lots shall have 6' decorative metal fences, as shown on the Wall/Fence Diagram on the PD Concept Plan.

17. The development's open spaces shall be generally landscaped in accordance with the conceptual landscape plans provided and that more detailed landscape

plans prepared by a Registered Landscape Architect shall be reviewed and approved prior to Final Plat approval. The open space landscaping and irrigation must be installed and operational prior to final inspection of the first home in the development.

18. Sidewalks:

- a. Sidewalks shall be built along the street frontage of each lot by the home builder or developer. The sidewalk shall be five feet in width.
- b. A 5' wide trail sidewalk shall be built by the developer within the open space corridor, as shown on the Concept Plan.

19. Cluster mailbox location and design

- a. A cluster mailbox shall be provided, as per USPS standards.

20. Development entry sign location and design

- a. The development shall have an Entry sign, located within the front open space/ detention area, at the entry street intersection from SH-377.

21. All lateral and service lines for all utilities shall be placed and maintained underground.

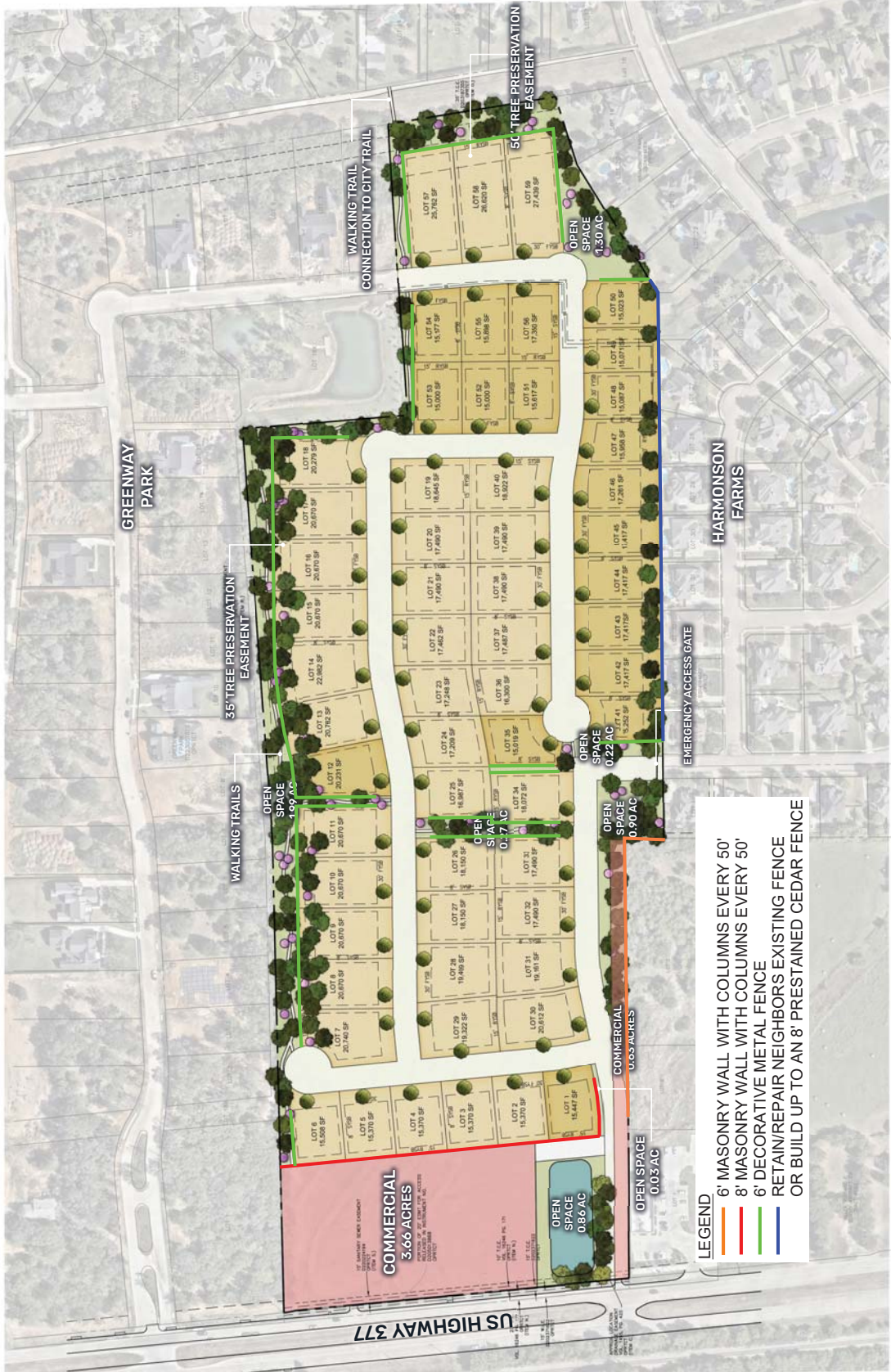
22. An HOA shall be required and Common Area Open Space shall be maintained by the HOA.

23. Additional Requirements:

- a. The street connection to Homestead Drive shall be an electric, controlled entry with gated access restricted to emergency personnel only. This access point shall not be used as an ingress or egress for the residents of the Preserve at Keller Oaks at any time and the gate shall remain closed except in the case of emergency. This gate shall contain a pedestrian access gate.
- c. There shall be a 35' Tree Preservation Easement along the back of lots 7-18 and a 50' Tree Preservation Easement along the back of lots 57-59, which shall be reflected on the Final Plat. Within this easement, the developer, homebuilder, or future homeowners and assigns shall not be permitted to remove protected trees.
- b. No permanent use of temporary dwellings, such as recreational vehicles, travel trailers, or mobile homes, may be used for on-site dwelling purposes unless approved by a Specific Use Permit (SUP).
- c. Open Storage is prohibited (except for materials for the resident's personal consumption i.e. firewood, gardening materials, etc.)

d. Single-family homes with side entry garages have special setback requirements as established in Section 9.02 – Off-Street Parking and Loading Requirements.

e. Other Regulations – As established in Section 9.01 – Building Design and Development Standards.



LOT SUMMARY TABLE

Lot	Minimum Lot Size	Minimum Lot Width	Minimum Lot Depth	Pad Size Width	Front Yard Setback	Side Yard Setback	Side Yard Setback (next to a street)	Rear Yard Setback	Lot Count	Average Lot Size	Density	Open Space Percentage
	15,000 SF	96'	145'	80'	30'	8'	15'	15'	20	18,177	1.65 du/ac	15%
	15,000 SF	106'	145'	90'	30'	8'	15'	15'	39	5.57		

Harmonson Farms Neighborhood

- Phone call with Jarod Marcus (Board of Directors for HOA) on 2/2
- Meeting with remaining board of directors on 2/11
- Email follow up regarding submittal 2/20 in which Jarod indicated support from himself and all neighbors backing up to the Preserve

Greenway Park

- Phone call with Mark Weatherford (Original developer) on 1/21 and concept plan sent
- Email exchange with Greg Wright on 2/2
- Phone call with Lee Hughes on 2/3 and continued conversation and collaboration through 2/20
 - Lee is helping set up a meeting with the individual homeowners already living in Greenway Park early March, prior to any Public Hearings or notices going out, but they have all been made aware of the plans

VSJ Properties (Commercial developer to the south)

- Meeting with Vijay on 2/5
- Working up for a follow up meeting in March with the City to confirm setbacks, but agreed to all of his asks

Trip Generation Data Form (Part 1)

Land Use/Building Type: SINGLE FAMILY DETACHED	ITE Land Use Code: 210
Source: ITE TRIP GENERATION MANUAL 11TH EDITION	Source No. (ITE use only):
Name of Development: Keller Springs	Day of the Week: Friday
City: Keller	Day: 20
State/Province: TX	Month: 02
Zip/Postal Code: 76248	Year: 2026
Country: United States	Metropolitan Area: Keller

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

<p>Location Within Area:</p> <p><input type="checkbox"/> (1) CBD <input checked="" type="checkbox"/> (3) Suburban (Non-CBD) <input type="checkbox"/> (5) Rural</p> <p><input type="checkbox"/> (2) Urban (Non-CBD) <input type="checkbox"/> (4) Suburban CBD <input type="checkbox"/> (6) Freeway Interchange Area (Rural)</p> <p><input type="checkbox"/> (7) Not Given</p> <p>Independent Variable: (include data for as many as possible)²</p> <table style="width:100%;"> <thead> <tr> <th></th> <th>Actual</th> <th>Estimated</th> </tr> </thead> <tbody> <tr> <td>(1) Employees (#)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(2) Persons (#)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(3) Total Units (#) (indicate unit: <u>59</u>)</td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(4) Occupied Units (#) (indicate unit: _____)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(5) Gross Floor Area (gross sq. ft.)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(% of development occupied _____)</td> <td></td> <td></td> </tr> <tr> <td>(6) Net Rentable Area (sq. ft.)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(7) Gross Leasable Area (sq. ft.)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>(% of development occupied _____)</td> <td></td> <td></td> </tr> <tr> <td>(8) Total Acres (% developed: _____)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table> <p>(9) Parking Spaces (% occupied: _____) <input type="checkbox"/></p> <p>(10) Beds (% occupied: _____) <input type="checkbox"/></p> <p>(11) Seats (#) <input type="checkbox"/></p> <p>(12) Servicing Positions/Vehicle Fueling Positions <input type="checkbox"/></p> <p>(13) Shopping Center % Out-parcels/pads <input type="checkbox"/></p> <p>(14) A.M. Peak Hour Volume of Adjacent Street Traffic <input type="checkbox"/></p> <p>(15) P.M. Peak Hour Volume of Adjacent Street Traffic <input type="checkbox"/></p> <p>(16) Other _____ <input type="checkbox"/></p> <p>(17) Other _____ <input type="checkbox"/></p>		Actual	Estimated	(1) Employees (#)	<input type="checkbox"/>	<input type="checkbox"/>	(2) Persons (#)	<input type="checkbox"/>	<input type="checkbox"/>	(3) Total Units (#) (indicate unit: <u>59</u>)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	(4) Occupied Units (#) (indicate unit: _____)	<input type="checkbox"/>	<input type="checkbox"/>	(5) Gross Floor Area (gross sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(% of development occupied _____)			(6) Net Rentable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(7) Gross Leasable Area (sq. ft.)	<input type="checkbox"/>	<input type="checkbox"/>	(% of development occupied _____)			(8) Total Acres (% developed: _____)	<input type="checkbox"/>	<input type="checkbox"/>	<p><i>Detailed Description of Development:³</i></p>
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2. Definitions for several independent variables can be found in the Trip Generation, Second Edition, User's Guide Glossary.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

<p>Other Data:</p> <p>Vehicle Occupancy (#): A.M. _____ P.M. _____ 24-hour % _____</p> <p>Percent by Transit: A.M. % <u>0</u> P.M. % <u>0</u> 24-hour % _____</p> <p>Percent by Carpool/Vanpool: A.M. % <u>0</u> P.M. % <u>0</u> 24-hour % _____</p> <p>Employees by Shift:</p> <table style="width:100%;"> <tr> <td>Start Time</td> <td>End Time</td> <td>Employees (#)</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> <p>First Shift:</p> <table style="width:100%;"> <tr> <td>Start Time</td> <td>End Time</td> <td>Employees (#)</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> <p>Second Shift:</p> <table style="width:100%;"> <tr> <td>Start Time</td> <td>End Time</td> <td>Employees (#)</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> <p>Third Shift:</p> <table style="width:100%;"> <tr> <td>Start Time</td> <td>End Time</td> <td>Employees (#)</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> <p>Parking Cost on Site: Hourly <u>0</u> Daily <u>0</u></p>	Start Time	End Time	Employees (#)	0	0	0	Start Time	End Time	Employees (#)	0	0	0	Start Time	End Time	Employees (#)	0	0	0	Start Time	End Time	Employees (#)	0	0	0	<p>Transportation Demand Management (TDM) Information:</p> <p>At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes</p> <p>If Yes (if yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary)</p> <table style="width:100%;"> <tr> <td><input type="checkbox"/> (1) Transit Service</td> <td><input type="checkbox"/> (5) Employer Support Measures</td> <td><input type="checkbox"/> (9) Tolls and Congestion Pricing</td> </tr> <tr> <td><input type="checkbox"/> (2) Carpool Programs</td> <td><input type="checkbox"/> (6) Preferential HOV Treatments</td> <td><input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks</td> </tr> <tr> <td><input type="checkbox"/> (3) Vanpool Programs</td> <td><input type="checkbox"/> (7) Transit and Ridesharing Incentives</td> <td><input type="checkbox"/> (11) Telecommuting</td> </tr> <tr> <td><input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements</td> <td><input type="checkbox"/> (8) Parking Supply and Pricing Management</td> <td><input type="checkbox"/> (12) Other _____</td> </tr> </table>	<input type="checkbox"/> (1) Transit Service	<input type="checkbox"/> (5) Employer Support Measures	<input type="checkbox"/> (9) Tolls and Congestion Pricing	<input type="checkbox"/> (2) Carpool Programs	<input type="checkbox"/> (6) Preferential HOV Treatments	<input type="checkbox"/> (10) Variable Work Hours/Compressed Work Weeks	<input type="checkbox"/> (3) Vanpool Programs	<input type="checkbox"/> (7) Transit and Ridesharing Incentives	<input type="checkbox"/> (11) Telecommuting	<input type="checkbox"/> (4) Bicycle/Pedestrian Facilities and Site Improvements	<input type="checkbox"/> (8) Parking Supply and Pricing Management	<input type="checkbox"/> (12) Other _____
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Trip Generation Data Form (Part 2)

Summary of Driveway Volumes (All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

	Average Weekday (M-F)						Saturday						Sunday						
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total		
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	
24-Hour Volume	278		278		556		280		279		559		250		250		500		
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 - 9) Time (ex.: 7:15 - 8:15):																			
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 - 6) Time:																			
A.M. Peak Hour Generator ² Time:	12		32		44														
P.M. Peak Hour Generator ² Time:	37		21		58														
Peak Hour Generator ³ Time (Weekend):							29		25		54		26		23		49		

- Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.
 - Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.
 - Highest hourly volume during the entire day. Please specify the peak hour.
- Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly Driveway Volumes - Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period		Exit		Total		P.M. Period		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00				
6:15-7:15							11:15-12:15							3:15-4:15				
6:30-7:30							11:30-12:30							3:30-4:30				
6:45-7:45							11:45-12:45							3:45-4:45				
7:00-8:00							12:00-1:00							4:00-5:00				
7:15-8:15							12:15-1:15							4:15-5:15				
7:30-8:30							12:30-1:30							4:30-5:30				
7:45-8:45							12:45-1:45							4:45-5:45				
8:00-9:00							1:00-2:00							5:00-6:00				

Check if Part 3, 4 and/or additional information is attached.

Survey conducted by: Name: Daniel Simonds Organization: McAdams
 Address: 4400 State Highway 121, Suite 800
 City/State/Zip: Lewisville, TX 75056
 Telephone #: (972) 436-9712 Fax #: [REDACTED] E-mail: [REDACTED]

Please return to: Institute of Transportation Engineers
 Technical Projects Division
 1627 I ST NW, STE 550
 Washington, DC, 20006, USA
 Telephone: +1 202-289-0222
 ITE on the Web: www.ite.org

Trip Generation Data Form (Part 3)

Name/Organization: _____ City/State: _____

Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: _____ (All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15						
12:15-12:30							12:15-12:30						
12:30-12:45							12:30-12:45						
12:45-1:00							12:45-1:00						
1:00-1:15							1:00-1:15						
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8:30-8:45							8:30-8:45						
8:45-9:00							8:45-9:00						
9:00-9:15							9:00-9:15						
9:15-9:30							9:15-9:30						
9:30-9:45							9:30-9:45						
9:45-10:00							9:45-10:00						
10:00-10:15							10:00-10:15						
10:15-10:30							10:15-10:30						
10:30-10:45							10:30-10:45						
10:45-11:00							10:45-11:00						
11:00-11:15							11:00-11:15						
11:15-11:30							11:15-11:30						
11:30-11:45							11:30-11:45						
11:45-12:00							11:45-12:00						

Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ² Time (Weekend):									

¹ Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.

² Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.

³ Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.

Please refer to the *Trip Generation User's Guide* for full definition of terms.

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent ¹ Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent ¹ Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator ² Time:									
P.M. Peak Hour Generator ² Time:									
Peak Hour Generator ² Time (Weekend):									

Survey conducted by: Name: _____

Organization: _____

Address: _____

City/State/Zip: _____

Telephone #: _____ Fax #: _____

E-mail: _____

Please return to: Institute of Transportation Engineers

Technical Projects Division

1627 I ST NW, STE 550

Washington, DC, 20006, USA

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